Manatee Council of Governments

Character Compatibility **Study**










bradenton

Intergovernmental Project Team

The Character Compatibility Study marks the first collaborative planning initiative of its kind for the Manatee Council of Governments, which includes all elected officials of the County and Municipalities. The project's success has resulted from dedicated involvement of the Council of Governments and the continued efforts of their staff members, who comprise the intergovernmental project team. The preparation of this study was managed by a tremendous team effort comprised primarily of the dedicated planning staffs of the City of Bradenton, the City of Palmetto, and Manatee County. Although much of their work took place "behind the scenes," their participation was critical to the development of the study. The staff team met regularly with the consultant to review and provide feedback on study products and provide insight and analysis in support of the study through all phases of the project.

Acknowledgements

A special thanks to all the individuals representing their government agency in the Manatee Council of Governments that helped in the preparation of this document.

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Character Compatibility Study

Executive Summary/**Key Recommendations**

The Manatee Council of Governments embarked on a critical first step when it approved moving forward to conduct a character compatibility study in late 2005. This marked the first time in the area's history that elected officials representing all of the local governments in Manatee County committed to collectively work towards a strategy that would create a community that not only fostered the highest quality of life possible, but also provided an approach for creating a compatible community. This study was scoped with several tasks designed to allow the Council of Governments to use sound information and technical tools in its approach to meet its goals. These objectives included the following:

1) Understanding Key Elements of Form

2) Creation of a Framework/
Establish Typology

3) Application of the Typology/
Creation of a Vision Graphic

4) Key Character Issues &
Possible Solutions

5) Create a Set of Guiding Principles

6) Analyze Existing Land Development Codes

7) Create Capacity Review Process

The Character Compatibility Study is as much about process as it is about product. The study provides a rationale and a methodology that must be replicated at individual local government levels for the concept of character compatibility to be completely realized. This process is reflected by chapter in this document, and is completed for the study-area level, which is County-wide and includes all member local governments of the Manatee Council of Governments. The steps necessary for the next level of evaluation and analysis are the same:

1) **Understanding the Key Elements of Form**
2) **Creation of a Framework/Establish Typology**
3) **Application of the Typology/Establish a Vision Graphic**
4) **Issue/Solution Identification**
5) **Creation of Comprehensive Plan Guiding Principles**
6) **Evaluation of Existing Land Development Regulations**
7) **Creation of Form-Based Design Guidelines**
8) **Implementation of a Compatibility Review Process**

Each of these components has been completed in an "all-encompassing" fashion for the County and Municipalities. These steps must be repeated at neighborhood and small area levels for the process to be fully effective. Character compatibility remains a dynamic process much like a biological system. Communities must continue to revise strategies, goals, and be adaptive as they grow, and this process provides a platform that uses character and form as the stabilizing factor among jurisdictions. Relating new, re-development, and infill development to form, whether it is based on the goal of retaining the existing context, or altering it based on a vision (developed by engagement of all stakeholders in a formal process), it is the key to preventing future compatibility issues. Each neighborhood and unincorporated small area represents a value either intrinsically, or potentially, and should be submitted to the same methodology presented herein.

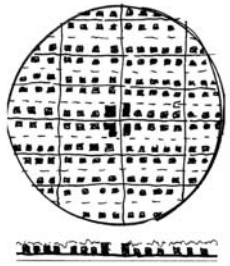
1) Understanding Key Elements of Form

The first step towards character compatibility is developing an understanding of the key elements of form. The initial phase of this study described the characteristics common to urban land forms, suburban land forms, and their interaction along corridors.

2) Creation of a Framework/Establish Typology

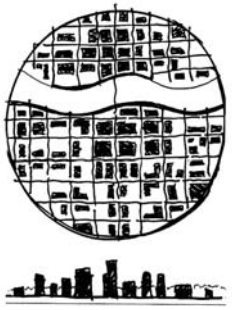
In an effort to establish a descriptive framework that would help facilitate the discussion of land character compatibility issues, general character area categories were created to help describe the types of places that exist and that are planned within the study area.

This general characterization includes 13 character area types as described below:



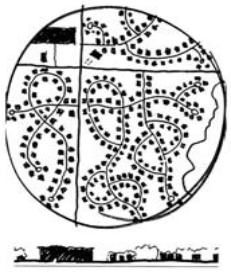
Character Area #1: Urban Center/Downtown

These areas are primarily associated with the downtowns of Bradenton and Palmetto and represent the most dense, intense, urban places in the study area and include a mix of land uses. In Bradenton, the tallest existing building is 15 stories. The City of Plametto limits buildings in downtown Palmetto to 6 stories.



Character Area #2: Traditional/Urban Neighborhoods

The traditional/urban neighborhoods are those neighborhoods adjacent to the urban center/ downtown core character areas that are built in an urban form, and consist primarily of residential uses, neighborhood scale retail, and office use and neighborhood serving public uses. The street networks that serve these areas are in a traditional grid pattern. The existing building heights in these areas average 1 to 3 stories with some 6 to 10 story towers near the waterfront areas.

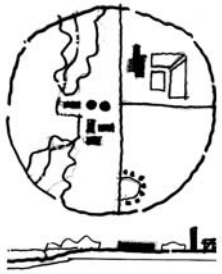


Character Area #3: Suburban Neighborhoods

The suburban neighborhoods form is characterized by large landscape buffers and setbacks from major roadways, and privatized amenities with limited connectivity. Most support uses for suburban neighborhoods, such as retail uses, are located in regional centers or along corridors that bisect these areas. Building heights are generally 1 to 2 stories, but some suburban towers are in place near the waterfront areas in Palmetto.

Character Area #4: Urban/Suburban Neighborhoods

The urban/suburban neighborhoods describe a type of community in which older (circa 1960) traditional/urban neighborhoods are surrounded by suburban neighborhoods. The street networks range from traditional grid patterns to mixtures of grid and cut-off patterns and the existing building heights average 1 to 3 stories.

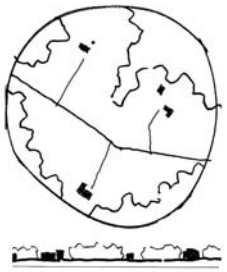


Character Area #5: Future Neighborhoods

This character area is intended to describe large, undeveloped tracts of land adjacent to the suburban neighborhoods, sometimes surrounded by suburban neighborhoods, and sometimes transitioning from the suburban neighborhood character area to rural character.

Character Area #6: Industrial Areas

Industrial lands are the places where major economic development is accommodated to provide employment and stability to the community and includes a range of uses from large scale industrial buildings to suburban industrial parks. They are often located adjacent to key transportation corridors, but because of their size, scale, and use have special design and compatibility needs and issues. The height of buildings in this area range from 1 to 8 stories.



Character Area #7: Rural Categories

Rural forms are characterized typically by large lot sizes (greater than 5 acres), little or no lighting outside of agricultural uses, natural landscapes, and undivided roadways flanked by swales. Some rural neighborhoods do have entrance features that are more suburban, but in aggregate these areas have an overriding suite of rural characteristics.

Character Area #8: Rural Settlement Areas

This form provides for low density single family residential uses, protection of open space, public/civic uses and neighborhood type commercial that does not detract from the rural character of the community. The non-residential uses serve as a focal point for the community it is located within.

Character Area #9: Conservation/Natural Vegetation

Character areas labeled as conservation/natural vegetation include valuable undeveloped agricultural lands, conservation areas currently under protection, and natural habitats or areas that are otherwise heavily vegetated, such as riparian zones, etc.

Character Area #10: Historic Areas

Historic areas represent a collection of various historic overlay information gathered from Manatee County (historic overlay), the City of Bradenton (Historic Preservation Element), and the City of Palmetto's historic district map.

Character Area #11: Waterfront Communities

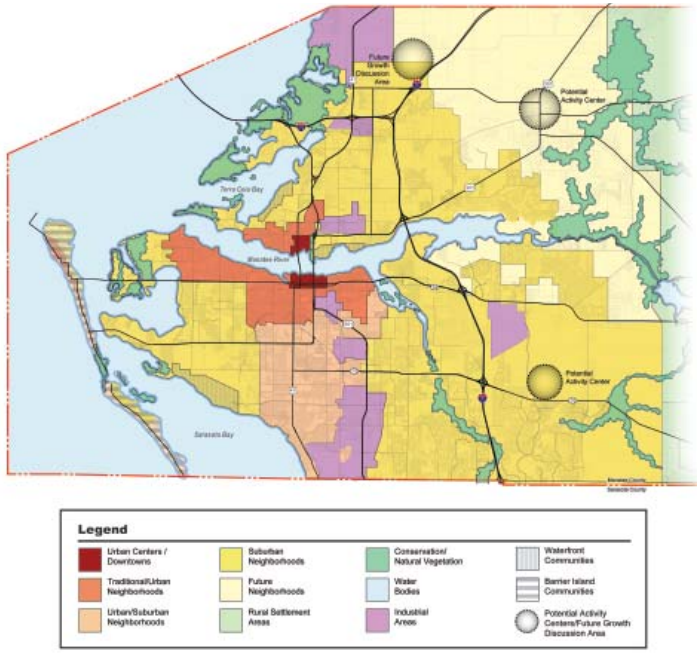
This character type is intended to describe key waterfront communities that are currently undeveloped, even though they may be pending development approvals. These areas include the Terra Ceia Bay area in Palmetto, areas east of downtown Bradenton and along the Manatee River, and an area in Manatee County along Sarasota Bay.

Character Area #12: Potential Activity Center or Future Growth Discussion Area

Activity centers are nodes of exchange located near large residential areas. Exchanges may include commercial and retail, or employment, depending on the location. For this graphic, the circles are general identifiers and not to be interpreted as finite locations. These locations were derived from the stakeholder, staff, and Council of Governments, along with the long-range transportation plan. (text from Craig)

Character Area #13: Corridors

Corridors are a special character area that describes land uses that are primarily oriented toward a major roadway. The form of these land uses may be either in urban or suburban form depending on the location.



3) Application of the Typology/ Creation of a Vision Graphic

Following the creation of the typology, a Character Vision Graphic was created for use in the analysis of the issues facing neighborhoods, centers, and corridors.

4) Key Character Issues & Possible Solutions

The fundamental issue that is addressed in this study is the relationship between building height, density, and how land development regulations may mitigate the impact of taller buildings. This study provides general recommendations and discussions regarding existing and proposed building height within the different character areas, and more specific guidance regarding how to determine what is compatible and what is not within the character areas.

Other design/compatibility issues facing Manatee County and its cities include:

Urban Center/Downtown Issues

» Where does downtown end and urban traditional neighborhood development begin?
» Reconciling need for density/intensity and pedestrian orientation to conventional roadway transportation.
» Lack of adequate parking/location of parking to support downtown pedestrian uses.
» Retracting building entry from the street (introducing parking or driveways between the building and the street).

Urban Neighborhood Issues

» Disruption of connectivity (closing of streets, introduction of developments with gated entries).
» Large bulk residential buildings without architectural design amenities.
» Redevelopment/Infill that is architecturally inconsistent with historic/special neighborhoods.
» Lack of transition of building heights.
» Lack of pedestrian access.

Suburban Neighborhood Issues

» Lack of sufficient/adequate landscaping or buffering to shield adjacent uses.
» Light Pollution/overflow lighting.
» Lack of regulation/buffering of "active" uses along adjacencies (dumpsters/waste disposal, loading docks, parking)

Corridor Issues

» US 41, severe redevelopment issues and compatibility challenges.
» SR 64, SR 70 and University Parkway roadway/land use design conflict. Large multi-lane roadways with wide rights of way are hostile roadways to pedestrians.

Waterfront Development Issues

The viewsheds along the waterfront provide important amenities to both residents and the public. Remaining undeveloped waterfront continues to be under pressure for development, creating potential compatibility issues. The draft design guidelines are intended to provide additional standards for development along waterfront areas, and specifically address separation and floorplate requirements that prevent viewshed from being altered, and the bulk and massing of structures that may create unwanted views from the water.

Manatee County waterfronts remain valuable but untapped resources. Continued growth has led to renewed interests in creating mid and high-rise residential subdivisions. The citizens of the greater Manatee County area (including all municipalities) are coming together to fulfill the public's claim to productive use and increased enjoyment of this resource, and ensuring that all development considers the aesthetic and natural resource value of waterfront properties along the Gulf of Mexico, Terra Ceia Bay, The Braden River, and the Manatee River.

Successful planning of the afore-mentioned waterfront areas should include a vision where:

» parks and open spaces with a lively mix of activities are within easy reach of communities throughout the study area;
» people once again swim, fish and boat in clean waters;
» natural habitats are restored and well cared for;
» maritime and other industries, though reduced in size from their heyday, thrive in locations with adequate infrastructure support;
» water taxis crisscrossing the area's bays and rivers, and interconnected systems of bikeways and pedestrian pathways help lessen traffic congestion and air pollution;
» panoramic water views of great beauty are preserved or created; and
» the needs for new housing and jobs for people of diverse income levels are satisfied in attractive and safe surroundings.

Fortunately, all of these needs and opportunities can be accommodated in suitable locations on what is arguably one of the most valuable

waterfronts along Florida's west coast. The waterfront areas encompass coastal beaches and pristine wetland habitats, small homes set beside rivers, bays, and creeks, and mid-rise residential and office buildings with magnificent views. Taken together, the guiding principles and regulatory revisions recommended in this plan signal a new beginning for the waterfront.

Throughout the Character Compatibility Study, the waterfront area and its functional relationships have been the primary focus of discussion. Protection of existing neighborhoods and viewsheds of developed areas remains a focus. Two areas that are either undeveloped or contain pending approvals were focused on for discussion. These special areas include the Terra Ceia Bay area in Palmetto, and an area in Manatee County along Sarasota Bay. The waterfront, like other character areas, should be managed view a multi-step process. The height recommendations for the general typology should be followed for waterfront areas. The character of the area determines the measures of protection. The design guidelines provide protective measures that focus on minimizing the effect of height and bulk by providing floorplate requirements that minimize mass, adjacency requirements for residential/non-residential adjacencies, variation in rooflines, and side separation requirements that preserve viewsheds. While existing approvals make waterfront compatibility more difficult, the formula exists for its implementation.

5 Create a Set of Guiding Principles

Based upon the character analysis, the issues identified through field work and input received from the community, the elected officials, and the development community, a set of Guiding Principles have been prepared for use in amending Comprehensive Plans. The guiding principles address the issues associated with key elements of form, and describe general principles that are easily crafted into goals, objectives, and policies that identify the components of quality urban and suburban form. Participating member governments should include their vision for community design in the comprehensive plans. This step should be taken to ensure that community design is an important component of compatibility and sets the tone for steps to be taken that will ensure a more compatible relationship within and among communities.

6 Analyze Existing Land Development Codes

Following the preparation of the guiding principles, the land development codes of the participants were evaluated based on how they address the key elements of form. These specific elements included:

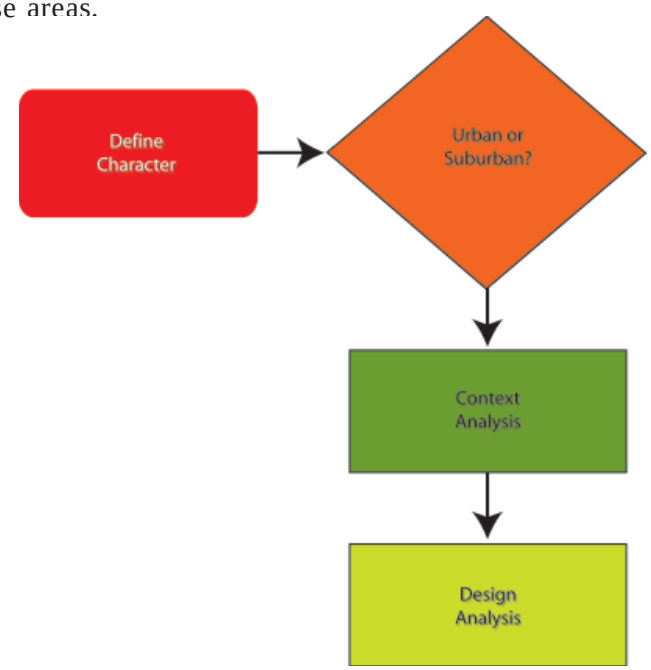
- Signage
- Lighting
- Landscaping
- Building Placement
- Stormwater

This analysis was used to create a set of objectives for the creation of design guidelines that allow for form-based land development evaluation. For example, Manatee County's Land Development Code is designed to create a suburban form, while the City of Bradenton's and the City of Palmetto's are more urban or urban/suburban in application. Key pieces are missing from all of these codes that adequately allow a jurisdiction to assess an area based on its character, identify key elements of form necessary for new and re-development projects, and conduct thorough review. All of these entities posses skilled and competent personnel capable of making these decisions; however, it is more difficult to administer via the planned development process than to refer to a manual of guidelines, or a neighborhood planning section of the code and understand the components of design that are necessary. The design guidelines were prepared to serve as a reference of sound design principles that relate to urban, suburban, and hybrid form. These guidelines may be used to guide the amendment of individual land development codes, which should be considered as part of a multi-step process.

7 Create Capacity Review Process

A set of "Design Compatibility Review Criteria" was created for this issue to provide some basic assessment and review criteria that could help to provide insight into the fundamental analysis that should be undertaken when a property/site is being reviewed for compatibility, with an emphasis on contextual analysis and design. Compatibility issues and conflicts can be better articulated by this assessment and arise when the various jurisdictions within the County respond to some fundamental questions differently. These responses reflect the "vision" and "priorities" that each jurisdiction has and can lead to conflict during the evaluation and review of development proposals because the development proposal functions as an outward manifestation of these values.

The next step for members of the COG to more specifically address this issue is for participating local governments to initiate specific visioning efforts for a more refined geography such as a sector, neighborhood, or block level and to use the context of that more detailed level of analysis to fine tune the preferred building height and design standards for those areas.



Public Involvement/ Elected Officials Workshop

Four special workshops were held to gather comment from appropriate stakeholders. The first workshop was held with the Council of Governments during February of 2006, and was designed to allow the elected officials an opportunity to comment on the prepared character typology, and to identify specific issues facing their communities. The primary issues identified were combined into the following categories:

- Building heights
- Waterfront compatibility
- Activity centers
- Community Character Vision
- Long Range Transportation

The next series of workshops were conducted during March and included two public workshops and one workshop conducted with the development community. The public workshops consisted of two parts—a review of the elements of form and community characterization for the study, and a review of the relationships between building height, density, and design. These workshops utilized interactive voting and closed with specific commentary on how the public felt regarding height and design. Based upon the public workshops, a majority of participants felt that increased density and height are appropriate in either select places or most everywhere (excluding rural). Various groups also recommended no new height increases along the North and South banks of the Manatee River. All comments were recorded from maps generated during the Community Workshop sessions.

The Development Community Roundtable Discussion included an issue identification component, where the group primarily felt concerned about the relationship between land use and transportation, and an exercise component designed to solicit written comments on study area maps. The issues primarily related to a desire to see more urban-like forms in the County, which would potentially alleviate some of the transportation issues, and a support for height in areas that are designed in urban formats.

Conclusion

The Character Study was created as a process to bring about compatibility. The process included identification of key elements of suburban and urban forms, identification of the types of places that exist (typology), creation of a graphic representation of typology (character graphic), identification of guiding principles for the comprehensive plan, analysis of gaps within local land development regulations, and creation of design guidelines. The issues identified throughout the course of interaction with elected officials, key stakeholders, and the public focused on compatibility issues associated with tall buildings, or building height, and the waterfront was identified the most prominent area associated with compatibility issues. Compatibility will evolve from a multi-step process that includes the following:

- General character-based height ranges
- Identification of the key functions of the Waterfront
- Agreeing on a general character vision for the area
- Adding a design and character focus to Comprehensive Plans
- Requiring sub-area planning (neighborhoods, planning areas)
- Drafting land development regulations based on character guidelines to implement sub-area, or neighborhood plans
- Requiring a compatibility review process

Recommendations for the future:

Comprehensive Plan

Amend comprehensive plans to reflect the guiding principles.

Comprehensive Plans should be amended to include Goals, Objectives, and Policies that specifically identify the importance of community character, the key elements of form, and the direction for creating planning processes and codes which implement form-based planning. The policy structure should also provide for neighborhood, or special area planning as a means of accomplishing compatibility, and it should provide for coordination with long-range transportation planning efforts.

Neighborhood/Small Area Land Planning

Create typologies that are neighborhood (cities) or planning area (county) based for use in guiding compatibility.

The character study provides a general typology that is efficient in evaluating compatibility from a broad brush approach. The next step is creation of typologies that describe neighborhoods or planning areas and the unique character sub-types that comprise those areas. This step also includes setting goals for revitalization of neighborhoods.

Continued Intergovernmental Coordination

Create a compatibility review process.

Using the compatibility review recommendations, processes should be created that can be applied to new and infill development associated with neighborhoods or planning area typologies that require the correct set of questions to be answered.

Create Specific Regulations

Amend land development codes.

Using the model design guidelines as a template, character-based codes should be created that implement neighborhood and planning area goals, that focus on the key elements of form that relate to the various components of the typology created for those areas.

Background

In 2005, Manatee County, the City of Bradenton, and the City of Palmetto collectively initiated the Manatee County Character Compatibility Study. This study is an outgrowth of the ACCORD, an intergovernmental agreement signed by all local governments in Manatee County designed to further a cooperative environment meant to improve the quality of life for residents in the greater Manatee County area. The ACCORD specifically identified development compatibility as an issue that all parties would commit to ensure, requiring that developments blend appropriately in context with the existing community. The Character Compatibility Study is actually an implementation tool. The tangible products and outcomes of this study are a set of guiding principles that may be adopted into the Comprehensive Plans of Manatee County, the City of Bradenton, and the City of Palmetto, and a set of design guidelines that may be used in amending their land development codes.




The study area, which includes Manatee County, the City of Bradenton, the City of Palmetto, and the communities of Anna Maria, Bradenton Beach, Holmes Beach, and Longboat Key provides a unique opportunity for study for several reasons. Manatee County is bordered by rapidly urbanizing communities, with unprecedented growth having occurred in Hillsborough and Pinellas Counties to the north and Sarasota County to the south. The study area is now faced with similar growth pressures as these areas continue to show a high demand for residential and supporting employment. The barrier island communities of Anna Maria, Bradenton Beach, Holmes Beach, and Longboat Key are well known as popular tourist destinations, and the cities of Bradenton and Palmetto are firmly establishing their identities. These factors over time may often lead to symptoms not realized early in the life cycle of a community, and growth continues to be the factor that causes them to appear.

The study process focused on clear identification of issues facing the greater Manatee Area. During the course of this study, public workshops with the Council of Governments (COG) served as the primary method for initiating discussion and dialogue between the elected officials of the various government agencies within Manatee County regarding compatibility issues. The COG includes the elected officials from Manatee County, the Manatee County School Board, the cities of Anna Maria, Bradenton, Bradenton Beach, Holmes Beach, Palmetto, and Town of Longboat Key. Additionally, two public workshops were held, as well as a roundtable discussion format meeting designed to offer a platform from which the development community could voice concerns and comments. The information gathered from these key groups in combination with input from the staffs of participating governments focuses on the following categories:

» Building heights
» Waterfront compatibility
» Activity centers
» Community Character Vision

All four of these major categories have issues that relate to interactions between the forms of development that exist and those that are being approved within the study area. A sound design approach will provide the necessary tools and framework that will allow this area to develop with context sensitive design, creating compatibility.

The Design Framework for the Study Area

The Design Framework **for the Study Area**

The design approach involves three primary phases of evolution:

1) Definition:

The characterization of the built environment is defined by urban, suburban, or rural forms, and their characteristics are identified in the "Defining the Character Context" section of this chapter.

2) Description:

The study area is characterized specifically based on the defined forms (i.e., urban, suburban, or rural) in the "Describing the Character areas" section of this chapter. For this study, a structure graphic was created based on character area types that include a '"typology", or a more specific definition of the existing land forms, (i.e., corridors, neighborhoods, and centers within urban, suburban, and rural areas).

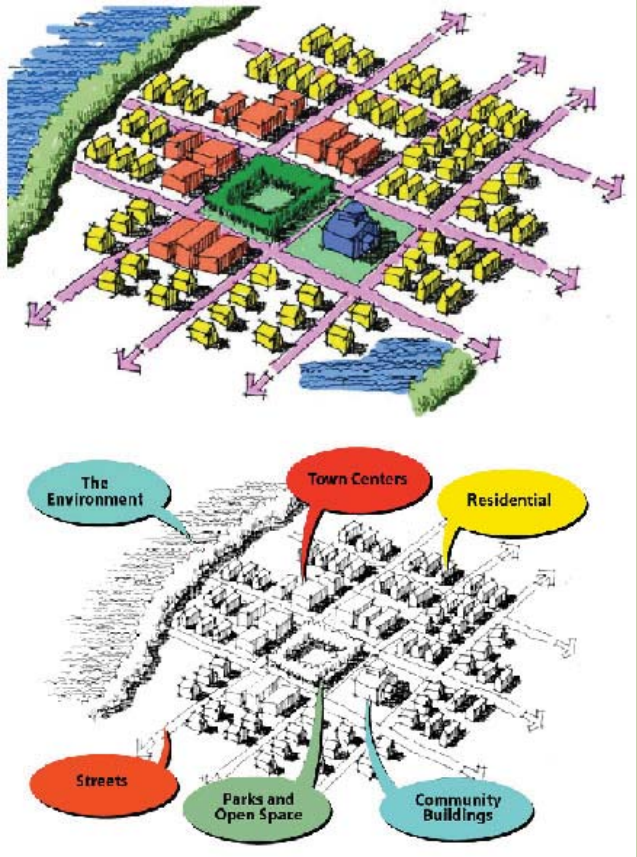
3) Evaluation:

Based on identified issues that relate to building heights, waterfronts, and activity centers, a framework of design guidelines and guiding principles were created that may be amended into the comprehensive plans and land development codes of the participants in the study.

Defining the Character Context

Defining the **Character Context**

In order to begin the discussion about community character, it is easier to think about the types of land uses that form the building blocks of communities in a more generalized way than we typically find in a Comprehensive Plan and Future Land Use Map. In the most simplified terms, there are only 6 different uses that can be organized in different ways to build communities. These include environmental areas, residential uses, town centers (commercial uses), government buildings including schools, community centers, post offices, etc., parks and open spaces, and streets.



A simplified land use map can help to simplify the language that we use to discuss the building blocks of communities.

These land uses can be arranged in many different ways and typically are recognized as developed either in an "urban" form or in a "suburban" form.

Urban

Urban development is principled on interdependent development that is connected and open. The identity and focus on the public realm is the primary objective in urban development. Emphasis is placed on the "whole" of an area and shared access to amenities is paramount.

The form of urban development focuses on pedestrians and maximizes opportunities for "un-planned" pedestrian experiences by placing buildings on the street fronts with parking in the rear. Architectural standards are often used in urban development, and there is usually a prominent door feature associated with urban buildings. Urban land uses are often more a mixture of uses with flexible zoning districts, and they are developed in modular blocks along streets designed to accommodate change. Conversion of uses is not usually difficult because the street pattern is pedestrian friendly, disperses traffic, and design is accomplished to maximize flexibility. It is not uncommon to see rapid conversions of apartments to office and vise versa as the market dictates, because the context and design are appropriate in an urban setting.

Generally physically, socially and economically connected and inter-dependant.

Strong emphasis on shared 'public realm'.

Suburban

Suburban patterns exemplify a desire for privatization. Suburban developments are typically individual, separated, and are often gated. Emphasis is placed on the identity of private spaces, and access to amenities is private. Suburban non-residential uses are trademarked by front parking areas with buildings setback from the roadway, along with heavy landscape buffers and prominent signage.

Suburban developments also generally are a single land use and utilize rigid "single-use" zoning districts. Developments are located along specific blocks and streets, and this pattern makes it very difficult to change uses when re-development is considered, (e.g., "once a subdivision, always a subdivision").

Suburban development also generally means a transportation network that is designed around a small number of streets that are fed by large collectors. The automobile is the primary means of transportation in a suburban area.

Generally Physically, Socially and Economically separated.

Private Identity. Less emphasis on shared 'public realm'.

Infrastructure patterns do not easily accommodate reinvestment or changing uses over time.

In summary, there are key elements of form that create distinctions between urban and suburban places including the differences between land uses that prioritize inter-connected land uses versus the separation of uses; between a design focus that prioritizes public spaces versus private spaces; and between a street network that prioritizes pedestrian scale blocks versus major arterial and collector streets.

Retail

Streets

Parks

Neighborhoods

Describing the Character Areas

Describing the **Character Areas**

The Character Area Typology

The typology was created by describing the basic types of "places" that occur throughout the County and its Cities, and includes the following character area types: corridors, neighborhoods, centers, industrial lands, and rural lands.

Suburban Corridors

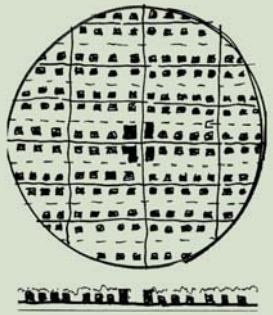
The Suburban Corridors character area type in the Manatee County study area are essentially linear centers. They, like the suburban centers, are characterized by divided multi-lane roadways, are mostly commercial in nature and magnify the "saw-tooth" relationship with the adjacent residential areas.

Urban Corridors

The Urban Corridors character area type are pedestrian oriented, and the roadways are not divided. Buildings are oriented to the street fronts, and parking is either on-street or in the rear of buildings.

Traditional/Urban Neighborhoods

The Traditional/Urban Neighborhoods character area type follow a general pattern of adjacency to the urban center/downtown core character areas. These neighborhoods are urban in form, and are primarily residential, save some neighborhood scale retail, office, and public uses. Building heights average one to four stories with some six to ten story towers near the waterfront. The street networks are traditional grid patterns, and excellent viewsheds exist to the waterfront in most of these areas.

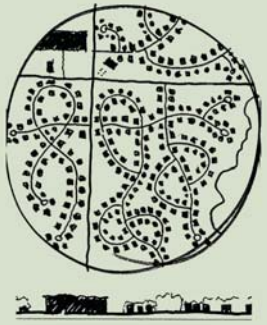


Urban Neighborhood Transect

- Urban form
- Primary residential
- Some neighborhood scale retail, office and public uses
- 1-4 stories with some 6-10 story towers near the water

Suburban Neighborhoods

The Suburban Neighborhoods character area type occur throughout the County and are adjacent, in many cases, to traditional/urban neighborhoods, although some lie proximate to the urban core/ downtowns of Bradenton and Palmetto. The form is uses suburban and includes primarily residential with some neighborhood scale commercial uses along the edge. Most supportive uses (large scale retail, etc.) are located at regional centers or along corridors that bisect these areas. Building heights are generally one to two stories, but some four to eight story suburban towers are in place near the waterfront areas.

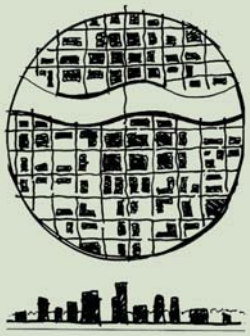


Suburban Neighborhood Transect

- Suburban form
- Some neighborhood uses at edge
- Most supportive uses (large scale retail) at regional centers or corridors
- 1-2 stories with some 4-8 story near water

Urban Center/Downtown Core

Associated typically with the downtowns of Bradenton and Palmetto, the Urban Center/Downtown Core character area type is an urban form, contains a mixture of uses, and is represented by developments that range from one to fifteen stories.

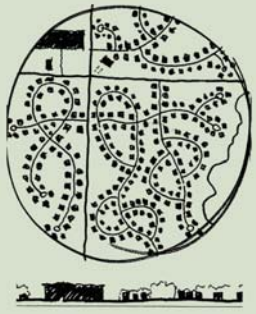


Urban Center/Downtown Core Transect

- Urban form
- Mixed use
- 1-15 stories

Suburban Centers

The Suburban Centers character area type is characterized by divided roadway intersections and contains mostly commercial uses. Suburban corridors often create "sawtooth" relationships with adjacent residential development. Roadways, due to lack of connectivity, create single point traffic generation.

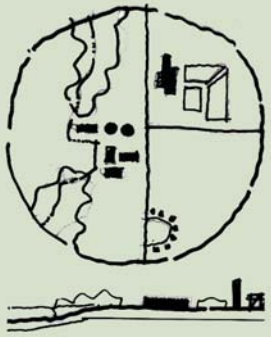


Suburban Centers Transect

- Suburban form
- Mixed Use
- 1-5 stories

Special Type of Center: Industrial Land

The Industrial Lands character area type the places where major economic development is accommodated to provide employment and stability to the community. This character type contains a range of uses from large scale industrial buildings to suburban industrial parks and are often located adjacent to key transportation corridors, but because of their size, scale, and use, have special design and compatibility needs and issues.

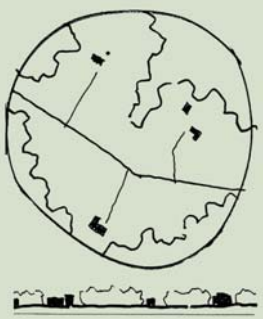


Industrial Land Transect

- Factories, airport, industrial areas
- Low rise buildings
- Buildings "spread" on very large contiguous lots
- Poor views

Rural Land: Rural Settlement Area

The Rural Settlement Area character area type is generally located along the eastern third of the County, and is primarily agricultural in use, low density (some rural estates), and is served by rural form centers with retail, office, and public uses.



Rural Land Transect

- Rural form
- Agricultural uses
- Low densities
- Rural estate lotting
- Rural centers with retail, office and public uses

Character Vision Graphic

Character Vision **Graphic**

The Character Vision Graphic (as depicted on the following pages) was created as a "broad brush" map of the study area that defines existing and future character areas using the typology as outlined in the "Creating a Framework" section of the book and defined in the Character Vision Graphic legend. This graphic provides guidance for the application of design guidelines based upon character type in terms of the location that different standards would be applied. For example, where areas are to be designated as future urban, urban standards should be applied to future development / redevelopment (e.g., roadway connectivity, reinforcement of pedestrian accessibility, master stormwater, etc.) to preserve the integrity of the urban place. In the alternative, where areas are to be designated as future suburban, conversion of an initial use to some other use in the future may be very difficult due to the underlying infrastructure that is created to serve suburban uses.

The COG was asked to review the Vision Graphic and make comments and feedback for proposed changes, ideas and suggestions, keeping in mind that the graphic reflects a future vision for community character and land patterns in Manatee County and its Cities and considering the following questions:

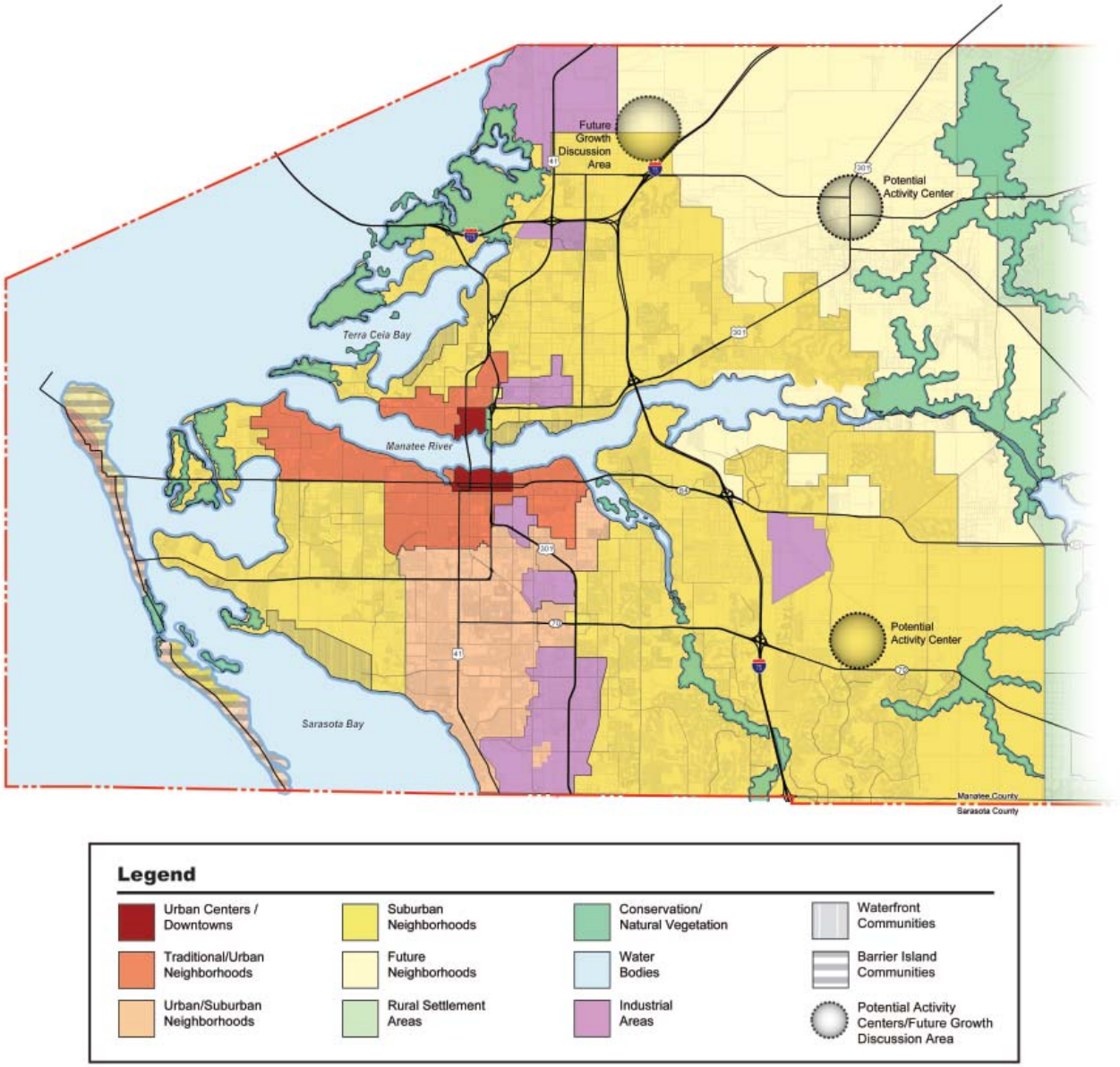
> Does this Vision Graphic identify land use forms that are consistent with your vision for the area?
>
> If so, how? If not, what concerns do you have about this vision, and how does your vision differ?

The Character Vision Graphic was discussed at the June 12, 2006 COG meeting, with numerous comments, and again at the October 9 COG meeting.

It was determined that the best method of addressing some of the issues and comments that were received is to supplement the Character Vision Graphic with a future series of maps that will include these other important items, such as redevelopment areas, transportation improvements, and historic areas.

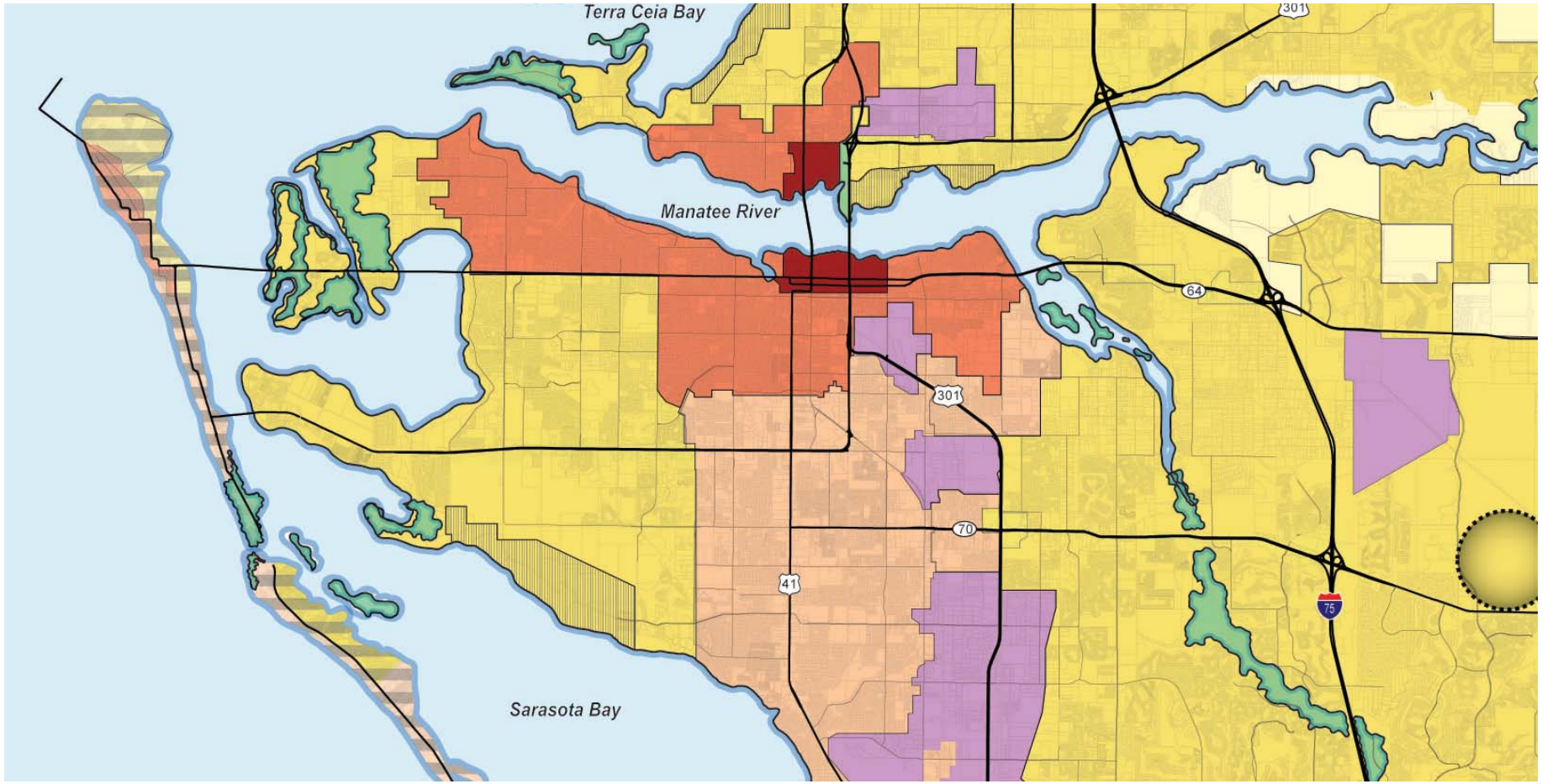
The original purpose of the graphic was to serve as an illustrative depiction of the general types of communities within the County that would denote general descriptions of development form and character wherein specific design guidelines could be developed to address the character issues facing the county and its cities. The value of this graphic is that it provides a geography-based visual depiction of existing or envisioned character. Caution should be used when considering the vision aspects of this graphic. Through the collaborative process between the Council of Governments, County and City Staffs, and the Consultant, the graphic represents the general character of existing character areas, and those areas that were collectively identified as reflecting character change. This application does not take the place of the formal visioning efforts necessary for implementation of neighborhood and small area planning initiatives. This graphic serves a simple purpose as a tool for identification of the form and character of the study area. When new developments are considered, a character graphic should be consulted for application of appropriate form-based codes. Considering the formula, or methodology applied to character compatibility, it is imperative that this graphic evolve as the participating governments continue to identify character visions, and that communities continue to build upon their knowledge of the key elements of form.

Character Vision Graphic



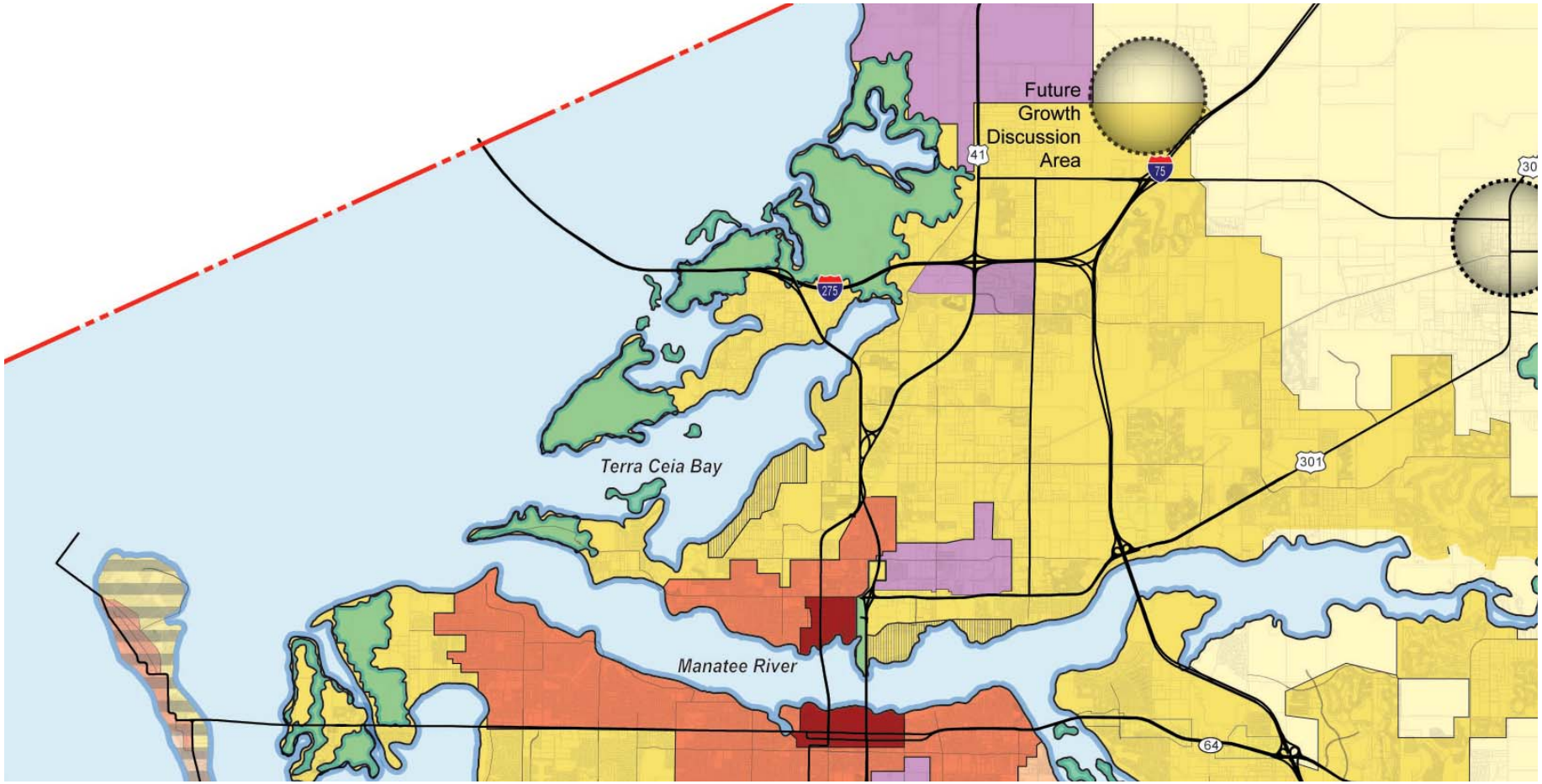
Character Vision Graphic

City of Bradenton Close Up



Character Vision Graphic

City of Palmetto Close Up



Legend

- Urban Centers / Downtowns
- Traditional/Urban Neighborhoods
- Urban/Suburban Neighborhoods
- Suburban Neighborhoods
- Future Neighborhoods
- Rural Settlement Areas
- Conservation/ Natural Vegetation
- Water Bodies
- Industrial Areas
- Waterfront Communities
- Barrier Island Communities
- Potential Activity Centers/Future Growth Discussion Area

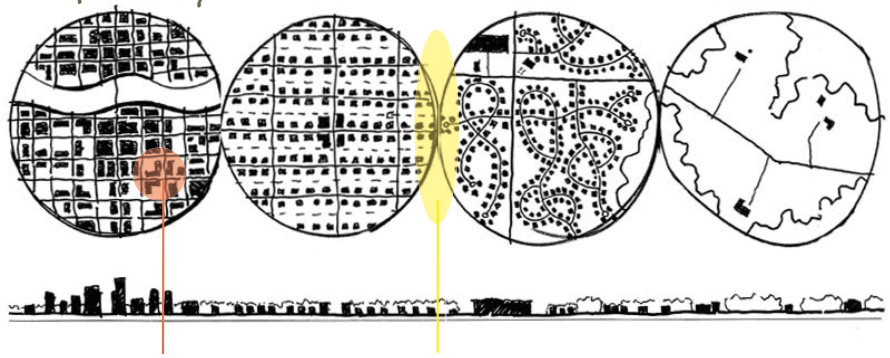
Potential Issues Facing Character Areas

Potential Issues Facing **Character Areas**

In general, compatibility issues can occur within a character area based upon the introduction of incompatible uses, densities, intensities or height; between two different character areas due to inadequate transitions or buffers; or along corridors that traverse character areas.

Prototype Transect:

Compatibility issues?

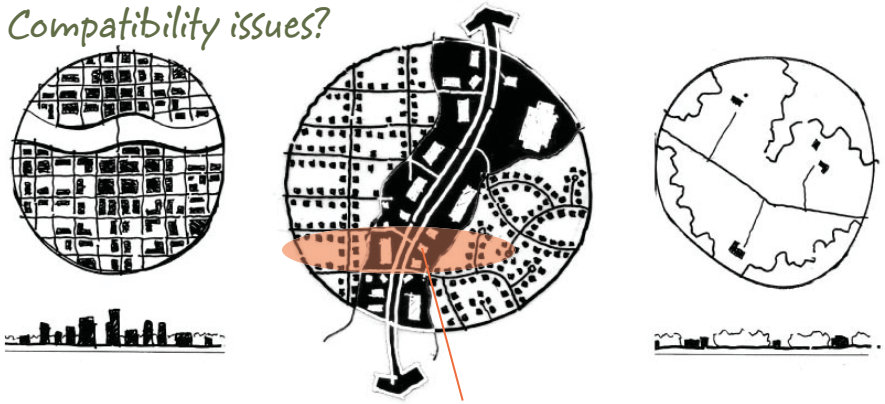


Conflicts within a Character Area (incompatible use, density or height)

Conflicts between two Different Character Areas (adjacency impact)

Prototype Transect:

Compatibility issues?

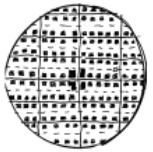


Conflicts where Corridor goes between or thru character areas

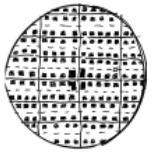
Character-based guiding principles and design standards address these compatibility issues by focusing on the special and unique purposes and functions of places and communities. This aspect of character based planning supplements the conventional analysis of developments which focus on quantity (density/intensity) and environment (on-site natural features).

The following tables represent a collection of issues derived from analysis of existing land development regulations, engagement and input from elected officials, stakeholders, and the public, and field analysis. They are grouped into key design components, and include issues and solutions analyses for urban and suburban neighborhoods, corridor/centers, corridors, and industrial lands.

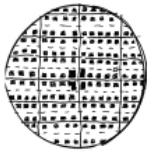
Circulation

Design Components	Traditional/Urban Neighborhood	Suburban Neighborhood	Corridor/Centers	Industrial Lands
				
Issues				
Street Design				
Cross Sections	Mostly suburban cross sections through urban areas.	Older cross sections have inadequate buffering.	No transition in cross section from suburban to urban.	
Network Pattern - General	Traditional/urban neighborhoods are cut off by proposed suburban format developments. Traditional grid street patterns are broken cutting off viewsheds.	Lack of pedestrian connectivity.	Cross access not adequately regulated.	
Network Pattern - Pedestrian	Downtowns need more pedestrian streetscape; sidewalks in neighborhoods 4' to 5'.	Planned developments have some pedestrian connectivity. Overall lack of connectivity to civic uses.	Transition from suburban to urban does not adequately address pedestrian elements. Lack of connectivity between suburban uses.	
Solutions				
Street Design				
Cross Sections	Preferred cross-sections for two lane roadways internal and external to site.	Preferred cross-sections vary by type. Focus on placement of sidewalks, landscaping in the right of way, and location of transit amenities, where applicable.	Preferred cross-sections for arterial roadways on the perimeter of development. Focus on placement of sidewalks, landscaping in the right of way, and location of transit amenities, where applicable.	Varies, depending on surrounding land uses.
Network Pattern				
Connectivity	Interconnected streets and blocks with alleys.	Alternative standards that addresses pedestrian level of connectivity through connected sidewalks, trails, etc.	Internal connections are required either vehicular or pedestrian connections.	Prohibit cut-off of the traditional grid street pattern with new and re-development projects.
Alleys	Lots less than 50' are required to have alleys.	Not required.	Lots less than 50' are required to have alleys.	Not required.
Blocks	500'-700' internal & external (mixed use) 400'-600' internal & external site (residential) Street hierarchy.	Not regulated in Suburban developments.	500'-700' internal to site (mixed use) 400'-600' internal to site (residential).	Not required.
Pedestrian Elements	5'-6' sidewalks with separate bike lanes on roadway.	4'-5' sidewalks, provide internal pedestrian access within shopping centers.	5'-10' sidewalk/trail along roadways. Internal site should have pedestrian access around the development of retail centers.	Not required.

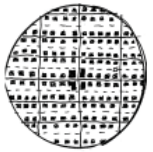
Site Design

Design Components	Traditional/Urban Neighborhood	Suburban Neighborhood	Corridor/Centers	Industrial Lands
				
Issues				
Lot Layout				
Building Placement	Buildings should front street facing entrance.		Urban corridor alignments should standardize to street fronts; Transitional areas should have hybrid setbacks.	
Building Orientation			Building orientation needs to be context sensitive	
Buffers, Fences & Walls				
Access	Need for urban/pedestrian streetscaping--canopy trees, spacing standards.	External access is not required to other adjacent sites excluding some residential.	External access is not required to all adjacent sites.	
Landscape	Need for urban/pedestrian streetscaping--canopy trees, spacing standards.	Inadequate buffer widths for older subdivisions and centers.	Allow for large potted plants and hardscape elements to meet standards.	Smaller industrial sites lack adequate landscape and buffering.
Stormwater		Design should emphasize natural waterbody when created to serve as an amenity.		
Parking	Parking is primarily in front of buildings.	Need standards for landscape and number of spaces permitted in relation to size of buildings.	Need standards for landscape and number of spaces permitted in relation to size of buildings for suburban; Urban sections need on street parking.	All parking is located at the side or rear of site.
Solutions				
Lot Layout				
Building Placement	Provide a range of setbacks by street hierarchy. 0' min -15' max for non residential and 5' min -30' max residential (depending on type).	Large setbacks ranging from minimum of 50' to 75' from ROW.	Provide a range of setbacks by street hierarchy. 0' min-25' max for non residential and 10' min-30' max residential (depending on type).	No additional recommendations.
Building Orientation	All building entrances shall be visible and directly accessible from a public street.	No additional recommendations.	Outparcels are required to face a primary street.	No additional recommendations.
Building Frontage	Building frontages should occupy no less than 75% of a street facing entrance.	No additional recommendations.	Building frontages should occupy no less than 50% of a street facing entrance.	No additional recommendations.
Buffers, Fences & Walls				
Access	External access is required to all adjacent sites.	External access is required to other adjacent sites excluding some residential uses.	External access is required to other adjacent sites.	Active buffer, 25' from property line
Landscape	Allow for large potted plants and hardscape elements to meet standards.	Range of combination of understory, canopy, shrubs and groundcover without caliper and height stipulation. The buffer criteria will range from 5'- 25' depending on the amount of setback along the right-of-way.	Combination of understory, canopy, shrubs and groundcover, spacing and type of landscaping is calculated.	25' buffer that includs a masonry wall, combination of understory, canopy, shrubs and groundcover that provides an adequate buffer from adjacent incompatilbe land uses.
Stormwater	Master stormwater system.	Fencing is prohibited, design naturalistic when created to serve as an amenity.	Fencing is prohibited, design naturalistic when created to serve as an amenity.	Fencing is prohibited, design naturalistic when created to serve as an amenity.

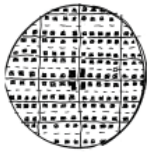
Building Design

Design Components	Traditional/Urban Neighborhood	Suburban Neighborhood	Corridor/Centers	Industrial Lands
				
Issues				
Building Types				
Design Elements	No design elements are currently established.		Lack of design features for buildings (dormers, gables, eaves, change in material, etc.) in urban sections; stricter buffering requirements necessary for suburban.	
Height	Conflicts between the cities' visions of appropriate building height (particularly along the waterfront) versus the county's vision of appropriate building heights.	Predominant 35' height limit does not provide flexibility for new mixed use centers.		
Garage Location	Adequate.	Suburban prototype is front entry garage.		
Solutions				
Building Types				
Architectural Standards	Require a range of architecture treatments for infill development Range of transparency 40% -80%.	Establish building articulation for big box standards.	Establish building articulation for big box standards Range of transparency 40% -60%.	If the industrial building can be viewed from the road, building articulation shall be required.
Design Elements	Require design features for buildings (dormers, gables, eaves, change in material, etc.).	Do not recommend the regulation of building design standards for suburban residential areas. Suburban non-residential standards are addressed as part of the corridor standards,	Require design features for buildings (dormers, gables, eaves, change in material, etc.).	If the industiral building can be viewed from the road require design features for buildings (dormers, gables, eaves, change in material, etc.).
Height	Define neighborhood planning areas. Establish height maximums for neighborhoods that take into consideration existing context, or the context of a planned vision. Height should be consistent with neighborhood context and adjacencies. Require transition zone height and setbacks to multi-family that increase with height of building. Implement compatibility review process that includes context analysis and design.	Limit height to 5 stories in suburban neighborhoods. Continue implementation of setbacks and buffers. For large masterplanned communities, proposed side separation and floorplate standards should apply, which maintain viewsheds. Additionally, minimum of 20% open space should be required and set aside. Establish compatibility review process for context and design compatibility.		
Garage Location	Location 10' from primary structure if located in the front or 4' from the rear of property line.	Permitted in front of primary building but shall not exceed 20% of the length of the primary building.	Location 5' from primary structure if located in the front or 10' from the rear of property line.	No additional recommendations.

Signs

Design Components	Traditional/Urban Neighborhood	Suburban Neighborhood	Corridor/Centers	Industrial Lands
				
Issues				
Types	Number and types of signs moderately regulated; pole signs should be prohibited and emphasis placed on wall signs.	Height, number, type, and copy are should be standardized; prohibitions are adequate.	Signage should be context-sensitive as corridors transition between urban and suburban areas.	Number, type and copy area.
Solutions				
Types	Building Signs, sandwich board and menu signs are permitted and regulated.	Number and types of signs moderately regulated.	Number and types of signs are regulated prohibit pole signs, permit ground mount signs with an architectural base and landscape.	No additional design criteria recommended (unless the use falls within a corridor).

Miscellaneous

Design Components	Traditional/Urban Neighborhood	Suburban Neighborhood	Corridor/Centers	Industrial Lands
				
Issues				
Outdoor Storage			Outdoor storage.	Outdoor storage.
Solutions				
Outdoor Storage	Outdoor storage is prohibited.	Outdoor storage is permitted if fully enclosed.	Outdoor storage is permitted if fully enclosed.	Outdoor storage is permitted if fully enclosed, Loading and unloading should be at least 100' away from any property line that is adjacent to a different land use.

Elected Officials Workshop

Character Compatibility Study

Elected Officials **Workshop**

During the course of this study, public workshops with the COG served as the primary method for initiating discussion and dialogue between the elected officials of the various government agencies within Manatee County regarding compatibility issues. The COG includes the elected officials from Manatee County, the Manatee County School Board, the cities of Anna Maria, Bradenton, Bradenton Beach, Holmes Beach, Palmetto, and Town of Longboat Key. The COG meetings were held on October 31st, January 19th, February 13th, March 13th, April 10th, May 8th, June 12th, and August 14th, and included both briefings on the study's progress and three interactive workshops with participants to discuss issues relating to character compatibility.

In a series of three (3) half-day workshops held on October 31st, January 19th, and May 8th, elected officials reviewed the descriptions of the Character Areas to ensure that each character are type had been sufficiently and adequately described, discussed the types of conflicts that occur among and between different "places" based upon their community character, identified possible locations for the creation of future mixed-use activity centers as one method to alleviate regional transportation issues associated with growth in this area, and reviewed the recommended Design Guidelines and the summary framework for the Land Development Regulations changes for the Character Areas.

The workshops that were held on October 31st and January 19th were conducted as a "hands-on" interactive process to allow participants an opportunity to provide their input regarding areas of concern in the community. During the workshops, the COG was specifically asked to voice issues and concerns relating to the types of community character conflicts that have arisen during the development review/approval process and to identify specific examples. Specific issue topic areas that were identified included 1) transportation capacity (including hurricane evacuation); 2) environmental constraints of sensitive waterfront areas and 3) building and site design. A collection of maps illustrating comments received is provided at the end of this section.

At the May 8, 2006 COG meeting, the consultant team presented an update to the study that focused on the following items:

» Identification of existing patterns and perceptions surrounding building height.
» An overview of the process for creation of design guidelines focused on corridors.
» A review of the vision character graphic and homework assignment for review.

The initial discussion identified four key issues/discussion topics that have continued to be identified throughout the course of this study:

» Building heights;
» Waterfront compatibility;
» Activity centers; and
» Community Character Vision.

The presentation summarized "key findings" from the COG meetings, community workshops, developer's roundtable meeting and staff meetings; presented research of how other waterfront jurisdictions address the issues of building height along the waterfront; and identified the types of issues that the Design Guidelines will answer, including:

» What is the appropriate height for buildings along the waterfront?
» What types of setbacks/landscaping is appropriate and necessary?
» What spacing requirements should be required between buildings on the waterfront to eliminate a "wall effect?"
» What are acceptable transitions between taller buildings and existing single family neighborhoods?

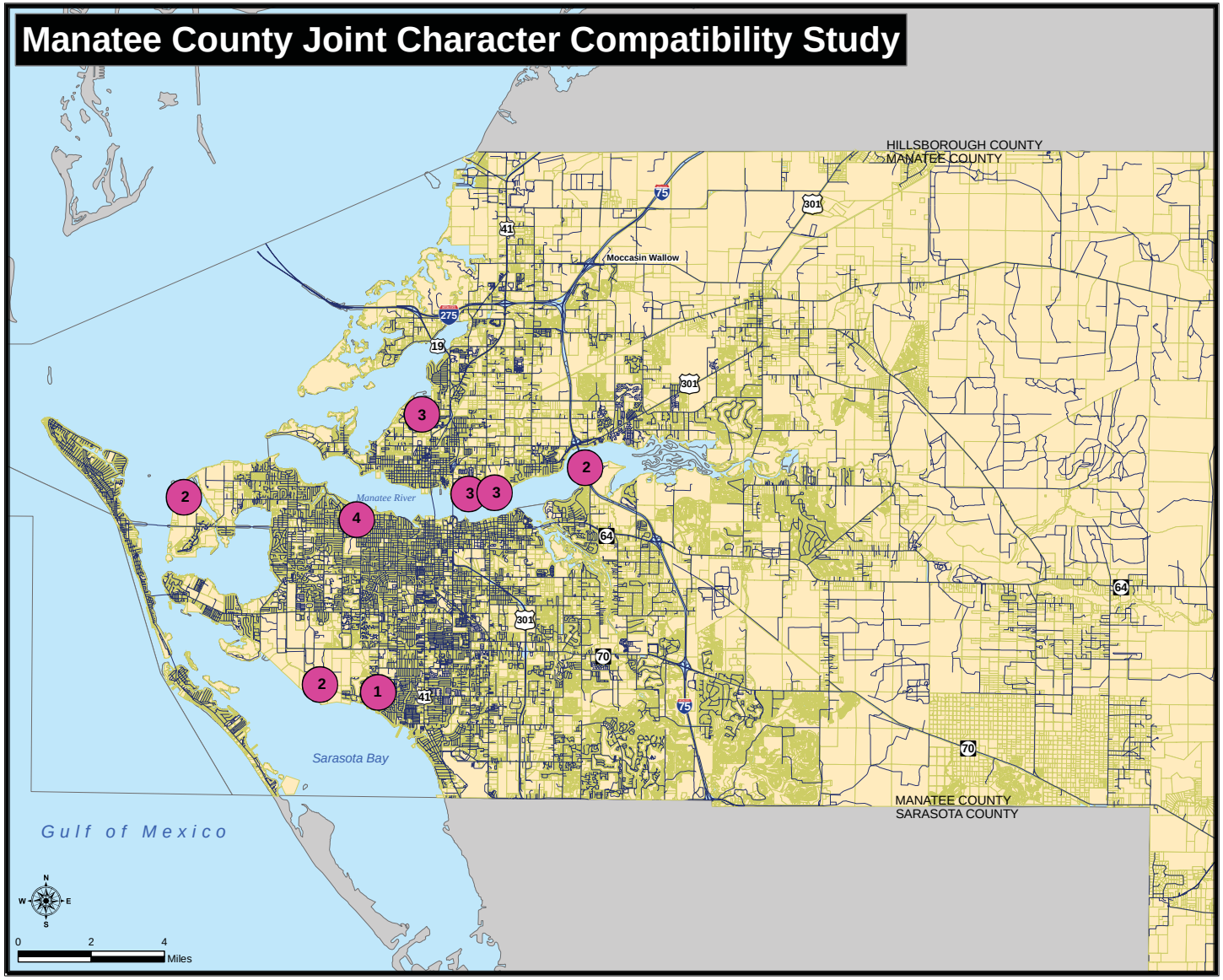
Initial discussions of appropriate building height along the waterfront areas with the COG had included the identification of concerns regarding 1) transportation capacity (including hurricane evacuation); 2) environmental constraints of sensitive waterfront areas and 3) building and site design. Since the focus of the Character Compatibility study is "design" the discussion focused on the methods of discussing how the Manatee County community looks at the issues of building heights based upon the most common perceptions of height expressed during this study process.

In general it appears that ideas and perceptions about building height in Manatee County are shaped by the recognition of several different groups or types of building structures as illustrated in the table below.

Building Height Category	Description
Low Rise Structures	Historically 35 feet in height or less (3 stories) 5 Story structures: Recognized by many as a low-rise type of structure that can often be transitioned into suburban areas given appropriate design standards. 5 story structures were commonly identified as an appropriate building height in new planned activity centers that are under discussion and as an option along redevelopment corridors as an incentive for redevelopment
Mid Rise Structures	8-10 stories 10-12 stories: These mid-ranges of building height have recently been permitted along the County's waterways.
Mid/High Rise Structures	15 stories: The current height of the tallest buildings in downtown Bradenton.
High Rise Structures	18 stories and above

There was considerable discussion about these types of buildings along the waterfront including existing buildings, currently approved developments and vacant areas that will likely be considered for taller buildings than the traditional 35 feet height.

At the conclusion of this discussion, the revised Character Vision Graphic was presented. The Character Vision Graphic is intended to provide a longer term vision of the character of Manatee County over the next 50 years.



Joint Manatee County/ City Workshop January 19, 2006 Summary of Issues

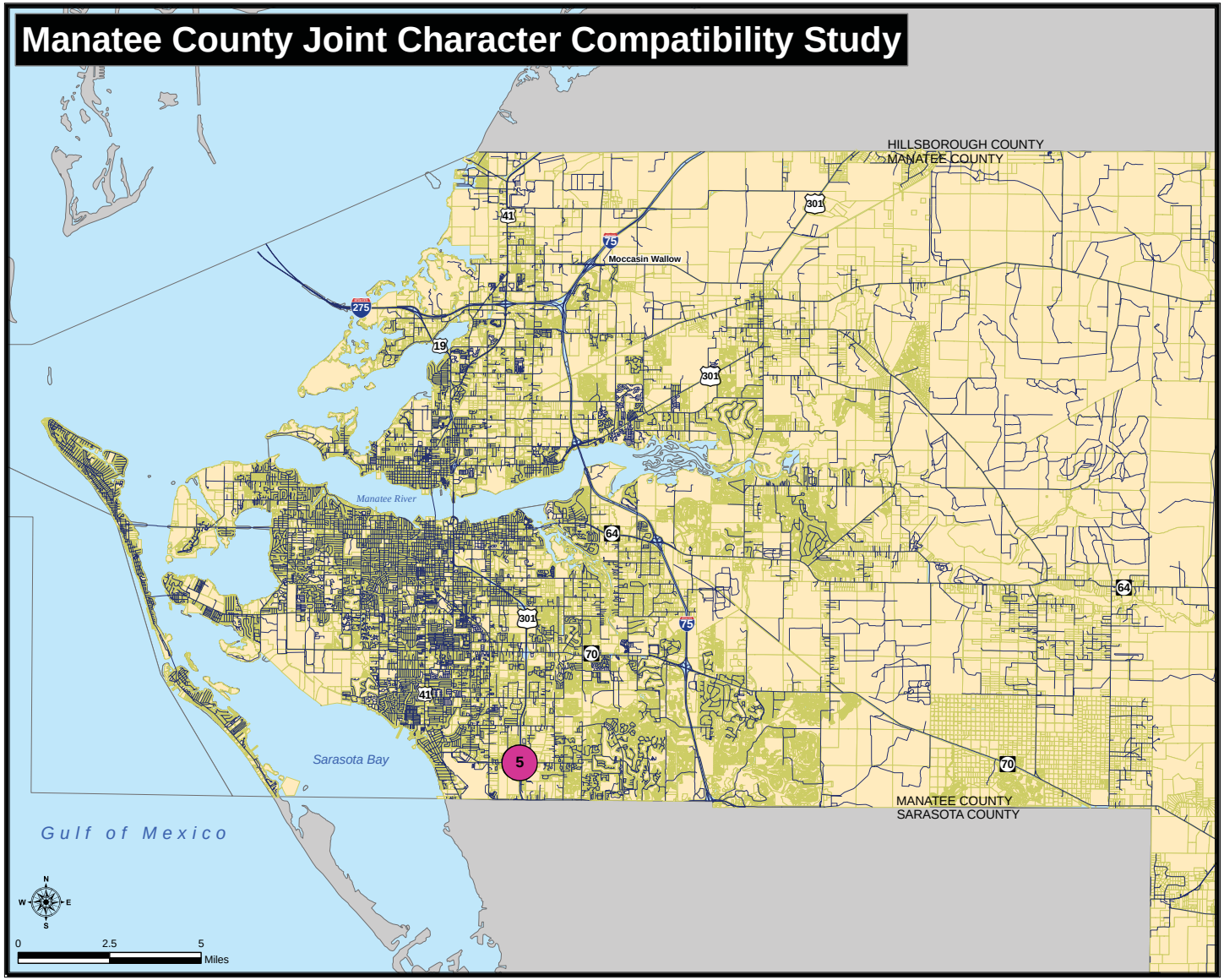
Neighborhood Compatibility Comments

1. Compatibility issues that can be addressed during redevelopment, also environmental concern
2. Height conflict with community character
3. Edges- height, Rivera Dunes/ Sanctuary/ architectural compatibility, Terra Ceia- gated, communication, transportation- limited T.F., neighborhood conflicts
4. Pt. Pleasant- height issues, redevelopment of urban core with incompatible high rises, need to keep single-family homes

Legend

- Compatibility Comments
- Parcels
- Roads

February 6, 2006



Joint Manatee County/ City Workshop January 19, 2006 Summary of Issues

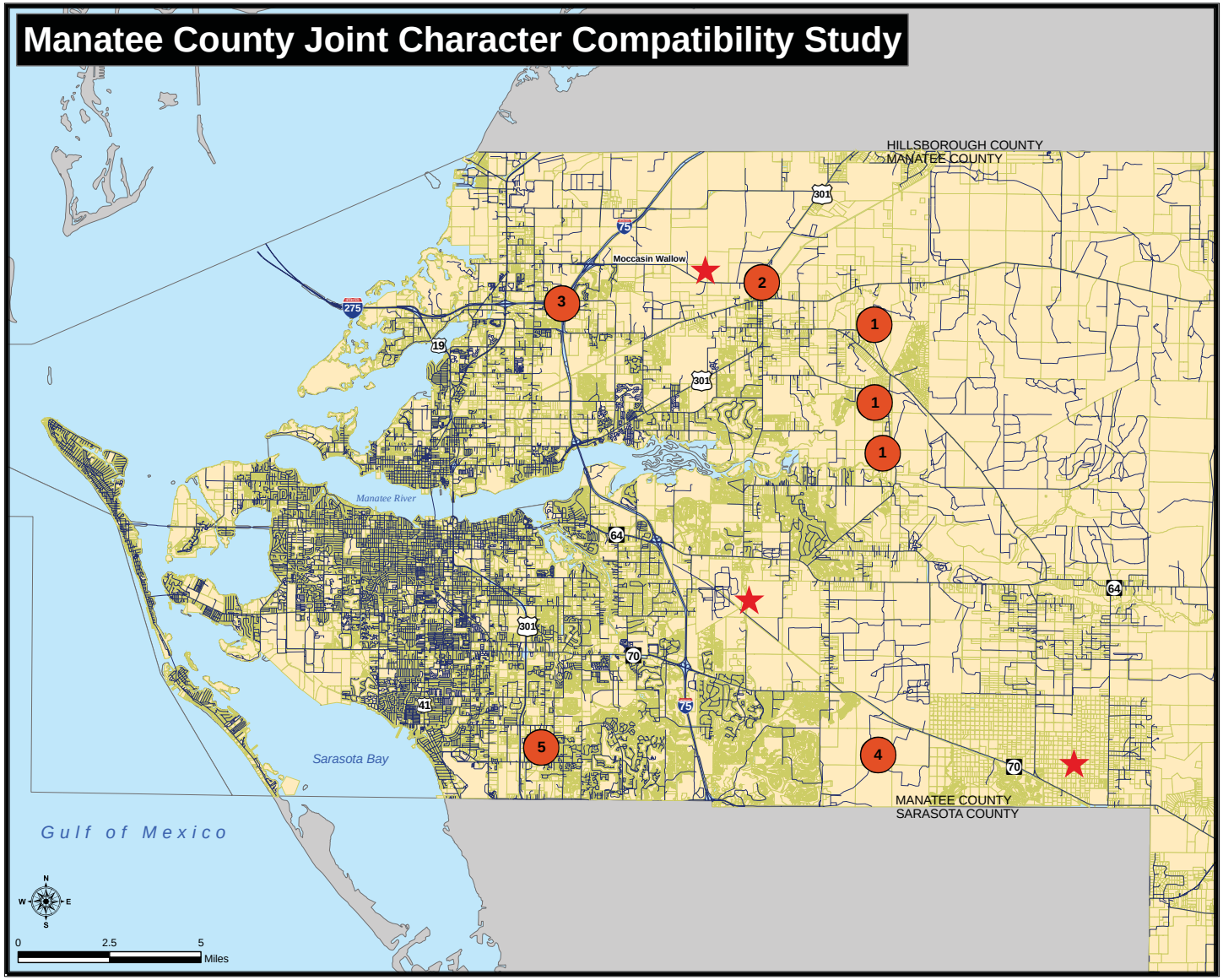
Neighborhood Compatibility Comments

5. Tallevast- Need to build sense of community; need community center; need to plan more things North of the river- keep people off roads; need to move people out of Tallevast and let it become industrial

Legend

- 1 — Compatibility Comments
- Parcels
- Roads

February 6, 2006



Joint Manatee County/ City Workshop January 19, 2006 Summary of Issues

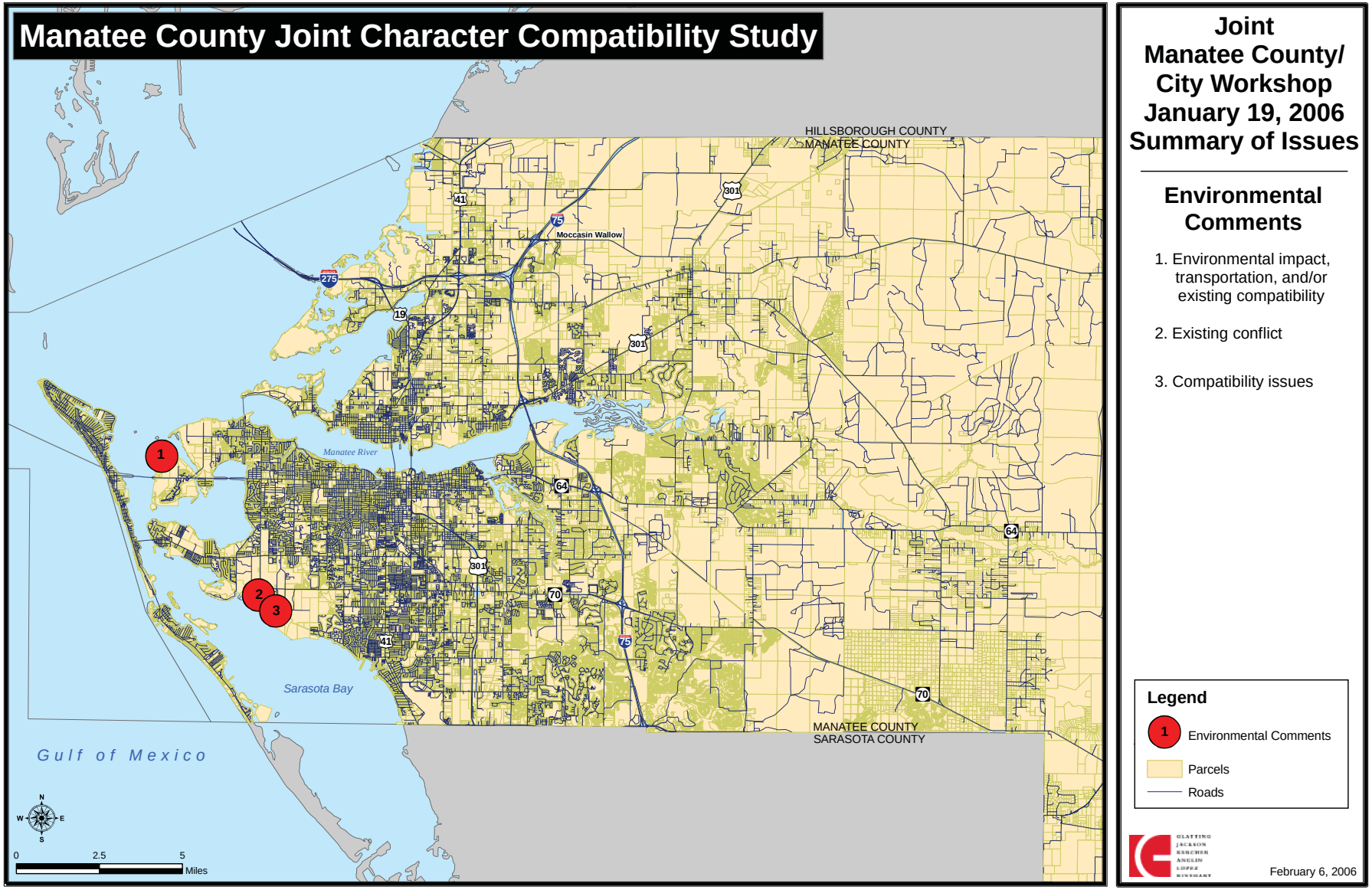
Employment Center Comments

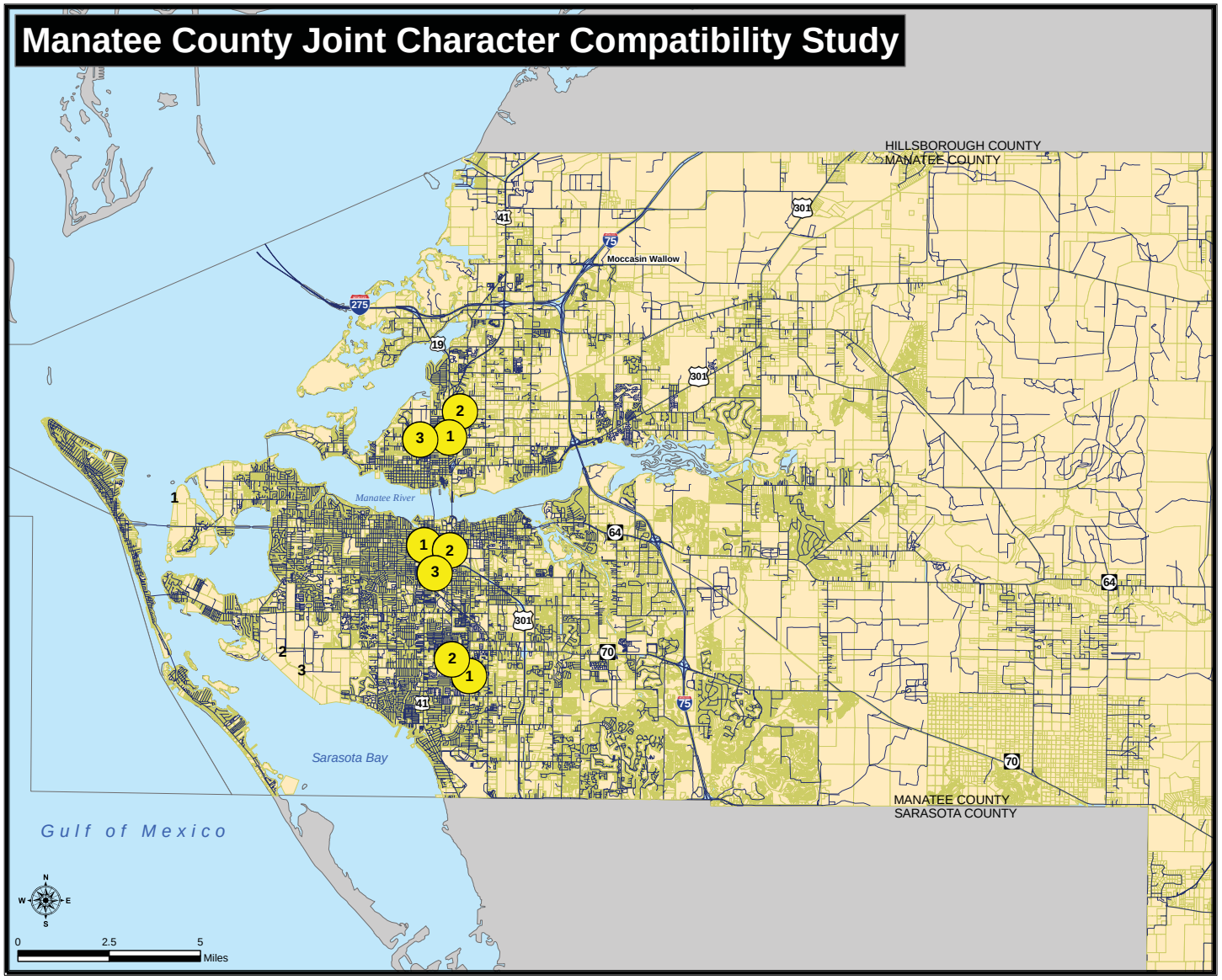
1. UF- which by design is single use/ low density development- kept extremely low, need right kind of commercial to create mixed-use, deal with edge issues
2. Moccasin Wallow/ 301
3. I-75 and I-275
4. Myakka- need goods and services, need mixed-use center
5. Tallevast Area- has airport and transit system

Legend

- Employment Comments
- Parcels
- Roads
- Possible Employment Centers

February 6, 2006


Manatee County Joint Character Compatibility Study
HILLSBOROUGH COUNTY
MANATEE COUNTY
Moccasin Wallow
Manatee River
Sarasota Bay
Gulf of Mexico
MANATEE COUNTY
SARASOTA COUNTY
1
2
3
0
2.5
5
Miles
Joint
Manatee County/
City Workshop
January 19, 2006
Summary of Issues
Environmental Comments
1. Environmental impact, transportation, and/or existing compatibility
2. Existing conflict
3. Compatibility issues
Legend
Environmental Comments
Parcels
Roads
February 6, 2006



Joint Manatee County/ City Workshop January 19, 2006 Summary of Issues

Other Comments

1. Community quality concern

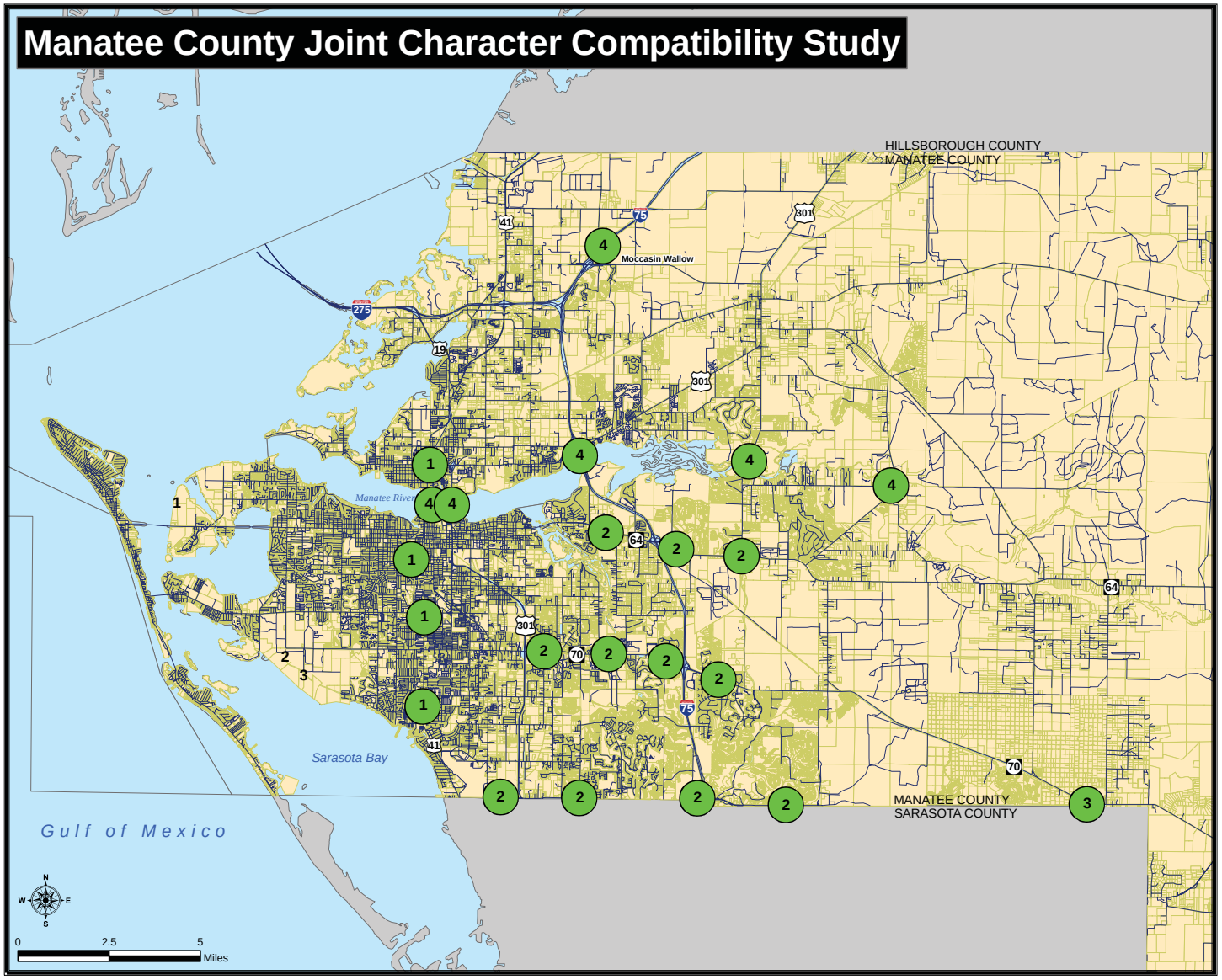
2. Improvements- redevelopment- lights, streetscaping

3. Along 41- severe redevelopment: lighting, streetscapes, beautification needs to focus on dev. rings: schools, shopping centers, residential rings surrounding, need affordable housing (to support services in the area)

Legend

- 1 Other Comments
- Parcels
- Roads

February 6, 2006



Joint Manatee County/ City Workshop January 19, 2006 Summary of Issues

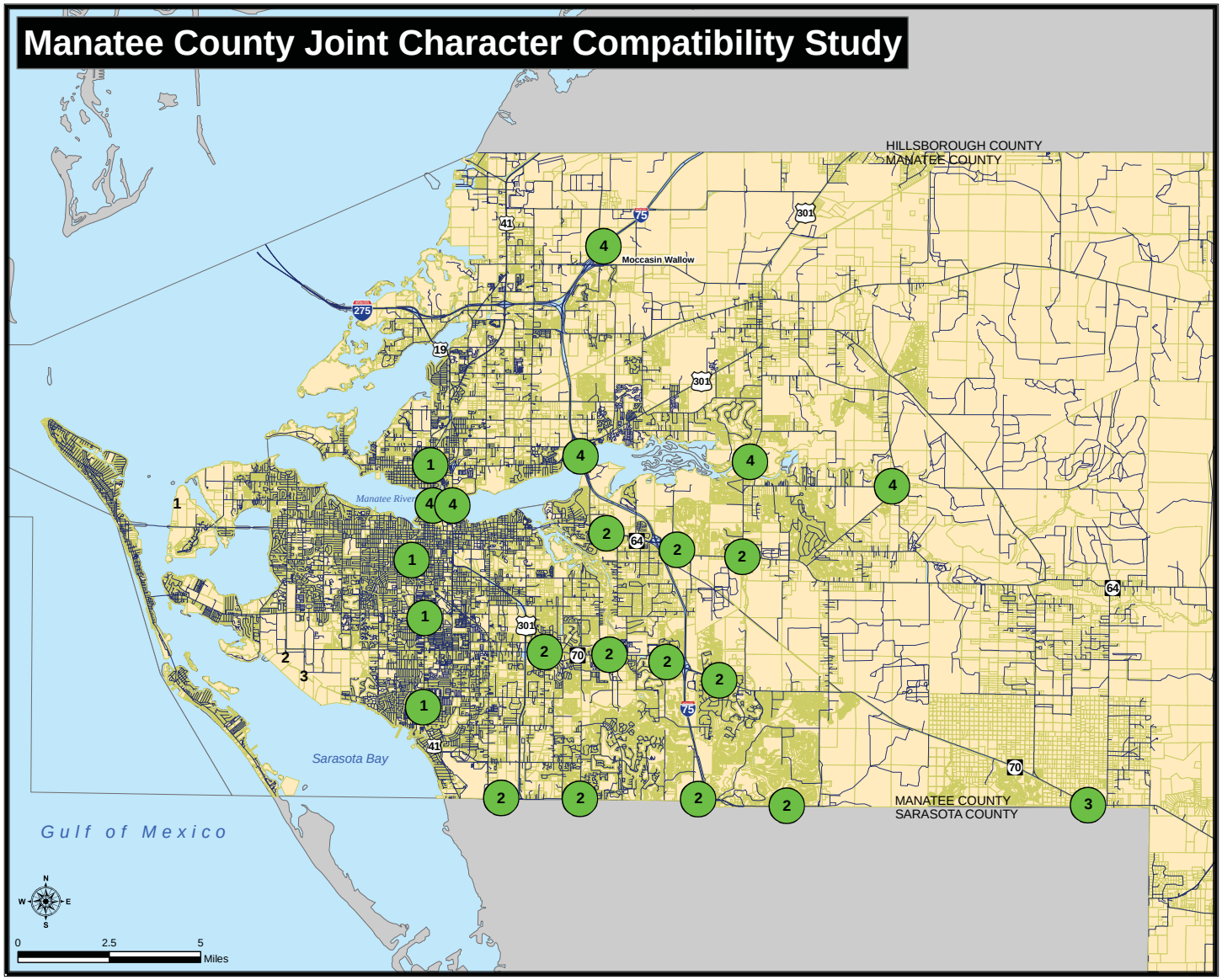
Transportation Comments

1. CRA in this area, redev. opportunity, compatibility challenges along 41
2. Road design conflict, hostile roadway; major corridors; rev pattern auto-friendly; need pedestrian friendly streets
3. No coordination for development or transportation between counties
4. Impacts of surrounding development on urban areas - state roads - limited funneling

Legend

- 1 Transportation Comments
- Parcels
- Roads

February 6, 2006



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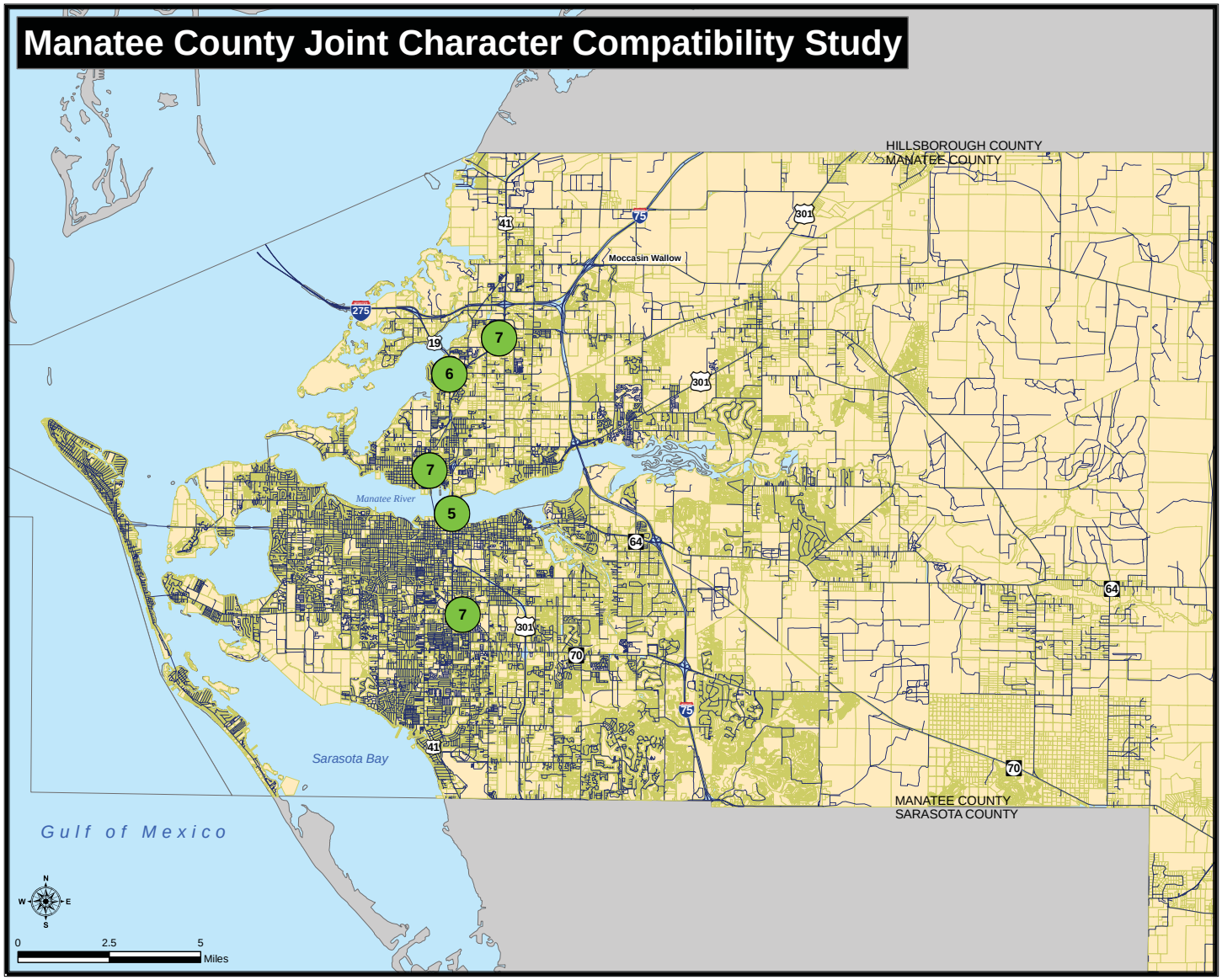
Legend

- Transportation Comments
- Parcels
- Roads

February 6, 2006



Joint Manatee County/ City Workshop January 19, 2006 Summary of Issues

Transportation Comments

5. 301 Corridor and Ft. Hammock Bridge- two uses- commercial and stop and go traffic; U.S. 301 Corridor is major commercial corridor and lacks N.S. connectors across Manatee River;

6. U.S. 19- four lane- impact property value- neighborhoods

7. 41 needs to be widened, lots of transportation issues

Legend

- 1 — Transportation Comments
- Parcels
- Roads

February 6, 2006

Public Workshops Overview

Public Workshops **Overview**

On March 30, the Consultant and the intergovernmental project team held three workshops regarding the Character Compatibility Study. The first workshop was a roundtable format discussion designed to bring members of the development and business community current with the project, including detailing the project purpose and objectives, and providing a format for input from this group on issues and concerns associated with compatibility. This meeting culminated in a map exercise in which the group was asked to provide detailed input on where building height was appropriate in the study area.

The remaining two workshops were public meetings, specifically designed to be informative and create a framework from which feedback could be obtained on the study. The presentations featured sections on understanding community character types (i.e., urban, suburban, rural, etc.), density, building heights, and design. Throughout the presentations, the groups were asked to vote using the Tampa Bay Regional Planning Council's digital wireless voting system. The voting exercises were designed to reinforce the methodology for understanding character and the relationship between height, density, and design. Following the interactive presentation, groups were asked to vote on whether they would support well-designed taller buildings and where they would support them. The last exercise of each workshop was the map exercise where they were asked to provide feedback on building height and where they felt it was appropriate.

1) Development Community Workshop April 10, 2006

The development community workshop included thirty-five attendees; however, it should be noted that some non-developers and citizens attented and participated in this session. Several issues were raised by this group following an introductory presentation on the Character Compatibility Study by the Consultant. Feedback taken from this meeting is organized into three components:

» Current Development Patterns
» Future Development Patterns
» Smart Growth Concepts

Current Development Patterns

Several issues were raised concerning the current development patterns within the County. First, there was general agreement from the development community that land absorption was occurring at densities that are too low, resulting in a sprawling development pattern. Most of the development community attendees felt that the Land Development Code and Comprehensive Plan provide adequate growth management and implementation standards, but that negotiations over entitlements typically result in lower densities than allowed, creating sprawl development. Additionally, there was general agreement that a culture exists that promotes sprawl, and that much higher markets could be reached with a streamlined process and an associated plan that allowed for higher density in some areas of the study area. It was generally recognized that several areas, such as Perico, downtown Bradenton, and Palmetto already had existing or approved building heights of 10-18 stories.

Future Development Patterns

Each group was given a map on which they were asked to comment regarding where appropriate building heights and employment/activity centers should be located, one of the central issues of the Character Compatibility Study. The group responded to this question by designating appropriate areas for building heights on the map and provided additional feedback on the appropriate location of employment/activity centers.

The group called for the designation of more mixed-use and activity centers along major corridors, such as Moccasin Wallow Road at I-75, the Tamiami Trail, areas north of Palmetto along the U.S. 301 corridor, and in the southern part of the County along SR 70. Several comments included the need for transportation improvements such as the creation of a new connector between Lorraine Road and I-75, a new bridge across the river south of Ft. Hammer Road, and an I-75 bypass.

Additionally, activity centers were specifically mentioned as an appropriate form of development in relation to the development of mixed use centers. The group used the terms "activity center" and "mixed use center" interchangeably, noting that activity centers typically focused more on retail, office, and commercial than residential uses, and were larger than typical mixed use centers. The Activity Center designations that were identified by the group were mapped as proposed mixed use centers. The Port of Manatee was the focus of numerous recommendations as a potential activity center. Some members of the group advocated the Port's potential as a major developing economic center that could support existing new residential developments.

The comments provided on building heights were generally related to the mixed use and activity center location recommendations. Some attendees proposed heights in the 10 to 12 story range along the waterfront areas and concentrated in areas where they proposed mixed use. Other attendees expanded mixed use centers in the existing development patterns of the downtown core areas in the Cities of Bradenton and Palmetto. The group generally accepted that taller buildings are appropriate for areas that are developing as mixed use and activity centers.

Smart Growth Concepts

The group favored increasing densities, taller buildings, and adding more mixed use land uses in specific locations throughout the study area. Several smart-growth comments were made, indicating a desire to create "livable" communities. Public open space and pedestrian mobility were identified as necessary components of vibrant mixed use areas. The terms, "compact growth" and "reducing sprawl," were used in association with recommendations for an increase in density and mixture of land uses. Several attendees expressed interest in new-urbanism "village" development concepts, as well as increasing pedestrian mobility in planned developments. Several of the participants asserted that viewsheds to and protection of the waterfront were important.

Development Community Results

Map Exercise

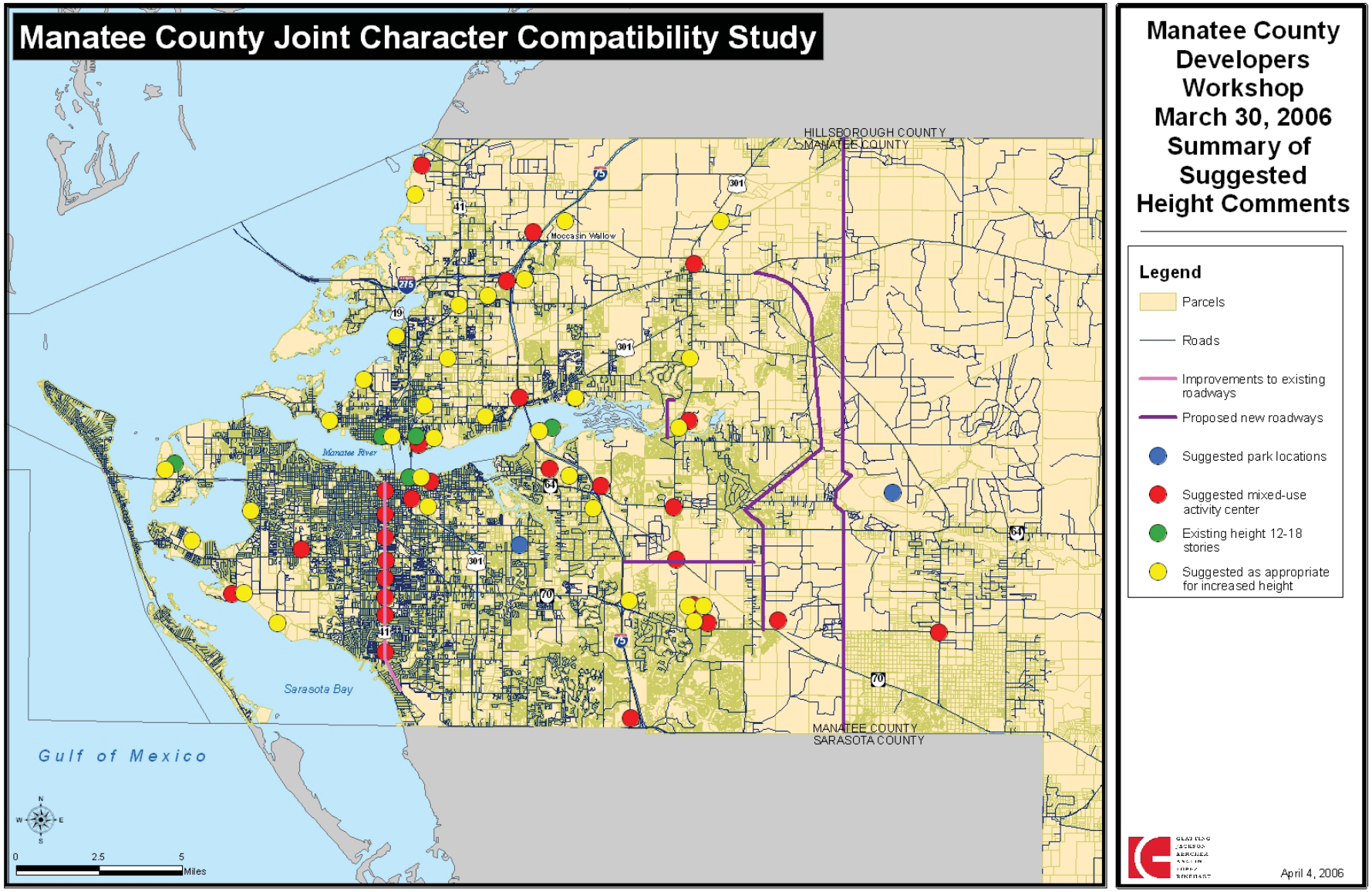
Other comments from the Development Community Workshop specifically addressed the appropriate locations of taller buildings and mixed-use/activity centers on the county-wide map provided during the exercise and are summarized on the Development Community Workshop Map as follows on page 67.

Development Community Questions and Responses Exercise

Moderator Question/Comment (in bold font) and Development Community Response (in italics):

What are the kinds of issues you face as you try to get projects through the development process when dealing with issues of adjacency and character?

There is a concern about the relationship of height and waterfront development: we need to determine what the market wants and what residents want? People like mixed-used development; they need location and a quality product and floor plan.


Manatee County Joint Character Compatibility Study
HILLSBOROUGH COUNTY
MANATEE COUNTY
Moccasin Wallow
Manatee River
Sarasota Bay
Gulf of Mexico
MANATEE COUNTY
SARASOTA COUNTY
0
2.5
5
Miles
Manatee County Developers Workshop March 30, 2006 Summary of Suggested Height Comments
Legend
Parcels
Roads
Improvements to existing roadways
Proposed new roadways
Suggested park locations
Suggested mixed-use activity center
Existing height 12-18 stories
Suggested as appropriate for increased height
April 4, 2006

Development Community Questions and Responses Exercise (continued)

So, what kind of feedback are you getting from local government?

The biggest problem is the Board of County Commissioners (BCC); staff are not allowed to make professional planning decisions.

So, what is the biggest stumbling block?

The 35' height limitation was adopted with no community input; it is a ridiculously low standard.

So, there is one standard for height and there are no criteria that guide height?

The Land Development Code (LDC) allows you to exceed the 35' height limitation, but you can never get that exception. In the City of Bradenton, height is more clearly defined…but another developer disagrees because the City Commission can deny height increases.

The problem is that there is a culture in the County of not agreeing on what the regulations say - it's not just that there is a 35' height regulation – one example is that there is a misunderstanding if the 35' height regulation applies to community development in nodes. There is a culture of uncertainty about where the regulations apply and what they say. The LDC is very clear, but the regulations are not applied correctly/consistently.

The Comprehensive Plan is more clear on the development process, but may need updates. The problem with the LDC is that it is not applied/interpreted correctly – the BCC has unwritten policy that they will not follow the code regulations. An example is that the code says you can rezone without a site plan, but the BCC requires a site plan; this interpretation is frustrating.

When it takes 6 years to resolve an issue that costs a lot of dollars, time is money.
No section of code that allows for good development is supported by the BCC. The obstructionist portions of the code, with regard to land development, are the only portions that are enforced.

While there needs to be clarification in the LDC, the real problem is disregard of the code regulations by the BCC; there is an anti-development movement/mentality in the face of tremendous growth pressures in the County, we need to plan for growth, people are increasingly moving toward warmer climates.

A key planning issue for the County is how to pay for roads and other infrastructure to support new development - that is a key concern when the County is considering the construction of new development.

If the goal of the Character Compatibility Study is consistency of design regulations across the County, then you can't interpret regulations differently – Manatee County, Palmetto, and Bradenton need to interpret the regulations consistently.

Yes, all parties need to have a common understanding of what "places" in the County should be and have a common vision of quality design.

How do we accomplish more intense development (which is what the market demands) when there is this fear of height?

As an example, International Parkway in Seminole County in Central Florida is a corridor that is parallel to Interstate-4 and serves as the County's "hi-tech" industry corridor. This suburban corridor is adjacent to low density residential neighborhoods and also serves target industries and hotels, such as the AAA World Headquarters and the Marriott hotels. Along this corridor, height "steps up" so that the lower story buildings are to the south across from the residential areas and grocery store and the highest story buildings are located at the town center/retail intersection to the north. So, it is possible to have taller buildings in a suburban environment, that is nice, quality development and non-obtrusive into neighborhoods.

It would be great if the BCC would support planning staff recommendations; it does not matter if you change the LDC if the BCC just does what they want. The BCC direction is sometimes inconsistent with staff recommendations; for example, the BCC will decrease the density or approve higher setbacks on a project than is recommended by staff. Also, the BCC says that City planners can't plan.

Development Community Questions and Responses Exercise (continued)

There is an incredible amount of waterfront development that could/ should happen; why do we protect someone's view of the water from a sailboat and not allow homeowners a view of the water from waterfront development?

The BCC will make a decision to accept/not accept the study; it will be surprising if the Cities and County agree on the Study recommendations.

We all (including the County and the Cities) are trying to do a good thing and build a great community – the fact that everyone is talking and communicating their ideas is a good thing and a step in the right direction. We are currently working on the structure graphic that will graphically demonstrate where the guidelines apply. The structure graphic is a critical piece to the success of the Study.

We are interested in protecting our natural resources. There needs to be an adequate setback from the water to save the "beautiful shoreline"; the Comprehensive Plan is a prescription for sprawl; the public does not support high rise development on the water, and mixed-use is great if supported by mass transit.

2) Public Workshops

Two public workshops were held on March 30th, one afternoon session from 3:00 p.m. to 5:00 p.m., and the other session from 7:00 p.m. to 9:00 p.m. Forty-seven participants attended the afternoon session, and twenty-six participants attended the evening session.

The Consultant presentation for these workshops included two major components.

Presentation #1: Understanding Character, described the methodology used to create the character typology for the study, including a discussion of development forms, such as urban, suburban, and rural development forms and how development within neighborhoods, activity centers, and along street corridors can be organized within these development forms. Utilizing the Tampa Bay Regional Planning Council's new digital voting system, the presentation included an interactive exercise that asked the attendees to classify photographs of places within the study area as urban, suburban, or rural. Attendees were asked to "vote" on character aspects represented in photographs. The photographs demonstrated different types of community character forms. The exercise was designed to demonstrate the character elements within communities and to help illustrate how design relates to community character.

Presentation #2: Understanding Height and Design, discussed the basic issues and concerns associated with building height, density, and how design standards can address those issues. The presentation was designed to dispel the myth that density is always associated with taller buildings, discuss how regulation of building height may occur, and identify sound design components that create visual appeal of taller buildings. This part of the presentation asked attendees to "vote" using the Tampa Bay Regional Planning Council's technology in a "guess the density" exercise, and answer a series of key questions on building height and design. In the final community workshop exercise, participants were asked to indicate on a map of the study area where the location of taller buildings may be appropriate.

Public Workshop Results

Voting Exercise Results

At the beginning of the voting exercises, attendees were asked a series of demographic related questions, such as "Where do you live?" to gain a better understanding of the demographics of the audience. Of the participants attending both workshops, 5.48 % were from the Barrier Island communities, 32.88% were from the City of Bradenton, 10.96% were from Palmetto, 42.47% were from unincorporated Manatee County, and 8.22% were from outside the County. Additionally, 22.54% of attendees have lived in Manatee for less than five years, 29.58% from five to ten years, 18.31% from ten to twenty years, and 29.58% of the workshop participants have lived in the study area for more than twenty years. Interestingly, 83.56% of the participants were born outside the state of Florida, and 71.24% fit into the age bracket from 46 to 65 plus.

Participants in the workshops were asked to vote on several photographs taken from the study area to strengthen public understanding of community character. A mixture of slides were provided following an overview on understanding character, and voting results indicated that most participants clearly understood how development forms may be classified as urban/suburban/rural, etc. These results are summarized in the appendix, and are useful only in context with the actual slides. Presentation #2 contained voting slides that allowed the participants to better understand the relationship between building height, density, and design. A density quiz was given using information provided by the Lincoln Institute in which participants were asked to guess the density of developments built in varying designs. This illustrated clearly that for the purposes of the Character Compatibility Study, density has little to do with the design and visual impacts of structures. Presentation #2 closed with a discussion on how design regulations are used to mitigate effects of building heights. Following the presentation, two very important questions were asked:

If designed appropriately, I agree that increased density of development would be appropriate in Manatee County...

Responses	Percent	Count
Nowhere	4.48%	3
In a selected few places	32.84%	22
In several places	41.79%	28
Most everywhere, except rural	20.90%	14
Total	100%	67

If designed appropriately, I agree that height would be appropriate in Manatee County...

Responses	Percent	Count
Nowhere	11.76%	8
In a selected few places	50%	34
In several places	29.41%	20
Most everywhere, except rural	8.82%	6
Total	100%	68

Clearly, based upon the public workshops, a majority of participants felt that increased density and height are appropriate in either select places or most everywhere (excluding rural).

Various groups recommended no new height increases along the North and South banks of the Manatee River. All comments were recorded from maps generated during the Community Workshop sessions.

The entire set of voting results from the Presentation #1: Understanding Character and Presentation #2: Understanding Height and Design are attached for reference.

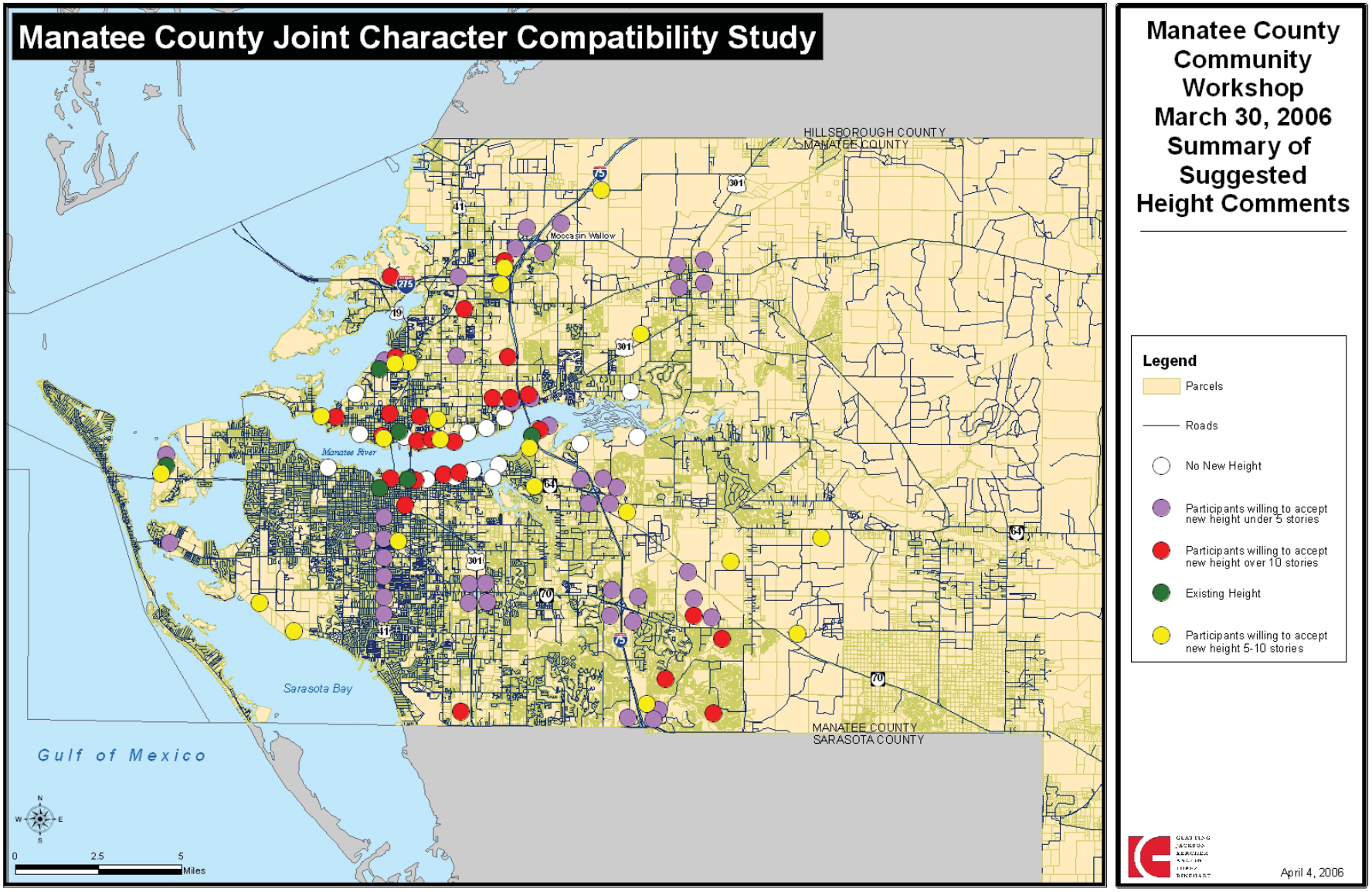
Community Workshop Map Exercise Results

A map was created that combined the results of the community workshops map exercises and their associated comments. This map, entitled "Manatee County Community Workshop March 30, 2006 Summary of Suggested Height Comments on page 71," graphically illustrates where attendees identified their recommended locations for taller buildings within the County.

Three groupings emerged from which comments were made.

The first is represented by areas in which participants were willing to accept additional height increases of fewer than five (5) stories. These areas included locations:

- along U.S. 41 South of the Manatee River
- the intersection of U.S. 301 and SR 70,
- the intersection of I-75 and SR 70,
- the intersection of I-275 and SR 41,
- the intersection of I-75 and Moccasin Wallow,
- the intersection of I-75 and SR 64,
- the North and South intersections of I-75 and the Manatee River,
- East of Lakewood Ranch Boulevard and North of SR 70,
- West of U.S. 19 along the Terra Ceia Bay
- Perico.


Manatee County Joint Character Compatibility Study
HILLSBOROUGH COUNTY
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Sarasota Bay
Gulf of Mexico
MANATEE COUNTY
SARASOTA COUNTY
0
2.5
5
Miles
Manatee County Community Workshop March 30, 2006 Summary of Suggested Height Comments
Legend
Parcels
Roads
No New Height
Participants willing to accept new height under 5 stories
Participants willing to accept new height over 10 stories
Existing Height
Participants willing to accept new height 5-10 stories
April 4, 2006

Additional height increases of five (5) to ten (10) stories were considered acceptable in locations including:

» the intersection of I-275 and I-75,
» the intersection of Moccasin Wallow and Buckeye,
» Perico,
» I-75 near the Sarasota/Manatee County line,
» along the Northeast portion of the Sarasota Bay, between the Terra Ceia Bay and the Manatee River,
» on the North side of the Manatee River near the Green Bridge,
» the intersection of U.S. 19 and U.S. 41,
» Myakka area

Additional height increases of over 10 stories were considered acceptable in the following locations:

» the intersection of I-275 and I-75,
» Lakewood Ranch Corporate Park,
» U.S. 301 near the Sarasota/Manatee County line,
» the North bank of the Manatee River,
» the South bank of the Manatee River,
» the intersection of U.S. 19 and U.S. 41.

The existing height of buildings was replicated in new development in locations including:

» the North and South banks of the Manatee River near the Green Bridge,
» I-75 and the South bank of the Manatee River,
» Perico,
» the West bank of the Terra Ceia Bay.

Additional Comments

Development Community Map Exercise Comments

(including comments from non-developers in attendance)

» Do not increase height and density at interstate nodes – increases traffic and stress on I-75;
» Keep pollution out of Lake Manatee;
» North of Lake Manatee: nature recreation, refuge habitat, farming protection, constrain 1 du/ 5 ac. Eating up the above, allow special growth guidelines for Myakka city;
» Set back traditional villages from environmentally sensitive lands, transfer density to uplands basically already stripped land back from streams;
» Pick out areas or guidelines so that these small urban communities can capture work and build desirable community-oriented lifestyle;
» Promote 2-3 traditional villages with height allowed in center that incorporate mixed-use, must be pedestrian friendly, walkable, mass transit connected;
» Need signal light at U.S. 41 and Moccasin Wallow;
» Public must have access to shorelines – easement protected;
» 35' and taller building must be setback to protect wetlands, flood plans, and allow for sea level rise;
» Shoreline vegetation must be protected, restored;
» Intersection of I-75 and I-275 recommended for more height/ density because it has existing infrastructure;
» Greenbelt buffers – why buffer residential from residential? Cluster the buffer into a park area that is useable space;
» Develop County public park on North perimeter of Lake Manatee – allow height and moderate density adjacent to park;
» Intersection of U.S. 301 and Erie Rd. – Increase density, intensity, height and mix of uses, develop economic center;
» 26th Ave and 39 St. – Need new waterfront public access center;
» West of I-75 near the Hillsborough County line: Increase height and density to accommodate town center at New Port Rd. and new interchange at Buckeye; and
» Northwest corner near Hillsborough County line: future home of cruise port as vacation destination hotels, lifestyle center.

Also, the following comments were provided by participants during the map exercise in addition to the identification of appropriate locations for taller buildings.

Public Workshop Comments (3 p.m. - 5 p.m.)

» No high rise or increase in density in the Coastal High Hazard Area or floodplain;
» Higher density for affordable workforce housing only;
» No high rise development on the water;
» High rise development is appropriate east of I-75;
» High rise development is not appropriate on South bank of Manatee River - too many single family homes;
» It is never appropriate to force people out of their homes for the purpose of private development;
» Why do the wealthy have more rights to the waterfront than those that are already there?
» Roads should be improved, need more public transportation;
» Need more parks (pocket and large);
» Bigger setbacks from shoreline and floodplains needed to keep river, estuary and gulf healthy for living places for marine life;
» Need more County conservation areas, natural recreation areas;
» No dredging of the river edges or estuaries;
» One boat slip for every 125' of water frontage is appropriate;
» Community character is defined by the vista when crossing the bridge - the more high rises you see when entering the County the more urban it appears;
» Running out of land and resources for wildlife out east;
» Burdening our water resources;
» Island Anna Maria provides public access to shoreline;
» It is important to provide evacuation routes for safety during emergencies when flooding occurs and power goes out;
» Traffic backups created by evacuation and accidents cause over-burdening on emergency services, hospitals, jails, social services, and shelters;
» Greater setbacks needed from Manatee River;
» Need to increase public access to the water;
» Height of buildings should not destroy natural vistas; and
» Density along public transportation routes needed for mixed-use development.

Public Workshop Comments (7 p.m. - 9 p.m.)

» Tall buildings should not obscure vistas along waterfront;
» Use towers and ground floor parking (under tower) to preserve environment and open spaces – not to increase density;
» "Hooray" for single family units;
» Evacuation routes: take into consideration;
» Need green spaces;
» Need public parks;
» Keep water access to all residents;
» No more developments along SR 64 or SR 70: streets already congested;
» No high rise developments along Manatee River;
» No high rise development higher than 10 stories;
» Like mixed-use buildings;
» No new development without improving road capacity and storm sewer capacity;
» Reserve public access to waterfront;
» No towns on waterfront obscuring vista;
» No casting shadows on adjacent residences;
» Approved towers should include parking;
» Control roadway access for hurricane evacuation routes;
» 35' height limit should be enforced;
» 4-5 stories in Lakewood Ranch Corporate Park with large open space and setbacks is appropriate;
» Concerned about the congestion, the additional density/intensity increase;
» Need larger setbacks from waterfront for taller buildings;
» Need more bike and pedestrian trails;
» Mass transit needed;
» Consider sign regulations for small scale and height and more roadway landscaping;
» Urban core needs to be more pedestrian friendly, also needs more entertainment and shops; and
» Need to setback tall buildings from water.

Development Community "Reports Out": Where do we want mixed-use/activity centers?

(Map exercise)

Table 1 – Mixed Use/Activity Centers are appropriate North on 301 and near the Parish area.

Table 2 – Taller Buildings and Mixed Use developments are appropriate on waterfront; For Mixed Use Centers, the level of height depends on what is around it -building needs to hide parking and be pedestrian scale; and Taller Buildings should be located at interchanges.

Table 3 – Taller buildings are appropriate in the City of Palmetto, Port area, and the Parish area.

Table 4 – Height should be greater than 35' in Mixed-use Activity Centers; Major Activity Centers and height appropriate in Lakewood Ranch, downtown areas of Bradenton and Palmetto, and Parish area; and Need setbacks from shoreline.

Table 5 – Green dots – indicate height is appropriate: based on pressure on land to develop and if current infrastructure is or may be available; and Yellow dots – Activity Centers that will reduce trips.

Table 6 – Height is appropriate at Lakewood Ranch, the Port, Palmetto and Bradenton

Table 7 – Height should be in cities; Guidelines needed for the northeast area of the County to develop traditional villages connected to transit and mixed-use; Need public access to waterfronts and setbacks from coast line; Setback taller buildings along the coast to protect shoreline and vegetation; and 1 dwelling unit per 5 acres – "eats up" lands for wildlife and natural areas.

Public Workshop Comments

"Report Out" – 3pm-5 pm (The Major Issue, Concern, or Thought from the Group)

Table 1 – No high rises on water anywhere

Table 2 – 50' and above in Palmetto and Bradenton is appropriate; 40' and less on US 41 and interchanges for a BRT and 40' and less in Parish Area – historical emphasis
40' and less in Lakewood Ranch

Table 3 – Imposed no height, but highest should be in Palm and Bradenton

Table 4 – No height destroying natural vistas, No density increase on evacuation routes, More public access to water

Table 5 – Height and density should be in Palm and Bradenton, I 75 interchanges need density

Table 6 – Need development in this area; but height and density options need to be compatible with neighborhood, older homes and bungalow development – don't want to be forced out of homes

Table 7 – All come from different backgrounds - high rise to me is still urban; we chose to be in Manatee because it' not urban, density is fine in Bradenton and Palm and Lakewood Ranch, setbacks from water, high rise should be 10-15 stories, need infrastructure to support

Table 8 – Concerned about greed – need qualified development for the community

Table 9 – Affordable housing – need it for people that live and work here – need for families

Table 10 – Don't want high rises or density increases in coastal high-hazard area

Table 11 – High rise okay in downtown are, Increased density and height along I-75, Increased density and height in Parish Area – it is growing, don't want sprawl

"Report Out" – 7pm-9 pm (The Major Issue, Concern, or Thought from the Group)

Table 1 – Height is appropriate in Bradenton, Parish, along 15th Street East, old 301
Traffic is an issue with height not SR 64, 70

Table 2 – Density and height down 41 to Cortez, Bradenton downtown, past Rivera Dunes, downtown Palmetto, more height and density up to Bradenton River, 3rd Bridge Cross Manatee River and more density along river

Disagree: Density should be away from bodies of water → need workforce and rental housing

Table 3 – Preserve public access to waterfront, no casting shadows on adjacent buildings is story max, preserve public park areas, concerned about traffic on 64 & 70

Table 4 – High rise should be a "hub" inland; not built on water; access to water should be open to all

Table 5 – Height, density, traffic and character must be looked at holistically; little funding for infrastructure height is not as critical as density (don't want to change character) Lakewood Ranch – density is more impact than height

Table 6 – 14th Ave – Bradenton (need mixed-use) Palmetto and downtown Bradenton – need tall buildings along waters edge: agreed that these areas should have height, County's Activity Centers should have mixed use component: should provide employee and mass transit, Commissioner: build a facility that is hurricane protected? (To protect people as we increase density)

Table 7 – Infill development is important, need mass transit on major corridors (build light rail), Development needs to happen further east, Downtown areas of Bradenton and Palm are perfect for 1-15 stories,

» Create more pedestrian friendly streets

Conclusions

Overall, there were a range of comments suggesting an increase in height and density in some areas and maintenance of current height regulation in others. Other important issues included conservation of natural resources, pedestrian-friendly streets and protection of viewsheds to the Manatee River. The developers' comments focused more on mixed-use development and density increases for certain areas. The citizens' comments also included height increases in certain areas but also focused on preservation of historic neighborhoods and viewsheds.

Understanding Compatibility

Understanding **Compatibility**

Design Compatibility Criteria

In order to implement appropriate design policy and regulations, it is important to understand how to create compatible developments. Compatibility may be achieved when a project contributes to its surrounding area, embracing the existing forms and improving upon them where possible. Re-development projects often are pivotal in transforming an area that contains contextually undesirable characteristics. There are three primary components to creating a compatibility assessment: the contextual analysis, the design analysis, and where applicable, waterfront analysis.

Context Assessment

One of the key initial evaluations of compatibility begins with how a project engages and interacts with its surroundings. This contextual evaluation is important, because projects should build on the quality features of their surroundings. A basic set of questions easily provides insight for evaluation. The answers to these questions provide a platform for decisions on what forms should be contextually acceptable.

Context Analysis

What is the existing character of the adjacencies? The answer to this question sets the tone for the evaluation, due to the form differences between suburban and urban conditions.

What is the existing topographic and geographic condition? Is it on the waterfront? Are there important geographic or physiographic considerations? What is the size of the project in contrast to its surroundings?

Are there important historic features?

What is the existing transportation pattern? If the surrounding area is well-connected with traditional grid patterns in an urban context, then it should be integrated into the design of an infill or re-development project.

What role does the public realm play in the surrounding environs?

What type of pedestrian connectivity lies within the surrounding area?

What is the height and scale of the area? Is it multi-story or single story? A project should be in context with the existing or visional scale of an area.

Design Assessment

A project should be designed to accommodate the existing context. The design assessment for compatibility seeks to more closely assimilate the attention in an actual projects design to the surrounding context. Here, the same types of features are examined in more detail.

Urban Design Considerations

Public Realm: Urban projects should focus on the public realm, through design that is pedestrian friendly, and focused on maximum interaction.

Building Articulation and Style: The architecture and style should complement and fall within an acceptable range known from existing conditions. Buildings should articulate with the surrounding area to avoid creating an unappealing transition from adjacencies.

Scale and Mass: This component of the compatibility review is perhaps the most pressing for this community. The scale, or height proposed should be within a range that does not create an "outlier effect" within the area. Massing of structures is equally as important. Height is sometimes offset by increasing the bulk of structures. Care must be taken to avoid massing and height that creates large iconic enclaves. Height and massing are characteristics that should always articulate with the surrounding area.

Connectivity: Urban areas must have and maintain pedestrian connectivity. Additionally, the street network should encourage on-street parking, and continue the traditional grid system of the surrounding urban context. Opportunities to improve the existing network should always be considered when evaluating compatibility. Viewsheds associated with existing patterns should be preserved to the maximum extent possible.

Suburban Design Considerations

Landscape and Buffer Design: The suburban form should provide large, well-landscaped buffers that create the privatized effect. High-quality suburban developments "blend" with the existing landscape and project landscaping should take advantage of existing natural landscapes where possible.

Building Articulation and Style: Within a suburban development, the styles should still be in consideration of the context of the general surrounding area. The structures within suburban developments should be arranged to provide for articulation appropriate for proposed uses, as well as scale and mass within the area.

Scale and Mass: Suburban developments should be designed contextually with surrounding developments. Planned suburban communities should transition scale and massing appropriately between uses. While suburban developments may connote a greater sense of freedom due to the associated landscape and buffering requirements, great care should be taken to ensure that precedent setting height and massing does not occur that creates problems with adjacent infill and re-development not slated for similar scale.

Internal Connectivity: Internal connections should be maintained with high quality suburban developments. Sidewalks and pathways should connect to adjacent existing development.

Open Space: Open space should be planned according to the existing landscape, and incorporate important environmental features where possible.

Waterfront Compatibility Criteria

The developed and undeveloped waterfronts within the study area provide great environmental, recreational, and visual value. Compatibility evaluations along waterfronts should ask the following questions with respect to the waterfront's treatment within proposed projects, in association with the contextual and design review.

Will the project increase or maintain public access to the waterfront? The waterfront is a shared public amenity. Projects should include open space that maintains access to the waterfront where possible.

Will existing views to the waterfront be maintained? The viewsheds are very important to the economic value and aesthetic value of a community. Where context allows for increased height, care should be taken to ensure that design preserves these viewsheds, and structures are not allowed to create a wall effect along the water. These considerations may be addressed by using height mitigation techniques, such as increased side separation requirements, and requiring that line-of-sight be compatible with the adjacent area.

Are there important environmental features along a waterfront area that should be maintained? In addition to permitting requirements, does a particular area warrant special protection and care during site planning?

Compatibility Checklist

Context

» Character of surrounding area (urban, suburban)
» Adjacent uses
» Adjacent street network
» Adjacent pedestrian connectivity
» Scale and massing averages within adjacent half-mile radius
» Adjacent building placement pattern
» Public Amenities adjacent to site
» Waterfront adjacency
» Historic significance

Design

» Articulation with adjacent areas
» Building placement continues existing patterns
» Scale and massing similar to or within range of half-mile radius
» Street network maintained and/or improved
» Pedestrian connections appropriate to character
» Public amenities provided and connected to
» Landscape and buffers appropriate for context
» Architecture and style within vernacular

Waterfront

» Public access retained or added
» Improvement or maintenance of viewsheds
» Compatible with environmental goals

Context Street Pattern: Grid or non-traditional? Narrow or wide?

» Connectivity: Are there adequate sidewalks and other pedestrian connections?
» Parking: Depending on character, important considerations surround parking. Will on-street parking be provided? Will there be a first floor parking area?
» Open space: Urban projects celebrate the shared public realm. If the project is suburban, does it maintain adequate open space for residents?
» Access to public amenities:
» Buildings: placed near street or setback from street?
» Parking: front or rear of buildings?
» Scale: one-story or multi-story?
» Architectural characteristics?
» Waterfront preservation?

Overview of Implementation Mechanisms

Overview of Implementation **Mechanisms**

To create character compatibility, it is important to include directives in the Comprehensive Plan that set forth the key values and goals for implementation. Then land development regulations should be created to regulate character and form and implement the Comprehensive Plan. The Comprehensive Plan guiding principles that follow identify the key principles that guide quality urban and suburban forms. The distinction between the application of these recommended principles and the current form of land development regulations in the county and the cities is that the principles are dependent on the characters form of an area (urban or suburban) by character type area (neighborhoods, corridors, activity centers (e.g., downtowns or new mixed-use centers), or special use areas such as the waterfront rather than a specialized zoning district or implementation through single use zoning district.

The basic land use framework that forms the structure of Manatee County is specifically discussed in Chapter 3 and includes both urban and suburban forms of the following character area types:

» Neighborhoods which are places where families live and conduct the domestic business of their daily lives, including socializing, education, shopping, rest and recreation. Specific planning principles are introduced in the following section that are designed to promote attractive, safe neighborhoods with the necessary community infrastructure including: interconnected sidewalks, bikeways, trails and greenways; neighborhood and community parks; schools with effective pedestrian access; neighborhood centers that meet daily commerce needs; and calm traffic on livable, interconnected, tree-lined streets.
» Activity Centers (including Downtowns and new Mixed-Use Activity Centers) which are places that attract people from a wide area for specific purposes such as education, shopping, government, public gatherings, entertainment, employment and health care. These areas are expected to change and grow over time in response to the needs of the community. Specific planning principles have been designed to support the development of active, synergistic places where people come together to address connections, design, and provide flexibility to accommodate the changing needs of the community.
» Corridors which are the places that provide community connections for people, commerce, infrastructure and natural systems. These corridors provide the visual and functional imagery of the community at large. The specific planning principles for corridors focus on providing a quality setting for commerce and reinforce the design vision of the community. Specifically, these policies address the design of both public and private spaces and provide support for framed streets with street trees; address basic architecture; and provide a livable balance of pedestrians, bicycles, transit and auto needs.
» Industrial Areas are the places where major economic development is accommodated to provide employment and stability to the community. The specific planning principles for industrial areas focus on providing additional design standards that buffer these intense uses.

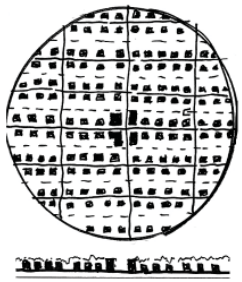
The Comprehensive Plan Guiding Principles that follow include a review of the relevant character areas within Manatee County and identify the focal points of basic planning that should govern the form of development within each character area, summarize the existing development pattern within the area, review the development issues facing the area today, and present the recommended design guidelines and solutions that can address these compatibility issues.

Also included in this chapter is a summary of recommended changes to the County, City of Bradenton, and City of Palmetto Land Development Codes.

Comprehensive Plan Guiding Principles

Comprehensive Plan **Guiding Principles**

Urban Form



Planning Principles

The planning and design principles that guide the development of successful "Urban Communities" include:

Mixed Uses. A mixture of non-residential 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.

Functional Neighborhoods. Residential areas include 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.

Walkable Streets. Integrated neighborhoods and compact TND Development that designs a community based on reasonable walking distances, the location of parking, and the design of streetlights, signs and sidewalks.

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.

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.

Traditional/Urban Neighborhood Principles

The preservation and enhancement of neighborhoods are based on each neighborhood's essential ingredients. These ingredients are important in the design of the neighborhood. The design principles for traditional/urban neighborhoods are:

Neighborhoods should be designed to establish an identity and value that motivate residents to protect them, including:

» Neighborhood names and identities
» Lot and block designs that reinforce pedestrian use of the streets and a neighborly relationship of the homes
» Compatible, not necessarily identical, residential densities and housing types, consistent with the future land use designation and zoning category
» Economic and social diversity
» Neighborhood Parks

Neighborhood streets should be designed as open spaces for pedestrians that connect to adjacent uses and neighborhood supporting businesses without encouraging cut-through traffic, including:

» Calm streets with appropriate traffic calming applications
» Room for on-street parking
» Street trees
» Sidewalks
» Standard street lighting
» Interconnected walkways, bikeways, trails and greenways
» Connections to adjacent neighborhoods
» Connections to other uses that reduce the need to travel major roads to get to neighborhood-serving businesses

Common open areas should be part of every neighborhood with easily and safely accessible neighborhood parks, including:

» Open spaces and usable land for casual recreation
» Arrangements for maintenance
» Cluster mail boxes
» Wetlands, retention areas and other unique site features designed as amenities

Garage door locations should be designed to re-enforce the urban development pattern and require:

» Locating the garage door behind the front plane of the main house
» Side entry garages
» Rear access garages on alleyways
» Shared driveways with separate garages
» Other options that restrict the domineering street presence of garages

Urban Neighborhood Issues

Existing Development Pattern

Today in Manatee County, traditional/urban neighborhoods are generally developed within the cities and along the coastline of the Gulf of Mexico along an urban grid street system of development blocks that are approximately 500 to 700 feet in length and width. The residential uses are predominately 1-4 stories with some 6-8 story towers near the waterfront. There are distinct, identifiable historic neighborhoods in the unincorporated areas of Manatee County and in the cities that desire and deserve special character protection. These areas include: Cortez; Rubonia; Myakka City; Tallevast; Duette; Parrish; and Old Manatee Village.

Development Issues

The design/compatibility issues facing traditional/urban neighborhoods in Manatee County and its cities include:

» Disruption of connectivity (closing of streets, introduction of developments with gated entries).
» Large bulk residential buildings without architectural design amenities.
» Redevelopment/Infill that is architecturally inconsistent with historic/special neighborhoods.
» Lack of transition of building heights.
» Lack of pedestrian access.

Urban Center Principles (Downtowns)

1) Provision of sufficient housing capacity, including affordable and workforce housing.

2) Optimization of transportation infrastructure that promotes multi-modal opportunities and recognizes the functional integration of the Downtown Urban Center with adjacent neighborhoods.

3) Promotion of sustainable development practices.

4) Promotion of Historic Preservation, including the preservation of historically significant structures in downtown. Encourage an urban scale, form and character that respects and integrates historically significant structures and districts.

5) Maintenance and promotion of aesthetics in design and urban form through height, bulk and scale standards for new development which are consistent with the established cityscape and skyline.

6) Promote appropriately scaled transitions to the waterfront.

7) Provision of public open space and urban recreational opportunities that encourage walkability throughout downtown and adjacent neighborhoods, including a pedestrian infrastructure and open space network that promotes ease of access to the waterfront.

8) Provision of sufficient employment capacity.

Urban Center Issues (Downtowns)

Existing Development Pattern

The existing urban centers are located within the downtown areas of the cities of Bradenton and Palmetto. These areas include a mix of uses with specific concentrations of office, commercial, institutional, and government uses and a general lack of intense residential activity. The maximum height of existing buildings within the downtown areas is currently 14 stories.

Development Issues

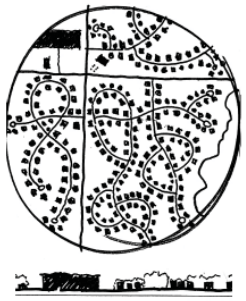
The design/compatibility issues facing urban centers (downtowns) in Manatee County and its cities include:

- Where does downtown end and urban traditional neighborhood development begin?
- Reconciling need for density/intensity and pedestrian orientation to conventional roadway transportation.
- Lack of adequate parking/location of parking to support downtown pedestrian uses.
- Retracting building entry from the street (introducing parking or driveways between the building and the street).

Other issues were identified during this process that cannot be addressed with design oriented solutions. These issues are provided below, since they remain legitimate land use issues for this community.

What role does/should the limitations of the existing and planned future transportation network, including the bridge crossings of the Manatee River, play in the land use decisions of downtown areas?

Suburban Form



Planning Principles

The planning and design principles that guide the development of successful "Suburban Communities" include:

Activity Centers. Location of mixed-use activity centers in sufficient size and proximity to neighborhoods to serve the daily needs of residents.

Functional Neighborhoods. Residential areas are located and designed such that there are adequate facilities and services for residents including schools, central water and sewer, and fire/safety accessibility. Each neighborhood shall provide a variety of open space/park amenities to serve their residents.

Attention to Aesthetics. Landscaping, lighting and signage are used to create community identity and pride, including the introduction of quality elements such as street trees; entry sign(s) and landscaping; the protection of open spaces and usable land for casual recreation; and the enhancement and protection of sensitive lands and natural features.

Adequate Circulation Network. A street system that is designed to accommodate the density, intensity and form of suburban development and which provides functional connections that link neighborhoods to shopping areas, civic uses, parks and other recreational features. Pedestrian and Bicycle Connections are also provided as safe alternatives to auto travel.

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.

Suburban Neighborhoods

The preservation and enhancement of neighborhoods are based on each neighborhood's essential ingredients. These ingredients are important in the design of the neighborhood. The design principles for suburban neighborhoods are:

Neighborhoods should have effective organizations, including:

» Strong Homeowner's Association
» Mandatory funding source for common area maintenance
» Neighborhood organization for communication and conflict resolution
» Training and technical assistance for neighborhood based planning initiatives.

Neighborhoods should be designed to establish an identity and value that motivates residents to protect them, including:

» Neighborhood names and identities
» Neighborhood Entrances
» Compatible, not necessarily identical, residential densities and housing types, consistent with the future land use designation and zoning category
» Common open space for active/passive recreation
» Natural lands with wetland/upland habitat and environmental resources in combination with stormwater and open space lands

Neighborhood streets should be designed as open spaces for pedestrians that connect to adjacent uses and neighborhood supporting businesses without encouraging cut-through traffic, including:

» Calm streets with appropriate traffic calming applications
» Gentle curves to create variety of views, break up too long street views
» Street trees
» Sidewalks
» Standard street lighting
» Interconnected walkways, bikeways, trails and greenways to other uses that reduce the need to travel major roads to get to neighborhood-serving businesses
» Connections to adjacent neighborhoods that do not promote cut-through traffic

Common open areas should be part of every neighborhood with easily and safely accessible neighborhood parks, including:

» Open spaces and usable land for casual recreation
» Arrangements for maintenance
» Wetlands, retention areas and other unique site features designed as amenities
» Entrance sign(s) and landscaped areas

Suburban Neighborhood Issues

Existing Development Pattern

Much of the new residential development in Manatee County today (including development in the cities) is being developed in a suburban form. These range from less dense, large lot residential subdivisions to higher density multi-family apartment buildings that are disconnected from the adjacent land use framework. These subdivisions include housing and/or buildings that have a uniform style and type of housing; are garage-prominent communities; are often gated or have some other restricted access; include curvilinear, cul-de-sac streets and are segregated from commercial and other non-residential uses.

Development Issues

The design/compatibility issues facing suburban neighborhoods in Manatee County and its cities include:

» Lack of sufficient/adequate landscaping or buffering to shield adjacent uses.
» Light Pollution/overflow lighting.
» Lack of regulation/buffering of "active" uses along adjacencies (dumpsters/waste disposal, loading docks, parking)

Suburban Centers (New Mixed Use Activity Centers)

The county will encourage development in new mixed use centers based on the following principles:

- Mixed-use centers should be designed with universal blocks, i.e., blocks with standard dimensions that accommodate several different types of uses, to enable re-use over time through infill, redevelopment and intensification.
- Mixed-use developments shall have integrated infrastructure, vertical and/or horizontal integration of different land uses and coordinated access.
- Mixed-use centers should promote development planning that encourage site plans to anticipate infill development with future building sites, structured parking and the flexibility to intensify the site later when the market grows.

Suburban Centers Issues (New Mixed Use Activity Centers)

Existing Development Pattern

There is not an existing development pattern for mixed-use activity centers. This concept was introduced as one potential solution to alleviate the transportation issues that are facing the county today. Manatee County recently completed a Countywide Carrying Capacity Study that evaluated the transportation impact of the development patterns that are inherent in the adopted Comprehensive Plans of the County and its Cities.

Development Issues

The character of these Special Areas will need to be specifically defined as the locations of the centers are established and their purpose/vision is established. Their character may be either urban, suburban or a combination.

- Defining the character of the new centers (establishing the vision).

Characteristics of Corridors

Planning Principles

The visual and functional characteristics of corridors are important in the design of a community. The design principles for corridors are:

1) Roadways are the single most influential determinant of a community's appearance and are the community's most prominent public open spaces. Streets should be designed to be significant public open spaces.

2) Streets should be designed to accommodate a mix of travel modes including vehicles, bikes, transit and pedestrians.

3) Streets and highways are the primary features that establish the character of the community in the minds of residents and visitors. Streets should be designed as beautiful spaces with trees and well-designed signs, lighting, sidewalks, pedestrian crossings, bikeways to improve the visual quality of the community.

4) Coordinate land use decisions with the physical design of the roadway to prevent visual pollution caused by unplanned and uncoordinated uses, buildings, and structures.

Corridor Issues

Development Issues

The design/compatibility issues facing corridors in Manatee County and its cities include:

» US 41, severe redevelopment issues and compatibility challenges.
» SR 64, SR 70 and University Parkway roadway/land use design conflict. Large multi-lane roadways with wide rights of way are hostile roadways to pedestrians.

Issues in Urban Areas

» Lack of street trees
» Sidewalks that are too close to large, “hostile” roadways
» Road design and width that inhibit pedestrian connectivity (roads that are too big)

Issues in Suburban Areas

» Lack of landscaping/buffer along the roadways.
» Lack of street trees
» Too many curb cuts
» Sidewalks that are too close to large, “hostile” roadways
» Signage
» Code enforcement
» Types of use permitted that create negative visual entrance features (outdoor storage, etc.)
» Triggers for re-development to comply with new regulations
» Depth of lots for re-development projects should be consistent in character.

Land Development Codes - Summary of Existing Regulations

Land Development Codes - Summary of **Existing Regulations**

Corridors

	Manatee County Regulations	City of Bradenton Existing Regulations	City of Palmetto Existing Regulations
Signage			
Setback	Sec. 7.04.03 C.1.i Pole signs: Minimum 10' from ROW and 30' from intersections of ROW Sec. 7.04.03 C.1.j Ground Signs: Minimum 15' from ROW and 30' from intersections of ROW		
Height	Sec. 7.04.03 C.1.h Pole or Revolving Sign: 30' adjacent to expressway and arterial, 15' adjacent to collector or local street. Sec. 7.04.03 C.1.j Ground Sign: Height increase of 1 foot for each 1 foot of additional setback from the ROW up to a maximum height of 30' adjacent to expressways and arterials and 15' adjacent to collectors and local road	Schedule 550.C.2 Shopping Center: 25 ft max Ground: 25 -35 ft max	Sec. 3-153 (a)(1). Projecting signs and signs on marquees or canopies. Projecting signs and signs on marquees or canopies in commercial zoned districts shall not extend above the height of the building or thirty (30) feet in height above the average grade of the lot, whichever is greater. Sec. 3-154 (a)(3). Pole Signs. One (1) pole sign shall be permitted provided it shall not exceed thirty (30) feet in height above the average grade of the lot. Sec. 3-155 (a)(2). Wall Signs on a one-story building shall not exceed three (3) feet above the roofline. Sec. 3-155 (a)(3). Wall Signs on buildings of more than one (1) story a sign shall not exceed the roofline or thirty (30) feet above the grade of the site, whichever is greater.
Type	Permit Pole, Revolving and Ground signs		
Sign Face	Sec. 7.04.03 C.1.d Ground or Pole Sign: 1 sq foot of aggregated display area for each lineal foot of public street frontage or 100 sq. ft. (whichever is less), no single face to exceed 50 sq. ft. Sec. 7.04.03 C.1.f Revolving Sign: 100 square feet of aggregate display area, no single face to exceed 50 sq. ft. Sec. 7.04.03 C 2 c & e Wall Sign: 1 ¼ sf per lf; maximum of 200 sq. ft. aggregate. 20 sq ft minimum per establishment. Mounting regulated at 12" from the building wall. Sec. 7.04.03 C 2 d Projecting Sign: Projection limited to 4' from building wall	Schedule 550.C.2 Shopping Center: 16 – 24 sq ft for first 50' of frontage plus 1:1 after; up to 32 sq ft max. Ground: 32 sq ft subdivision sign; 16 – 24 sq ft for first 50' of frontage plus 1:1 after; up to 32 sq ft max. Wall: 2 sq ft per lf of frontage up to 60 – 90 sq ft; Additional 20 sq ft for each story above 3 stories if sign is located at top; or additional 10 sq ft per 10 extra feet of setback beyond requirements. Projecting: 18" from building wall Awning: 50% of awning area up to 16 – 32 sq ft.	Sec. 3-153 (a)(1). Projecting signs and signs on marquees or canopies: shall not exceed thirty (30) square feet in area. Sec. 3-154 (a)(1) Pole signs shall not exceed forty (40) square feet in area.
Letter size and type	Not Regulated		
Materials			
Color			
Base			

Corridors (continued)

	Manatee County Regulations	City of Bradenton Existing Regulations	City of Palmetto Existing Regulations
Building Placement			
Height	702.5.2.3. No such structure over thirty-five (35) feet in height, excluding signs, shall be located nearer to a lot line less than a distance equal to its height, except for public or private utility facilities/use.	Sch. 402.B.1. Residential Standards: R-1A, R-1B, R-1C, R-1D Overlay, R-2A, R-2B max height 25'. Dist. R-3A max height 35'. Dist. R-3B and R-3C max height 45'. Additional height is permitted if one foot is added to the rear and side setbacks for each foot of additional building height. Sch. 402.B.2. Non-Residential Standards: C-1 max height 95' (8 stories). Dist. C-1A, C-2, C-3, and CIS max height 35' (2 stories). Dist. P max height 45' (3 stories). Dist. I max height 45' (4 stories). Maximum building height, except in C-1 zone, may be increased provided one additional foot is added to each required setback for each additional foot added to building height. C-1 and C-1A districts may have increased height with approval of City Council upon recommendation of the Planning Commission.	Sec.4.3. Schedule of area, height, and placement regulations. E-R and RM-6 max height 50'. RS-1, RS-2, RS-3, RS-4, RM-5, MHP-1, GO, CN max height 35'. CC and CG max height 60'. CHI max height 45'.
Front Setback		Sch. 402.B.1. Residential Districts. R-1A, R-1B, R-1C, R-2A, R-2B, R-3A, R-3C minimum setback 25'. R-1D Overlay min. setback 25' or 30% of distance from the front lot line to the rear lot line, whichever is smaller. R-3B min. setback 25' and 10' in the Village of the Arts Overlay District. R-4 min. setback 5'. Sch. 402.B.2. Non-Residential Districts. C-1 no required setback. C-1A, C-2, C-3, CIS, and P min. setback 35'. I min setback 25'.	Sec.4.3. Schedule of area, height and placement regulations. E-R min. 50'. RS-1 min. 30'. RS-2, RS-3, RM-5, GO and CN min. 25'. RS-4, CG, CHI min. 20'. MHP-1 min. 5'. CC no min. setback. RM-6 min. 30', above 35' height an additional 3' for every 1' of height over 35' is required.
Side Setback		Sch. 402.B.1. Residential Districts. R-1A, R-1B, R-1C, R-2A, R-2B, R-3A, R-3B and R-3C min. setback 8'. R-1D Overlay min. setback 8' or 20% of distance from front lot line to rear lot line, whichever is smaller. R-4 min. setback 5'. Sch. 402.B.2. Non-Residential Districts. C-1 no minimum setback. C-1A, C-2, C-3, CIS, and P min. setback 10'. I min. setback 20'.	Sec.4.3 Schedule of area, height, and placement regulations. E-R min 20'. RS-1 min 10'. RS-2, RM-5 and GO min 8'. RS-3 min 7'. RS-4 and MHP-1 min 5'. RM-6, CN, CC, CG and CHI min 15'. No sideyard shall be required when nonresidential districts adjoin side by side. If a side yard is provided, then min. separations between structures shall be 8'.
Rear Setback		Sch. 402.B.1. Residential Districts. R-1A, R-1B, R-1C, R-2A, R-2B, R-3A, R-3B and R-3C min. 20'. R-1D Overlay min. 20' or 20% of the distance from front lot line to rear lot line, whichever is smaller. R-4 min. 5'. Sch. 402.B.2. Non-Residential Districts. C-1 no min. setback. C-1A, C-2, C-3, CIS, P, I min. setback 25'.	Sec.4.3. Schedule of area, height, and placement regulations. E-R min 50'. RS-1, RM-5, RM-6 and CN min 20'. RS-2, RS-3, RS-4, CC, CG, CHI min 15'. MHP-1 min 5'. No rear yard shall be required for CN, CC, CG, or CHI when adjacent to commercial or industrial districts.
Waterfront Setback	702.6.8.Waterfront Yards shall not be less than thirty (30) feet regardless of whether front, side, rear or other yard is involved		

Corridors (continued)

	Manatee County Regulations	City of Bradenton Existing Regulations	City of Palmetto Existing Regulations
Lighting			
Parking Lots	Not Regulated		Not Regulated
Height			
Fixture Color			
Light Color			
Foot-candles			
Lumens			
Head Type			
Fencing			
Materials	Sec. 6.06.06 C 3 Provides options of: 1) 6' high evergreen plants with an overall opacity of 75% 2) 6' high masonry wall, finished with brick, stone, or painted stucco 3) 6' high wood or PVC fence 4) Combination berm with above to achieve a 6' high screen with 75% opacity at time of installation		Sec 7-184. No fence or wall shall be erected and no permit shall be allowed for the erection of such a fence or wall on a street or road right-of-way within the city. Sec. 7-185 (a). No fence shall be built, erected or maintained at a height of greater than four (4) feet at locations closer to the road or street right-of-way than the building setback. Sec. 7-185 (c). Max six (6) feet located within or adjacent to areas zoned ER, RS-1, RS-2, RS-3, RS-4, RM-5, RM-6, MPH-1, MPH-2, GO.
Stormwater			
			Sec. 26-21(e). Drainage. All drainage shall be designed by the SWFWMD or where applicable county, or FDOT minimum criteria for drainage design.

Corridors (continued)

	Manatee County Regulations	City of Bradenton Existing Regulations	City of Palmetto Existing Regulations
Landscaping			
Front Buffer	Sec. 6.06.04 C 8'		Sec. 7-219 (b)(1). Streets. Landscape buffers abutting public streets at a minimum must include 2 canopy trees and 40 shrubs per 100 linear feet of street frontage. May be linear or non-linear clustered pattern. Sec. 7-219 Figure 1. 8'
Canopy Trees (#)	Sec. 6.06.04 A & 6.06.04 G1 Total 1 per 40 l.f. (75% are required to be shade trees)		Sec. 7-219 (b)(1). Minimum 2 per 100 linear feet of street frontage.
Buffer Width (ft)	Sec. 6.06.04 C 8'		Sec. 7-219 Figure 1. 8'
CAL			Sec. 7-220 (c). Landscape Specifications. Minimum CAL 1.5"
Height	Sec. 6.06.03 D3 6' at time of planting		Sec. 7-220 (c) Landscape Specifications. Minimum height of 10'
Understory Trees(#)	Not additionally required.		Not additionally required.
Buffer Width (ft)			
Tree Height (feet)			
Shrub			
Width (feet)	Sec. 6.06.03 D5 3' on center		
Sq.Ft			
% of Landscape area	Sec. 6.06.03 D8 No more than 50% maybe grassed area.		
Sq.ft. shrubbery area			
# of Shrubs			
Size in Gallons	Sec. 6.06.03 D5 Minimum height of 24" at planting		
Side/Rear Buffer	Sec. 6.06.06 A Buffer and Screening requirements for commercial uses vary from 10' to 20' based upon an intensity table that describes various levels of buffers and screening required based upon adjacent land uses.		Sec. 7-219 (b)(2). Differing adjacent land uses. Required six foot high fence plus one canopy tree per 50 linear feet OR an earthen berm having a min. height of six feet, including landscaping, with a maximum side slope of three feet horizontal for every foot vertical OR two canopy trees and 40 shrubs per every 100 linear feet.
Canopy Trees (#)	Sec. 6.06.06 C 4 1 per 20 l.f.		Sec. 7-219 (b)(2). Min. 1 per 50 linear feet.
Buffer Width (ft)	Sec. 6.06.06 A Varies from 10' – 20' Sec. 6.06.06 C 4b Planted within 10' of the property line		

Corridors (continued)

	Manatee County Regulations	City of Bradenton Existing Regulations	City of Palmetto Existing Regulations
Landscaping (continued)			
Tree CAL/Height	Sec. 6.06.06 C 4 2" CAL/10' Ht 20 feet spacing		Sec. 7-220 (c) Landscape Specifications. Minimum height of 10', Minimum CAL 1.5"
Understory Trees(#)	Not required.		
Tree CAL/Height			
Shrub(number)	Sec. 6.06.06 C 3 Provides options of: 1) 6' high evergreen plants with an overall opacity of 75% 2) 6' high masonry wall; 3) 6' high wood or PVC fence 4) Combination berm with above to achieve a 6' high screen with 75% opacity at time of installation		
Size in gallons			
Parking spaces	Sec. 6.06.04I 1 shade tree per 10 spaces		Sec. 7-219 (c)(1). Minimum of one island per every 20 spaces.
Islands (widths)	Sec. 6.06.04 E Perimeter landscaped terminal islands, 6'wide Sec. 6.06.04 I2 Internal breaks a minimum of 17'wide Section 6.06.04 I3 Divider Median alternative a minimum of 6' wide	Schedule 301.D.5 10 sq ft of landscaped area per interior parking space. 10 sq ft of landscaped area for every 500 sq ft of non-parking pavement.	Sec. 7-219 (c)(1)a. Terminal islands shall contain at least one canopy tree and 20 shrubs. Minimum width 8 feet. Sec. 7-219 (c)(1)b. Internal islands shall contain at least one canopy tree and 20 shrubs. Minimum width 8 feet.
Shrubs & groundcover		Sec. 301.D.5.(3),(4) and Schedule 301.D.5 Along ROW: Hedge, fence or wall at least 2 feet high. Along Res Use: Hedge or vines 3½', 2', and 6', in front, side, and rear. Shrubs, where required, shall be placed 24 inches on center. Vines shall be at least 30 inches high	Sec. 7-216. Shrubs must be minimum 24" height, 12" spread or three-gallon container size at the time of planting.
Trees	Sec. 6.06.04 I2 Internal breaks 1 shade tree, 2" CAL Section 6.06.04 I3 Divider Median 1 tree per l.f.	Sec. 301.D.5.(2) and Schedule 301.D.5 15 foot required spread. At least 7' height and 2" diameter at 4½'. Along ROW: 1 tree / 50 lf. Along Prop Line: 1 tree / 75 lf. 1 tree for every 200 sq ft of required interior landscaped area	
Other Impervious	Sec. 6.06.06 E Minimum 6' buffer between other uses on property (building, stormwater, etc.)		

Mixed-Use Guidelines

	Manatee County Regulations	City of Bradenton Existing Regulations	City of Palmetto Existing Regulations
Signage			
Setback	Sec. 724.6.1.1 Non-residential district signs shall not be erected closer than 25' to residential district boundary. Sec. 724.6.4.1.4 Free standing signs must be located a minimum of 12' from front lot line. Must be 10' from side and rear lot lines. Sec. 724.6.2.8.1. Directory signs shall be set back five (5) feet from any street rights-of-way and shall not be visible from the outside of the subdivision.		
Height	Residential: Sec. 724.6.3.1. Max. height of 8' Non-Residential, Industrial, and PD Waterfront Districts: Sec. 724.6.4.1.3. Max height for ground signs 8', No freestanding sign should exceed 25' in height	Schedule 550.C.2 Non-residential LUR Atlas Districts. Shopping Center Signs. C-1 and C-1A districts: Max height-25 ft. All other non-residential districts max height- 35 ft. Ground Signs. C-1 and C-1A districts: Max height- 25 ft. All other non-residential districts max height- 25 ft.	Sec. 3-153 (a)(1). Projecting signs and signs on marquees or canopies. Projecting signs and signs on marquees or canopies in commercial zoned districts shall not extend above the height of the building or thirty (30) feet in height above the average grade of the lot, whichever is greater. Sec. 3-154 (a)(3). Pole Signs. One (1) pole sign shall be permitted provided it shall not exceed thirty (30) feet in height above the average grade of the lot. Sec. 3-155 (a)(2). Wall Signs on a one-story building shall not exceed three (3) feet above the roofline. Sec. 3-155 (a)(3). Wall Signs on buildings of more than one (1) story a sign shall not exceed the roofline or thirty (30) feet above the grade of the site, whichever is greater.
Type	Freestanding signs, wall signs,	Identification Standards, Temporary signs, Home Business and Home Occupation signs, Shopping Center signs, Ground signs	Projecting signs, Wall signs, Pole signs
Sign Face	Sec. 724.6.3.1. Multi-Family Dwellings and Conditional Uses in residential, Village, Agricultural, Extraction and Planned Development Golf Course districts are allowed one (1) freestanding sign per frontage consisting of thirty-two (32) square feet of sign area. The maximum allowable height of a freestanding sign is eight (8) feet. One (1) wall sign per frontage, consisting of thirty-two (32) square feet is allowed in addition to freestanding signs. Sec. 724.6.4.1.1. Single establishment and multi-establishment premises shall be allowed one (1) free standing sign per frontage, provided they have fifty (50) feet of street frontage except lots of record. Premises with one hundred and fifty (150) feet or less of road frontage shall be allowed seventy five (75) square feet of sign area. Premises with more than one hundred and fifty (150) feet of road frontage shall be allowed seventy five (75) square feet of sign area plus one (1) square foot for each additional six (6) feet of road frontage not to exceed a total of one hundred and twenty-five (125) square feet.	Sec. 550.C.Permitted Signs. a. Identification standards for multi-family and residential developments not to exceed 32 sq. ft. b. Temporary signs not to exceed 32 sq. ft. c. Home Business and Occupation signs limited to 6 sq. ft. Schedule 550.C.2 Non-residential LUR Atlas Districts. C-1 & C-1A districts: 1 shopping center sign and 1 ground sign per arterial street frontage. Allowed 16 sq. ft. for the first 50 feet of lot frontage, thereafter on a 1:1 ration not to exceed 32 sq. ft. All other non-residential districts: 1 shopping center sign per arterial street frontage, 32 sq. ft. for the first 50 feet of lot frontage, thereafter on a 1:1 ratio not to exceed 300 sq. ft. Ground signs max 24 sq. ft. for the first 50 feet of lot frontage, thereafter on a 1:1 ratio, not to exceed 48 sq. ft. Wall signs max projection 12" from wall. Max area 60 sq. ft. in C-1 and C-1A districts. Max area 90 sq. ft. in all other non-res districts. Projecting signs. C-1 and C-1A districts max area 12 sq. ft. All other non-res districts max area 32 sq. ft.	Sec. 3-153 (a)(1). Projecting signs and signs on marquees or canopies: shall not exceed thirty (30) square feet in area. Sec. 3-154 (a)(1) Pole signs shall not exceed forty (40) square feet in area. Sec. 3-154 (c)(1). One identification pole sign per street frontage shall be allowed for integrated commercial shopping centers. Max surface area 150 sq. ft.
Letter size and type	Not Regulated		
Materials			
Color			
Base			

Mixed-Use Guidelines (continued)

	Manatee County Regulations	City of Bradenton Existing Regulations	City of Palmetto Existing Regulations
Building Placement			
Height	702.5.2.3. No such structure over thirty-five (35) feet in height, excluding signs, shall be located nearer to a lot line less than a distance equal to its height, except for public or private utility facilities/use.	Sch. 402.B.1. Residential Standards: R-1A, R-1B, R-1C, R-1D Overlay, R-2A, R-2B max height 25'. Dist. R-3A max height 35'. Dist. R-3B and R-3C max height 45'. Additional height is permitted if one foot is added to the rear and side setbacks for each foot of additional building height. Sch. 402.B.2. Non-Residential Standards: C-1 max height 95' (8 stories). Dist. C-1A, C-2, C-3, and CIS max height 35' (2 stories). Dist. P max height 45' (3 stories). Dist. I max height 45' (4 stories). Maximum building height, except in C-1 zone, may be increased provided one additional foot is added to each required setback for each additional foot added to building height. C-1 and C-1A districts may have increased height with approval of City Council upon recommendation of the Planning Commission.	Sec.4.3. Schedule of area, height, and placement regulations. E-R and RM-6 max height 50'. RS-1, RS-2, RS-3, RS-4, RM-5, MHP-1, GO, CN max height 35'. CC and CG max height 60'. CHI max height 45'.
Front Setback		Sch. 402.B.1. Residential Districts. R-1A, R-1B, R-1C, R-2A, R-2B, R-3A, R-3C minimum setback 25'. R-1D Overlay min. setback 25' or 30% of distance from the front lot line to the rear lot line, whichever is smaller. R-3B min. setback 25' and 10' in the Village of the Arts Overlay District. R-4 min. setback 5'. Sch. 402.B.2. Non-Residential Districts. C-1 no required setback. C-1A, C-2, C-3, CIS, and P min. setback 35'. I min setback 25'.	Sec.4.3. Schedule of area, height and placement regulations. E-R min. 50'. RS-1 min. 30'. RS-2, RS-3, RM-5, GO and CN min. 25'. RS-4, CG, CHI min. 20'. MHP-1 min. 5'. CC no min. setback. RM-6 min. 30' , above 35' height an additional 3' for every 1' of height over 35' is required.
Side Setback		Sch. 402.B.1. Residential Districts. R-1A, R-1B, R-1C, R-2A, R-2B, R-3A, R-3B and R-3C min. setback 8'. R-1D Overlay min. setback 8' or 20% of distance from front lot line to rear lot line, whichever is smaller. R-4 min. setback 5'. Sch. 402.B.2. Non-Residential Districts. C-1 no minimum setback. C-1A, C-2, C-3, CIS, and P min. setback 10'. I min. setback 20'.	Sec.4.3 Schedule of area, height, and placement regulations. E-R min 20'. RS-1 min 10'. RS-2, RM-5 and GO min 8'. RS-3 min 7'. RS-4 and MHP-1 min 5'. RM-6, CN, CC, CG and CHI min 15'. No sideyard shall be required when nonresidential districts adjoin side by side. If a side yard is provided, them min. separations between structures shall be 8'.
Rear Setback		Sch. 402.B.1. Residential Districts. R-1A, R-1B, R-1C, R-2A, R-2B, R-3A, R-3B and R-3C min. 20'. R-1D Overlay min. 20' or 20% of the distance from front lot line to rear lot line, whichever is smaller. R-4 min. 5'. Sch. 402.B.2. Non-Residential Districts. C-1 no min. setback. C-1A, C-2, C-3, CIS, P, I min. setback 25'.	Sec.4.3. Schedule of area, height, and placement regulations. E-R min 50'. RS-1, RM-5, RM-6 and CN min 20'. RS-2, RS-3, RS-4, CC, CG, CHI min 15'. MHP-1 min 5'. No rear yard shall be required for CN, CC, CG, or CHI when adjacent to commercial or industrial districts.
Waterfront Setback	702.6.8.Waterfront Yards shall not be less than thirty (30) feet regardless of whether front, side, rear or other yard is involved		

Mixed-Use Guidelines (continued)

	Manatee County Regulations	City of Bradenton Existing Regulations	City of Palmetto Existing Regulations
Lighting			
Parking Lots	Sec. 710.1.5.5.6 Lighting. Minimum of one foot candle lighting, measured at finished grade, except for single family detached, attached and duplex dwellings		Not Regulated
Height	Sec. 709.2.4 Minimum Height. Light permitted in required yards illuminating vehicular areas shall be mounted at least sixteen feet above the ground.		
Fixture Color			
Light Color			
Foot-candles	Sec. 709.2.3 Light Trespass. Illumination of adjacent premises by spill light shall not exceed a values of one foot candle measured in the horizontal or vertical plane at a point five feet inside any adjacent residential property.		
Lumens			
Head Type			
Fencing			
Materials	Sec. 703.2.8.3.Maximum Height. Fences, berms or combination of berms and fences and fences erected within the required yard shall be a maximum of eight (8) feet in height, except where non-residential districts abut residential districts: max height 9'	Sec. 502.B.4.a. Non-residential buildings. Fences within 35' of any intersecting streets, driveways or alleys max height 24". Within 25' of any right-of-way max height 48". Fences in a front yard max height 48". Fences in a side or rear yard max height 72". Sec. 502.B.4.c. Materials. Fence materials must be compatible with surrounding properties. On corner lots, only chain link or other similar fencing as approved by the DDS Director can be installed in the front yard.	Sec 7-184. No fence or wall shall be erected and no permit shall be allowed for the erection of such a fence or wall on a street or road right-of-way within the city. Sec. 7-185 (a). No fence shall be built, erected or maintained at a height of greater than four (4) feet at locations closer to the road or street right-of-way than the building setback. Sec. 7-185 (c). Max six (6) feet located within or adjacent to areas zoned ER, RS-1, RS-2, RS-3, RS-4, RM-5, RM-6, MPH-1, MPH-2, GO.
Stormwater			
		Sec. 301.E.1.b. Commercial and Industrial developments: All proposed projects for construction approval containing more than one acre of land shall conform to the same rules as set forth in section (a.Subdivisions) Section 302.A drainage requirements. Sec. 301.E.1.a. Subdivisions. Must submit site and drainage plans to SWFWMD to address quantity and quality aspects of Stormwater Management. Sec. 301.E.1.c. Commercial and Light Industry developments. All proposed projects for construction approval containing less than one acre of land shall use the rational method of retention, based on the following formula: Gross site square footage X the coefficient of runoff value (0.05 to 0.75) X 0.08 (1 inch rainfall) = the amount of retention required in cubic feet.	Sec. 26-21(e). Drainage. All drainage shall be designed by the SWFWMD or where applicable county, or FDOT minimum criteria for drainage design.

Mixed-Use Guidelines (continued)

	Manatee County Regulations	City of Bradenton Existing Regulations	City of Palmetto Existing Regulations
Landscaping			
Front Buffer	Sec. 715.3.2.c.1.a. Buffer Zones. Roadway buffer standard 10' width.		Sec. 7-219 (b)(1). Streets. Landscape buffers abutting public streets at a minimum must include 2 canopy trees and 40 shrubs per 100 linear feet of street frontage. May be linear or non-linear clustered pattern. Sec. 7-219 Figure 1. 8'
Canopy Trees (#)	Figure 715.b 2 canopy trees per 100'		Sec. 7-219 (b)(1). Minimum 2 per 100 linear feet of street frontage.
Buffer Width (ft)	Figure 715.b. Roadway buffer standard 10' width		Sec. 7-219 Figure 1. 8'
CAL	Sec. 715.4.b. Tree Specifications. Canopy Trees minimum caliber 2.5"		Sec. 7-220 (c). Landscape Specifications. Minimum CAL 1.5"
Height	Sec. 715.4.b. Tree Specifications. Canopy Trees minimum 10'		Sec. 7-220 (c) Landscape Specifications. Minimum height of 10'
Understory Trees(#)	Not additionally required.		Not additionally required.
Buffer Width (ft)			
Tree Height (feet)	Sec. 715.4.b. Tree Specifications. Canopy Trees minimum 10'		
Shrub			
Width (feet)	Sec. 715.4.c. Tree Specifications. Hedges minimum 24" and vehicular island use areas minimum 8"		
Sq.Ft			
% of Landscape area			
Sq.ft. shrubbery area			
# of Shrubs			
Size in Gallons	Sec. 715.4.c. Tree Specifications. Hedge minimum 3 gallons, vehicular use area islands minimum 1 gallon.		
Side/Rear Buffer	Sec. 715.3.2.2 Screening Buffers. Range from 5 to 20' based on zoning district.		Sec. 7-219 (b)(2). Differing adjacent land uses. Required six foot high fence plus one canopy tree per 50 linear feet OR an earthen berm having a min. height of six feet, including landscaping, with a maximum side slope of three feet horizontal for every foot vertical OR two canopy trees and 40 shrubs per every 100 linear feet.
Canopy Trees (#)			Sec. 7-219 (b)(2). Min. 1 per 50 linear feet.
Buffer Width (ft)	Sec. 715.3.2.2 Screening Buffers. Range from 5 to 20' based on zoning district.		Sec. 7-220 Figure 1. Ranges from 10' to 20' depending on use.
Tree CAL/Height	Sec 715.4.b. Minimum caliper 2.5", minimum height 10'		Sec. 7-220 (c) Landscape Specifications. Minimum height of 10', Minimum CAL 1.5"
Shrub(number)	Sec. 715.3.2.2 provides options of a. 6' fence, 2 canopy trees, 3.33 understory trees b. 2.5 canopy trees and 33 shrubs c. 6' fence or shrubs and trees that will be 80% opaque d. combination of hedge and berms-avg. height 2.5', max slope 3:1, total height adj. to property line 6'.		
Size in gallons	Sec. 715.4.c. Minimum 3 gallons for hedges, minimum 1 gallon for vehicular use area islands.		

Mixed-Use Guidelines (continued)

	Manatee County Regulations	City of Bradenton Existing Regulations	City of Palmetto Existing Regulations
Landscaping (continued)			
Parking Lot			
Parking spaces	Sec. 715.3.1 Vehicle Use Areas. Required 360 SF planting area with 4 canopy trees and 20 shrubs per 20 parking spaces.		Sec. 7-219 (c)(1). Minimum of one island per every 20 spaces.
Islands (widths)	Sec. 715.3.1.d. No more than 10 consecutive spaces allowed without interior island.	Schedule 301.D.5 10 sq ft of landscaped area per interior parking space. 10 sq ft of landscaped area for every 500 sq ft of non-parking pavement.	Sec. 7-219 (c)(1)a. Terminal islands shall contain at least one canopy tree and 20 shrubs. Minimum width 8 feet. Sec. 7-219 (c)(1)b. Internal islands shall contain at least one canopy tree and 20 shrubs. Minimum width 8 feet.
Shrubs & groundcover	Sec. 715.4.c. Minimum 8" height, minimum 1 gallon	Sec. 301.D.5.(3),(4) and Schedule 301.D.5 Along ROW: Hedge, fence or wall at least 2 feet high. Along Res Use: Hedge or vines 3½', 2', and 6', in front, side, and rear. Shrubs, where required, shall be placed 24 inches on center. Vines shall be at least 30 inches high	Sec. 7-216. Shrubs must be minimum 24" height, 12" spread or three-gallon container size at the time of planting.
Trees	Sec. 715.4.b. Minimum 10' height, minimum 2.5" CAL	Sec. 301.D.5.(2) and Schedule 301.D.5 15 foot required spread. At least 7' height and 2" diameter at 4½'. Along ROW: 1 tree / 50 lf. Along Prop Line: 1 tree / 75 lf. 1 tree for every 200 sq ft of required interior landscaped area.	
Other Impervious			

Neighborhoods

	Manatee County Regulations	City of Bradenton Existing Regulations	City of Palmetto Existing Regulations
Signage			
Setback	Sec. 724.6.1.1 Non-residential district signs shall not be erected closer than 25' to residential district boundary. Sec. 724.6.4.1.4 Free standing signs must be located a minimum of 12' from front lot line. Must be 10' from side and rear lot lines. Sec. 724.6.2.8.1. Directory signs shall be set back five (5) feet from any street rights-of-way and shall not be visible from the outside of the subdivision.		
Height	Sec. 724.6.2.6. Max. height of 20' allowed for subdivision signs.		
Type	Directory signs, Subdivision signs, Freestanding signs	Identification Standards, Temporary signs, Home Business and Home Occupation signs	Identification signs, Temporary signs, Home Business and Home Occupation signs
Sign Face	Sec. 724.6.2.6. Signs may not exceed 48 sq. ft. in subdivisions that contain 11 lots or more. Sec. 724.6.2.8. Directory signs of thirty-two (32) square feet are permitted within major subdivisions consisting of eleven (11) lots or more.	Sec. 550.C.Permitted Signs. a. Identification standards for multi-family and residential developments not to exceed 32 sq. ft. b. Temporary signs not to exceed 32 sq. ft. c. Home Business and Occupation signs limited to 6 sq. ft. e. Size. All other signs over 6 sq. ft. in size are not permitted for single-family or two-family buildings.	Sec. 3-109.a.2. Temporary signs used for locating an area cannot exceed 9 sq. ft. in area. Sec. 3-109.a.3. Temporary signs erected by schools, churches, or other civic organizations cannot exceed 12 sq. ft. in area. Sec. 3-110.1.b. Permanent signs for home businesses cannot exceed 4 sq. ft. in area. Sec. 3-110.2. Permanent signs erected by churches or other civic organizations cannot exceed 30 sq. ft. in area. Sec. 3-110.3. New subdivision entrance signs: max 2 signs per subdivision, max 30 sq. ft. area total.
Letter size and type	Not Regulated		
Materials			
Color			
Base			

Neighborhoods (continued)

	Manatee County Regulations	City of Bradenton Existing Regulations	City of Palmetto Existing Regulations
Building Placement			
Height	702.5.2.3. No such structure over thirty-five (35) feet in height, excluding signs, shall be located nearer to a lot line less than a distance equal to its height, except for public or private utility facilities/use.	Sch. 402.B.1. Residential Standards: R-1A, R-1B, R-1C, R-1D Overlay, R-2A, R-2B max height 25'. Dist. R-3A max height 35'. Dist. R-3B and R-3C max height 45'. Additional height is permitted if one foot is added to the rear and side setbacks for each foot of additional building height. Sch. 402.B.2. Non-Residential Standards: C-1 max height 95' (8 stories). Dist. C-1A, C-2, C-3, and CIS max height 35' (2 stories). Dist. P max height 45' (3 stories). Dist. I max height 45' (4 stories). Maximum building height, except in C-1 zone, may be increased provided one additional foot is added to each required setback for each additional foot added to building height. C-1 and C-1A districts may have increased height with approval of City Council upon recommendation of the Planning Commission.	Sec.4.3. Schedule of area, height, and placement regulations. E-R and RM-6 max height 50'. RS-1, RS-2, RS-3, RS-4, RM-5, MHP-1, GO, CN max height 35'. CC and CG max height 60'. CHI max height 45'.
Front Setback		Sch. 402.B.1. Residential Districts. R-1A, R-1B, R-1C, R-2A, R-2B, R-3A, R-3C minimum setback 25'. R-1D Overlay min. setback 25' or 30% of distance from the front lot line to the rear lot line, whichever is smaller. R-3B min. setback 25' and 10' in the Village of the Arts Overlay District. R-4 min. setback 5'. Sch. 402.B.2. Non-Residential Districts. C-1 no required setback. C-1A, C-2, C-3, CIS, and P min. setback 35'. I min setback 25'.	Sec.4.3. Schedule of area, height and placement regulations. E-R min. 50'. RS-1 min. 30'. RS-2, RS-3, RM-5, GO and CN min. 25'. RS-4, CG, CHI min. 20'. MHP-1 min. 5'. CC no min. setback. RM-6 min. 30' , above 35' height an additional 3' for every 1' of height over 35' is required.
Side Setback		Sch. 402.B.1. Residential Districts. R-1A, R-1B, R-1C, R-2A, R-2B, R-3A, R-3B and R-3C min. setback 8'. R-1D Overlay min. setback 8' or 20% of distance from front lot line to rear lot line, whichever is smaller. R-4 min. setback 5'. Sch. 402.B.2. Non-Residential Districts. C-1 no minimum setback. C-1A, C-2, C-3, CIS, and P min. setback 10'. I min. setback 20'.	Sec.4.3 Schedule of area, height, and placement regulations. E-R min 20'. RS-1 min 10'. RS-2, RM-5 and GO min 8'. RS-3 min 7'. RS-4 and MHP-1 min 5'. RM-6, CN, CC, CG and CHI min 15'. No sideyard shall be required when nonresidential districts adjoin side by side. If a side yard is provided, them min. separations between structures shall be 8'.
Rear Setback		Sch. 402.B.1. Residential Districts. R-1A, R-1B, R-1C, R-2A, R-2B, R-3A, R-3B and R-3C min. 20'. R-1D Overlay min. 20' or 20% of the distance from front lot line to rear lot line, whichever is smaller. R-4 min. 5'. Sch. 402.B.2. Non-Residential Districts. C-1 no min. setback. C-1A, C-2, C-3, CIS, P, I min. setback 25'.	Sec.4.3. Schedule of area, height, and placement regulations. E-R min 50'. RS-1, RM-5, RM-6 and CN min 20'. RS-2, RS-3, RS-4, CC, CG, CHI min 15'. MHP-1 min 5'. No rear yard shall be required for CN, CC, CG, or CHI when adjacent to commercial or industrial districts.
Waterfront Setback	702.6.8.Waterfront Yards shall not be less than thirty (30) feet regardless of whether front, side, rear or other yard is involved		

Neighborhoods (continued)

	Manatee County Regulations	City of Bradenton Existing Regulations	City of Palmetto Existing Regulations
Lighting			
Parking Lots	Sec. 710.1.5.5.6 Lighting. Minimum of one foot candle lighting, measured at finished grade, except for single family detached, attached and duplex dwellings		Not Regulated
Height	Sec. 709.2.4 Minimum Height. Light permitted in required yards illuminating vehicular areas shall be mounted at least sixteen feet above the ground.		
Fixture Color			
Light Color			
Foot-candles	Sec. 709.2.3 Light Trespass. Illumination of adjacent premises by spill light shall not exceed a values of one foot candle measured in the horizontal or vertical plane at a point five feet inside any adjacent residential property.		
Lumens			
Head Type			
Fencing			
Materials	Sec. 703.2.8.2.3. Parcels within the RSF-1, RSF-2, RSF-3 and PDR Districts with a minimum of one hundred (100) feet of street frontage, may be allowed one of the following non-chain link/non-wood slat fence options: 1. A solid fence, setback five (5) feet from the front property line with a landscape buffer between the fence and the front property line. The landscape buffer shall consist of plant materials that conceal a minimum of thirty (30) percent of the fence area, or 2. A solid fence with a minimum of four (4) or more recesses, that total fifty (50) percent or more of the lineal feet of the fence. The recess shall be setback a minimum of five (5) feet from the front property line and contain plant materials to conceal thirty (30) percent of the recessed fence area, or 3. A combination fence. The lower, solid portion shall not exceed forty-eight (48) inches in height above the ground. The upper portion shall be wrought iron or a similar type of material. This material shall not occupy more than twenty (20) percent of the upper portion of the fence, thereby allowing visibility through that upper portion of the fence.	Sec. 501.B.6.b. Residential Buildings. Materials must be compatible with surrounding properties. Sec. 501.B.6.a. Fences within 35' of intersecting streets, driveways or alley max height 24". Within 25' of any ROW max height 48". Front yard max height 48". Side or rear yard max height 72".	Sec 7-184. No fence or wall shall be erected and no permit shall be allowed for the erection of such a fence or wall on a street or road right-of-way within the city. Sec. 7-185 (a). No fence shall be built, erected or maintained at a height of greater than four (4) feet at locations closer to the road or street right-of-way than the building setback. Sec. 7-185 (c). Max six (6) feet located within or adjacent to areas zoned ER, RS-1, RS-2, RS-3, RS-4, RM-5, RM-6, MPH-1, MPH-2, GO.
Stormwater			
		Sec. 301.E.1.a. Subdivisions: must submit site and drainage plans to SWFWMD for approval or exemption as specified in Chapters 373 and 120 F.S. and Chapter 40-D40, General Surface Water Management Permits addressing water quantity and quality aspects of stormwater management.	Sec. 26-21(e). Drainage. All drainage shall be designed by the SWFWMD or where applicable county, or FDOT minimum criteria for drainage design.

Neighborhoods (continued)

	Manatee County Regulations	City of Bradenton Existing Regulations	City of Palmetto Existing Regulations
Landscaping			
Front Buffer	Sec. 715.3.2.c.1.a. Buffer Zones. Roadway buffer standard 10' width.		Sec. 7-219.Fig.1. E-R, RS-1, RS-2, RS-3, RS-4, P fronting ROW: 8'
Canopy Trees (#)	Figure 715.b 2 canopy trees per 100'		Sec. 7-219 (b)(1). Minimum 2 per 100 linear feet of street frontage.
Buffer Width (ft)	Figure 715.b.Roadway buffer standard 10' width		Sec. 7-219 Figure 1. 8'
CAL	Sec. 715.4.b. Tree Specifications. Canopy Trees minimum caliber 2.5"		Sec. 7-220 (c). Landscape Specifications. Minimum CAL 1.5"
Height	Sec. 715.4.b. Tree Specifications. Canopy Trees minimum 10'		Sec. 7-220 (c) Landscape Specifications. Minimum height of 10'
Understory Trees(#)	Not additionally required.		Not additionally required.
Buffer Width (ft)			
Tree Height (feet)	Sec. 715.4.b. Tree Specifications. Canopy Trees minimum 10'		
Shrub			
Width (feet)	Sec. 715.4.c. Tree Specifications. Hedges minimum 24" and vehicular island use areas minimum 8"		
Sq.Ft			
% of Landscape area			
Sq.ft. shrubbery area			
# of Shrubs			
Size in Gallons	Sec. 715.4.c. Tree Specifications. Hedge minimum 3 gallons, vehicular use area islands minimum 1 gallon.		
Side/Rear Buffer	Sec. 715.3.2.2 Screening Buffers. Range from 5 to 20' based on zoning district.		Sec. 7-219.Fig 1. E-R, RS-1, RS-2, RS-3, RS-4, P abutting: RM-5, RM-6, MHP-1: 10' GO,CN,CC,CG: 15' CHI: 20'
Canopy Trees (#)			Sec. 7-219 (b)(2). Min. 1 per 50 linear feet.
Buffer Width (ft)	Sec. 715.3.2.2 Screening Buffers. Range from 5 to 20' based on zoning district.		Sec. 7-220 Figure 1. Ranges from 10' to 20' depending on use.
Tree CAL/Height	Sec 715.4.b. Minimum caliper 2.5", minimum height 10'		Sec. 7-220 (c) Landscape Specifications. Minimum height of 10', Minimum CAL 1.5", minimum spread of 4'
Understory Trees(#)			
Tree CAL/Height			
Shrub(number)	Sec. 715.3.2.2 provides options of a. 6' fence, 2 canopy trees, 3.33 understory trees b. 2.5 canopy trees and 33 shrubs c. 6' fence or shrubs and trees that will be 80% opaque d. combination of hedge and berms-avg. height 2.5', max slope 3:1, total height adj. to property line 6'.		
Size in gallons	Sec. 715.4.c. Minimum 3 gallons for hedges, minimum 1 gallon for vehicular use area islands.		

Neighborhoods (continued)

	Manatee County Regulations	City of Bradenton Existing Regulations	City of Palmetto Existing Regulations
Landscaping (continued)			
Parking Lot			
Parking Spaces	Sec. 715.3.1 Vehicle Use Areas. Required 360 SF planting area with 4 canopy trees and 20 shrubs per 20 parking spaces.		Sec. 7-219 (c)(1). Minimum of one island per every 20 spaces.
Islands (widths)	Sec. 715.3.1.d. No more than 10 consecutive spaces allowed without interior island.	Schedule 301.D.5 10 sq ft of landscaped area per interior parking space. 10 sq ft of landscaped area for every 500 sq ft of non-parking pavement.	Sec. 7-219 (c)(1)a. Terminal islands shall contain at least one canopy tree and 20 shrubs. Minimum width 8 feet. Sec. 7-219 (c)(1)b. Internal islands shall contain at least one canopy tree and 20 shrubs. Minimum width 8 feet.
Shrubs & groundcover	Sec. 715.4.c. Minimum 8" height, minimum 1 gallon	Sec. 301.D.5.(3),(4) and Schedule 301.D.5 Along ROW: Hedge, fence or wall at least 2 feet high. Along Res Use: Hedge or vines 3½', 2', and 6', in front, side, and rear. Shrubs, where required, shall be placed 24 inches on center. Vines shall be at least 30 inches high	Sec. 7-216. Shrubs must be minimum 24" height, 12" spread or three-gallon container size at the time of planting.
Trees	Sec. 715.4.b. Minimum 10' height, minimum 2.5" CAL	Sec. 301.D.5.(2) and Schedule 301.D.5 15 foot required spread. At least 7' height and 2" diameter at 4½'. Along ROW: 1 tree / 50 lf. Along Prop Line: 1 tree / 75 lf. 1 tree for every 200 sq ft of required interior landscaped area.	
Other Impervious			

Design Guidelines

Design **Guidelines**

The engagement of stakeholders, staff and elected officials identified the following major areas of focus for the character compatibility study. These principle areas of focus are:

» Building Height
» Waterfront Development
» Activity Centers
» Character Vision Compatibility

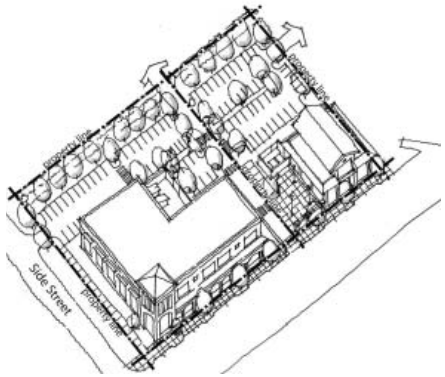
The initial phases of this study focused on the creation of general understanding of character, which included identification of urban and suburban principles, as well as defining a typology by application to the study area, which includes the unincorporated Manatee County, the cities of Bradenton, Palmetto, Anna Maria Island, Bradenton Beach, Holmes Beach, and Longboat Key. Through the character identification process, it was determined that most of the issues identified relate to how communities see themselves, and how they are designed. There are two key implementation outcomes associated with this project. First, there are general principles that are applicable for amendment of comprehensive plans, and then there are the design guidelines, or base codes that are provided herein as implementation mechanisms that help address the issues identified.

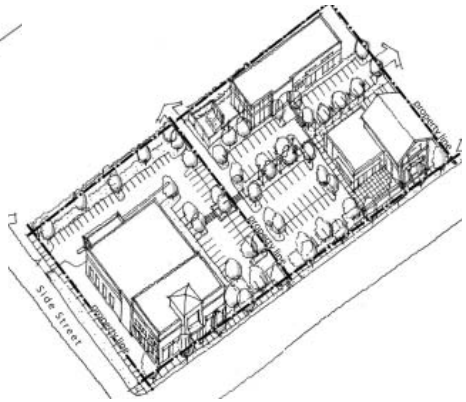
The next step is for each participating local government is to commit to the guiding principles and actively implement standards that will support the principles through the adoption of design standards in land development regulations.

The design guidelines have been created in support of the character study component and guiding principles by concentrating on design standards that enhance the transportation network through aesthetic guidelines and strengthen community character by providing a range of design components. The following design standards are to be used as a guide or template to assist in implementation of the guiding design principles and may be adopted by each participating local government.

Each section in the design guidelines will have:

» Recommended changes to land development regulations.
» Commentaries for some of the design standards are located throughout the document, providing rationale for the purpose and/or intent behind the regulation.
» Illustrations to further understand the intent and purpose of a variety of design standards. The illustrations will not supersede the written text contained in the design guidelines. Two prototypes, urban and suburban, will be utilized throughout the design guidelines to help visualize the intent of the design standards. Each prototype is two parcels facing a roadway with a detailed site plan. Depending on what is being described, portions of the prototype will be faded out to emphasize the design element being described.





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Design Standards

1.0 Intent

The intent of the design guidelines is to create a sustainable design form, allowing flexibility to create a variety of development throughout urban and suburban neighborhoods and corridors. These prototypes are prepared to address compatibility issues that relate to neighborhoods, centers, and corridors. Codes that apply to mixed use centers are treated synonymously with corridors, because they are variations of a similar land pattern. In aggregate, the design guidelines represent recommended changes to the individual land development regulations that exist for the participants in the study, including Manatee County, the City of Bradenton, and the City of Palmetto. Due to the variation in approaches within individual land development regulations for the cities of Bradenton, Palmetto, and Manatee County, these design recommendations should be taken to represent the best approach for the study area.

2.0 Applicability

There are three distinct forms of development found within The Study Area: Rural, Suburban and Urban. The Character Compatibility study identified issues that specifically relate to corridors that transition from between suburban and urban formats, neighborhood adjacencies, waterfront areas, and future activity centers. This prototype includes a hybrid suburban category that provides for a cleaner transition between the urban and suburban environments. The design guidelines focus on the development and redevelopment of Suburban and Urban character areas. The following charts identify the differences between "typical" suburban development and proposed hybrid suburban and urban development. The chart serves as an overview of the following sections within the design guidelines that represent key elements to regulate for each desired form of development.

3.0 Waterfront Design Standards

The study area contains several conditions relating to building height and how development should relate to the water and the public right-of-way within Bradenton, Palmetto and unincorporated Manatee County. This section will focus on four components:

- Adjacency and setback from the waterfront
- Neighborhood Adjacency
- On-site Building Separation
- Massing
- Open Space

For the use with these design guidelines, the following associations are made relative to building heights:

Low-rise=1-3 stories; and,
Mid-rise=4-12 stories; and,
High-rise=12-18 stories.

Design Components	Existing Suburban	Proposed Suburban	Proposed Urban
Site Design & Lot Layout			
Lot Layout			
Building Placement	Large building size and setbacks	Small or no building setback for outparcels (required to frame the street)	Establish a build to line
Building Orientation	Building Oriented toward parking lot	Outparcel buildings are oriented towards the street	All buildings are oriented towards the street
Building Frontage	No requirement	Building frontage requirements limit parking street frontage	Building frontage creates a distinct edge and framing of street (80%)
Buffers, Fences & Walls	Dense buffers to protect change in uses, long blank walls	Moderate buffers between changes in use	Minimal buffers, only between extreme land use changes
Access	Internal to individual site	Joint access	Joint access
Landscape	Traditional landscape	Traditional landscape	Urban landscape/ hardscape
Stormwater	Stormwater on site	Shared stormwater for a few assembled developments	Master stormwater system
Parking	In front of building	Minimum, two rows in front of building, side or rear	Side and rear only
Building Design			
Building Types	Wide expanses of blank walls	Regulate transparency	Regulate transparency
Architectural Standards	No requirements	Require "framing" of large buildings	Establish maximum building size
Garage Location	No requirements	Setback from primary building, side or rear	Setback from primary building, side or rear
Sign Types	Pole signs, ground signs, and building signs (number of signs) moderately regulated	Ground mount signs and building signs (number of signs are regulated)	Building signage only (number of signs regulated)

3.1 Adjacency and Setback from the Waterfront

Rear yard setbacks have been established in each jurisdiction and range from 20'-50' depending on the jurisdiction.

Establish a build to line ranging from 0'-10' when the conditions for an urban development exist. In a suburban area the maximum setback shall be thirty-two (32) feet. In the event of a parcel located on a corner, the building should have the same setback on both street frontages.

To encourage an urban style of development, a build to line should be established, 0-15'. This flexibility for the setback can help redevelopment occur. The suburban setback of 32' allows for one row of parking and a one way drive aisle. If you want to allow two rows of parking, increase the maximum setback by 20 feet. By establishing a front setback, the buildings are pulled to the street to create a more urban edge. If additional setbacks are required from the street, the rear yard setbacks would need to be modified.

3.2 Neighborhood adjacency

3.2.1 Low-Rise Neighborhood Adjacency

Setback. When a non-residential use is abutting any residential property, there shall be an additional setback required for any yard of that use which is contiguous to the residential property, as follows:

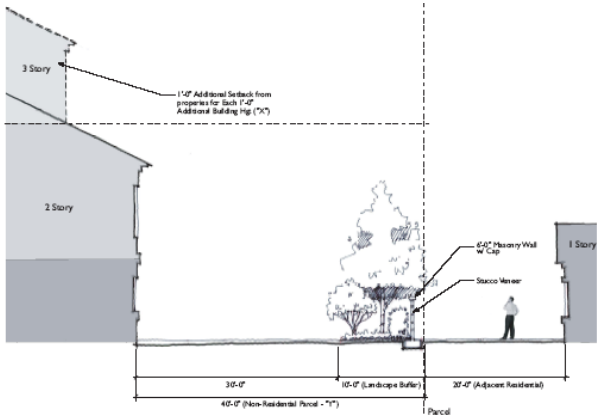
» When any side of a structure greater than one story in height abuts residential property, that portion of the structure shall be set back at a minimum of 40 feet from the property boundary.
» Buildings over two stories in height shall have one additional step back from the second floor for each one foot additional height of the building.

A stepback for low rise and mid-rise up to five stories can utilize this requirement to help with impacts to existing established neighborhood residential areas. This standard will not be as effective as height increases.

3.2.2 Mid-Rise and High Rise Neighborhood Adjacency with Single Family Zoning Districts

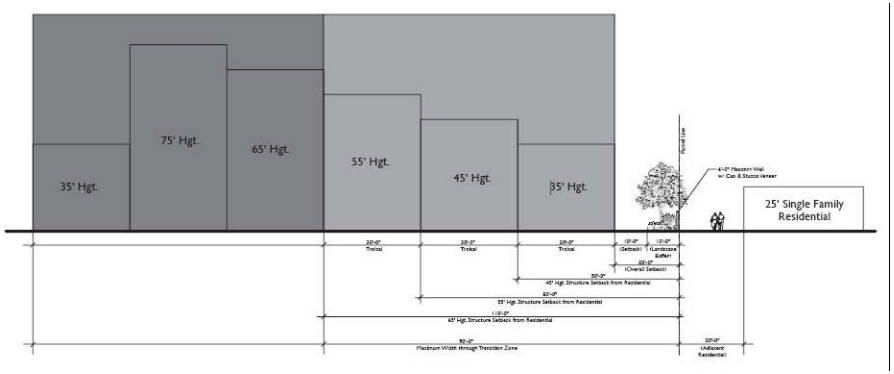
Setback. When a non-residential or multi-family (apartment) use is abutting any single-family residential property, there shall be an additional setback required for any yard of that use which is contiguous to the single-family residential property, as follows:

» When any side of a structure equal to or less than 35 feet in height abuts residentially zoned property, that portion of the structure(s) shall be set back at a minimum 20 feet.
» The specific minimum setbacks and other compatibility requirements for structures greater than 35' in height shall be determined during the rezoning process and shall become a condition of the rezoning action. At a minimum, structures that are greater than 35 feet in height shall comply with the following building height transition zone requirements.
» Any structure greater than 55' is required to transition from the edge of the development with buildings of shorter height located between the residential areas and the edge of the development. There shall be at least one transition structure between the residential area and any building greater than 55' in height with a minimum height of 35 feet within the proposed development.
» Ground floor residential uses shall provide a clear delineation between the public and private space through the use of raised stoop or patio, or landscaped yard. Such delineation shall not conflict with any pertinent accessibility requirements.



Traditional Zone Height and Setbacks	
Height	Minimum Setback Rear or side yard when adjacent to residentially zoned property
< = 35'	20'
36' - 45'	50'
46' - 55'	80'
> 55'	110'

The intent is to provide an opportunity for this additional height internal to the site only and not along its edge.



Mid-rise and high-rise compatibility

3.3 On-Site Building Separation

3.2.3 Subject Property Size ½ Acre or Less Outside Urban Center/Downtown Core

A parcel that is ½ acre or less has the following side yard setbacks. The side yard setback is determined by measuring the total height of a building and dividing it by 2 to determine the minimum side yard setback. A public open space that is a waterfront/plaza and/or park may be located within the side yard setback.

Example: a 50' height building would be required to have a 25 foot side yard setback on each side.(50'/2 = 25').

Regulating the lot width for smaller lots that will redevelop is important to help with infill development. The requirement of the side yard setbacks to be ½ the total height of a structure, will limit large skinny buildings from occurring that might meet a height allowances but will be unable to construct a building that meets the side yard standard. Variances to the side yard setback should not be permitted.

3.2.4 Lot Size, ½ Acre or More

A maximum floor plate above parking of 20,000 sq. ft. per building on parcels ½ acre or larger shall be required with a maximum floor plate of 16,000 sq. ft. above the eighth floor. The width separation is as follows for multiple buildings on the same parcel. The building width separation is determined by the height of the first building to the second building, and so forth to determine the separation required. The calculation shall be the total height in feet divided by 2, which will determine the amount of building separation required. Buildings that use a stepback may take the average height of the structure to determine the requirement. The area that is considered the width separation between buildings must meet the following standards:

- Mechanical equipment, service areas may not be located in between the buildings
- A clear unobstructed view must be seen from the water and the right-of-way
- Pool enclosures are not permitted in this location
- Landscape and pedestrian walkways are permitted within the buildings
- Waterfront plaza/park

Establishing a maximum floor plate for buildings located on the water. Multiple buildings constructed on a parcel can create a walled effect. This guideline creates a distance separation from each building to prevent this from occurring.

3.4 Massing

Building Design Criteria is located in Sec. 9.0 and shall be followed with the following additions:

» Reflective glass is prohibited on any story that is adjacent to the waterfront.
» Distinctive Design: Buildings taller than four (4) stories shall display a distinctive design for the top of the building that can be achieved by various means including a change in materials, architectural detail, color, or step backs at the top floor, a prominent projecting cornice, or a roof with a form such as a curve, slope, or peak.
» Orientation: The narrow side of the tower shall face the waterfront.
» Building facades shall be built parallel to the street/water frontage except for chamfered corners.

Additional provisions are included for mid-rise and high-rise buildings that will help promote a more attractive development along the waterfront.

3.5 Open Space

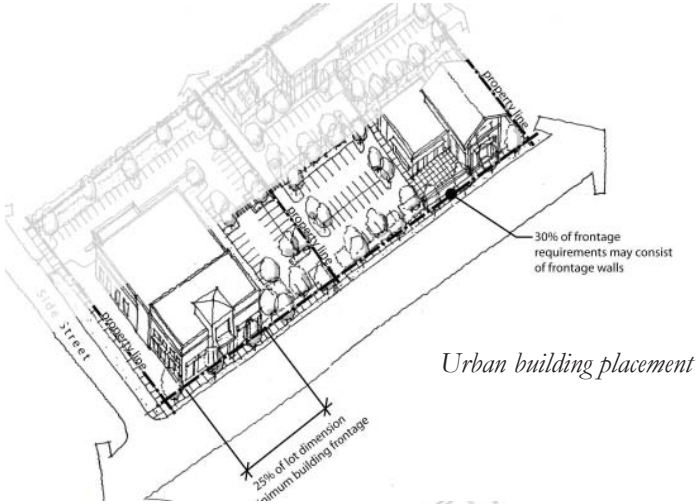
20% of the total developed site shall be public open space that provides visual and/or pedestrian access to the water.

3.5.1 Waterfront Plaza/Park

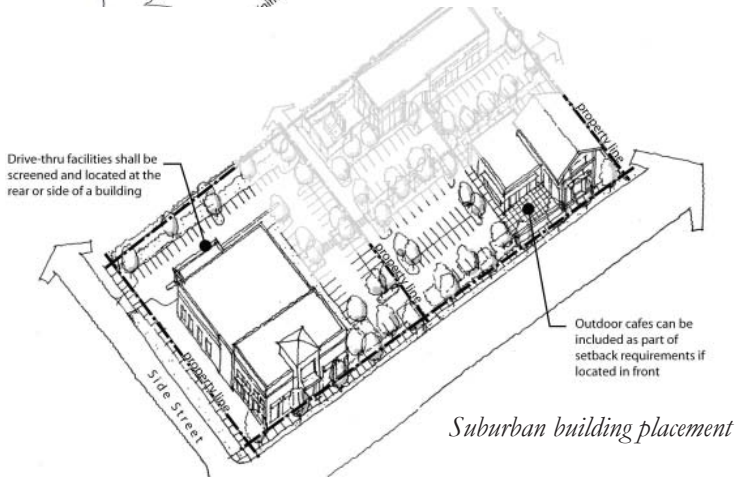
This is an area which promotes visual and pedestrian access which provides pedestrian-oriented amenities and landscaping to enhance the public's use of the space for passive activities such as resting, reading, picnicking, etc. To qualify as a pedestrian-oriented space, an area must have the following:

» Visual and pedestrian access (including barrier free access) to the abutting structures from the public right-of-way or a non-vehicular courtyard.
» Paved walking surfaces of either concrete or approved unit paving.
» Lighting below 15 feet in height and providing at least two foot-candles (average) on the ground.
» At least three (3) feet of seating area (bench, ledge, etc.) or one individual seat per 60 square feet of plaza area or open space.
» The pedestrian-oriented space is encouraged to have:
» Landscaping that does not act as a visual barrier.
» Site furniture, artwork, or amenities such as fountains, kiosks, etc.
» A pedestrian-oriented space shall not have:
» Asphalt or gravel pavement.
» Adjacent chain-link fences
» Adjacent blank walls without blank wall treatment.
» Adjacent visual barriers which could represent a safety/security hazard.

Providing a waterfront park that has public access will help with the visual barriers and community issues associated with larger developments. Allowing a waterfront plaza/park to be located in setbacks will serve as an incentive to developers.



Urban building placement



Suburban building placement

4.0 Site Design & Lot Layout

Site design & Lot Layout includes six categories that specifically relate to site plan review and the development review process. Each of these components is interrelated to one another to yield a sustainable development.

5.0 Lot Layout

Buildings sited close to the street, strengthens the activity and vitality of the street. Buildings should be oriented toward the street with main entrances and windows facing the street.

5.1 Building Placement

The following requirements are for non-residential and attached residential buildings. Buildings shall always orient towards the street with main entrances and windows facing the street. A minimum of 75% of an urban section of the Study Area and 25%-50% of a suburban section street facing entrance must be occupied by building frontage. Up to one third of the required percentage may consist of arcades or frontage walls. The frontage wall shall be a minimum height of eighteen (18) inches with a maximum height of twenty (24) inches and a minimum width of twelve (12) inches. The wall shall be constructed of stone, brick or stucco. The material shall complement the primary building's architecture.

Establishing a frontage requirement provides a distinct edge and requires at least 50% of the building to be located at the build to line—The proposed suburban requirement allows for transitioning between urban and suburban areas.

5.1.1 Building Heights

Recommend use of general typology for Urban and Suburban character areas. Within downtowns, height should be generally allowed to be at its tallest, transitioning down to traditional/urban neighborhoods and into suburban areas. Neighborhoods and villages shall have a maximum entitled height of 35 feet. Traditional/urban neighborhoods adjacent to the downtowns designated for redevelopment could be granted additional height provided that the appropriate transitions occur, utilizing either the step down method described in section 3.0, or via a "wedding cake", and should not be allowed to exceed the ten to twelve story range on average. Suburban neighborhoods may be allowed to go to a maximum of five stories, provided that separation and setback requirements are administered per the prototypes provided in section 3.0.

Urban Centers/Downtowns

Within downtowns, height should be generally allowed to be at its tallest, transitioning down to traditional/urban neighborhoods and into suburban areas. The Bradenton Downtown Core area shall have a base maximum allowed height set at 18 stories/180 feet, including parking. Height determination shall utilize the described side-separation, bulk, and massing requirements described in section 3.0. Heights within downtown Palmetto should have a maximum entitled height of 45 feet. Increases above 45 feet within the historic districts may be granted through a master planning process associated with a rezoning, and shall demonstrate compatibility with the existing architecture, scale, and streetscape, and shall provide a detailed evaluation of historic preservation opportunities and potential impacts.

Buildings constructed in suburban activity centers shall have a maximum entitled height of 5 stories/60 ft. Additional height up to 100% may be granted provided that property allows for separation requirements that are consistent with the size of the property. Applicants shall be required to comply with zoning regulations associated with master planned developments or the bulk, massing, and side separation requirements contained herein.

5.2 Drive Thru Facilities

Drive Thru facilities shall only be located at the rear of a building and not visible to any street or sidewalk.

In the event that a rear drive thru location is impossible due to site constraints, then a side drive thru is permissible provided that all of the following requirements are met:

» The drive thru facilities shall be screened to minimize visual and noise impacts to residences and to preclude visibility from any streets or sidewalks. A masonry wall and landscape buffer shall

screen drive thru facilities. The wall shall be one foot higher than the facilities being screened on all sides where access is not needed.

» No portion of queuing or access lanes or driveways shall be located between the building and the street or within forty (40) feet from the primary façade of the building.

» For corner lots, the drive thru shall be located on the side of the building that is furthest from the corner.

» Gas Stations pumps shall be located at the side or rear of the primary building and may be visible to the street or sidewalk.

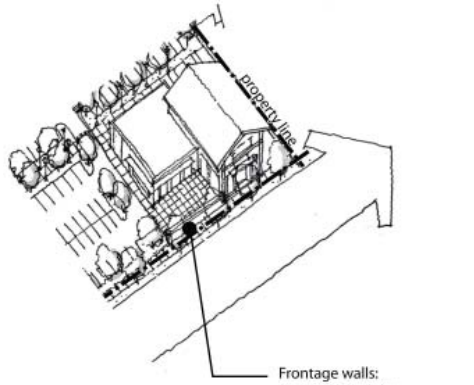
5.3 Setbacks

Establish a build to line ranging from 0'-10' when the conditions for an urban development exist. In a suburban area the maximum setback shall be thirty-two (32) feet. In the event of a parcel located on a corner, the building should have the same setback on both street frontages.

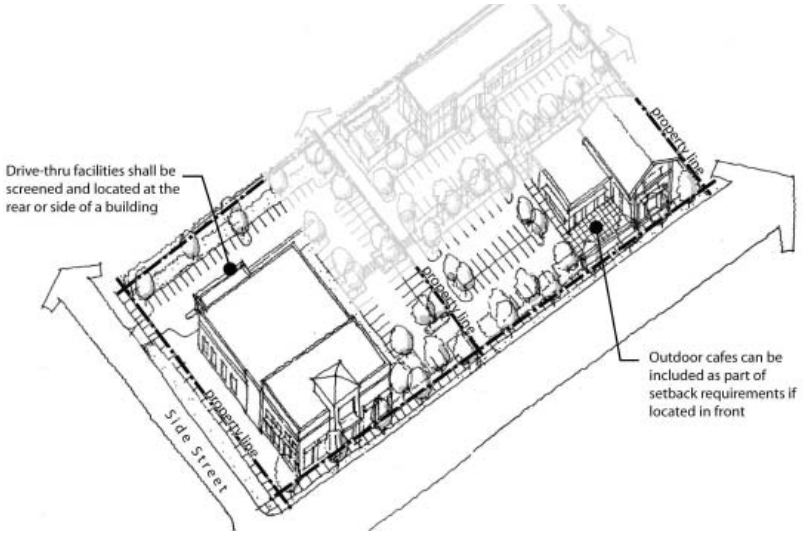
To encourage an urban style of development, a build to line should be established, 0-15'. This flexibility for the setback can help redevelopment occur. The suburban setback of 32' allows for one row of parking and a one way drive aisle. If you want to allow two rows of parking, increase the maximum setback by 20 feet.

Outdoor cafes are permitted to be calculated as part of the required setback if the seating is located in front of or included within the primary building façade.

Permitting outdoor cafes to be counted as part of the primary building frontage allows for flexibility in standards. Active storefront's can be as effective as a build to line in creating a defined edge.



Frontage wall



Drive thru facility and outdoor cafes

6.0 Buffers, Fences & Walls

6.1 Front Yard Fencing

Chain link fencing should be prohibited within the front or side yard of any property facing a street. Frontage walls should be considered an acceptable alternative to conventional front yard fencing if the following standard is met. A frontage wall shall be a minimum height of eighteen (18) inches with a maximum height of twenty four (24) inches and a minimum width of twelve (12) inches. The wall should be constructed of stone, brick or stucco and include a wall cap or column. The material should complement the primary building's architecture. Wrought iron/picket style may be incorporated in the design of the fence.

Frontage walls should be considered in areas where the buildings and lot depths through site constraints and/or building functional requirements might prohibit the proposed redevelopment from meeting the building placement guideline. Participating local governments may elect to allow a frontage wall to count towards the building placement requirement in 5.1.

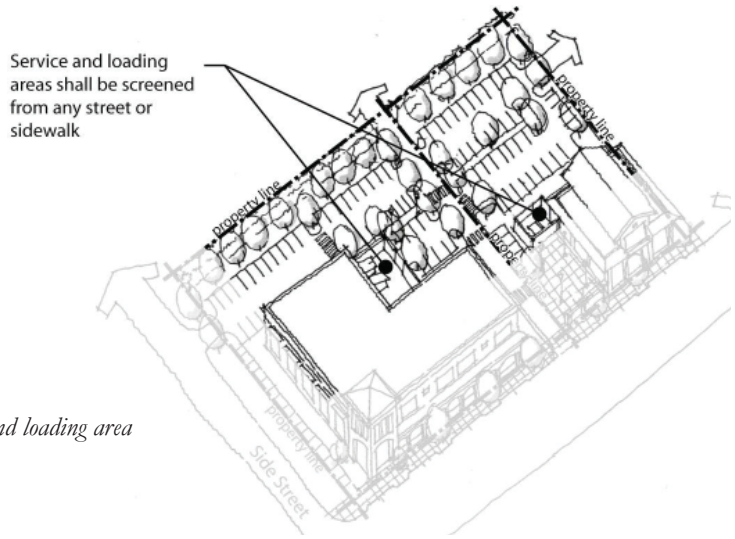
6.2 Service and Loading Areas

Loading docks, truck parking, outdoor storage, utility meters, HVAC equipment, trash dumpsters, trash compaction, and other service functions should be incorporated into the overall design of the primary building using screening walls of compatible material, style, color, texture, pattern, trim, and details and landscaping as regulated in Sec.8.1 Front Buffers. The wall shall be one (1) foot higher than the largest object being screened, but not more than ten (10) feet high, on all sides where access is not needed. An opaque gate, with the same height as the wall, shall be included where access is needed. Enclosures shall not be visible from any street or sidewalk.

Establishing a maximum height in screening requirement, takes into account the height of a semi tractor-trailer. If trucks will not be making deliveries or staging in this area, the recommendation for maximum height could be lowered to eight feet. These guidelines list what is considered a service and loading area for ease of site plan review.

6.3 Mechanical Equipment

Mechanical equipment at ground level shall be placed on the parking lot side of the building away from view from any streets and sidewalks and shall be screened from view by fencing, vegetation, or by being incorporated into a building utilizing the same materials as the principal building, i.e., stone, brick or stucco. The screening shall be at least equal to the width and height of the equipment to be screened from view.



Service and loading area

7.0 Access

7.1 Joint Use Driveways and Cross Access Easements

A system of joint use driveways and cross access easements as illustrated shall be established wherever feasible. The Study Area and the building site shall incorporate the following:

- A continuous service drive or cross access extending the entire length of each parcel served to provide for driveway separation consistent with access management classification system and standards.
- Stub-outs and other design features to make it visually obvious that the butting properties may be tied in to provide cross access via a service drive;
- A unified access and circulation system plan that includes coordinated or shared parking areas is encouraged wherever feasible.

7.2 Access for Outparcels and Phased Development Plans

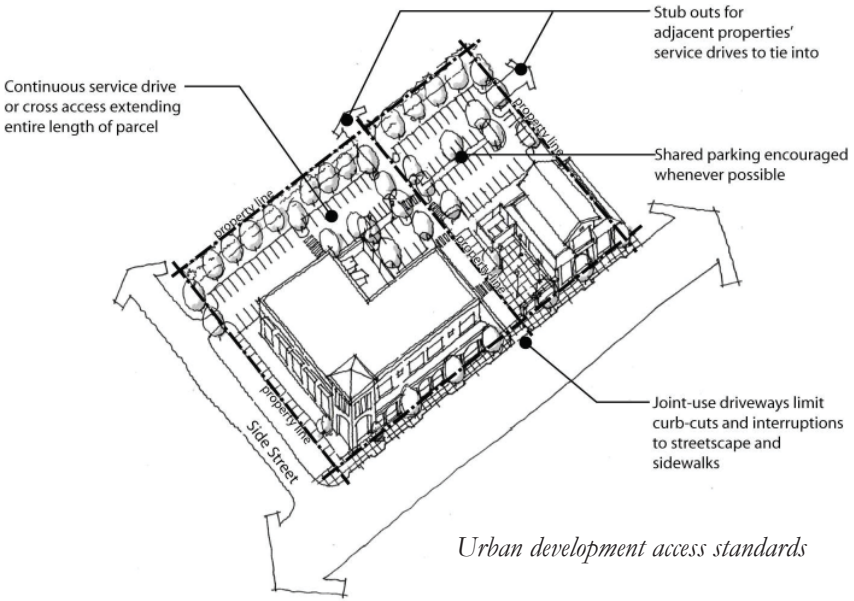
In the interest of promoting unified access and circulation systems, development sites under the same ownership or consolidated for the purposes of development and comprised of more than one building site shall not be considered separate properties in relation to the access standards of this code. The number of connections permitted shall be the minimum number necessary to provide reasonable access to these properties, not the maximum permitted for that frontage. All necessary easements, agreements, and stipulations required under Joint Use Driveways and Cross Access Easements shall be met. This shall also apply to phased development plans.

Providing adequate on-site circulation and storage. The design of good internal vehicle circulation in parking area and on local streets reduces the number of driveways that businesses need for access to the major roadway.

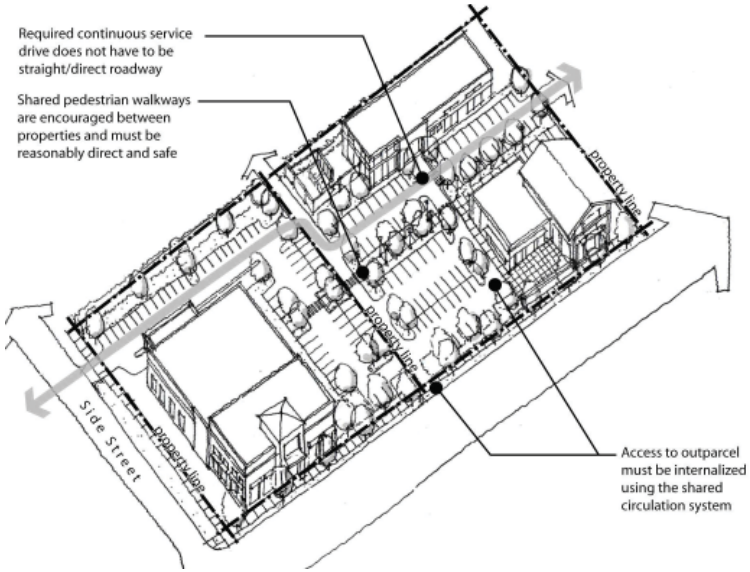
Requiring a unified access and circulation plan will ensure long term coordination regardless of a change in owners and tenants. If this requirement is too restrictive, include language that supports a long term shared commitment.

All access to outparcels must be internalized using the shared circulation system of the principal development. Access to outparcels shall be designed to avoid excessive movement across parking aisles and queuing across surrounding parking and driving aisles.

Adjacent shopping centers or office parks are often not directly connected. As a result, customers who wish to shop in both centers or visit both sites, must exit the parking lot of one, travel a short distance on a major thoroughfare, and then access the next site. A cross access easement reduces traffic on the major thoroughfare and reduces safety hazards. This in turn, can have positive business benefits by providing easy access to one site from another.



Urban development access standards



Suburban development access standards

7.3 Pedestrian Access and Circulation

The purpose and intent of this section is to provide safe opportunities for alternative modes of transportation by connecting with existing and future transit, pedestrian and bicycle pathways within the study area and to provide safe passage from the public right-of-way to the building.

This section should be applicable to parcels within areas where pedestrians are promoted. The possible locations of where pedestrians should be promoted are in central business districts, neighborhood centers, near recreational facilities, multimodal trail systems, traditional neighborhood design districts, in areas served by transit, and in places where there is a mix of relatively dense land uses. Participating local governments should consider the existing development pattern, where pedestrians are currently prevalent and future town center areas as prescribed by the draft Vision Graphic.

7.4 Pathways

» Pathways shall connect all primary building entrances to one another.

» In addition, pathways shall extend throughout the development site and connect all primary building entrances, surrounding streets, external sidewalks, adjacent trails, transit stops, parking areas, recreational facilities and common areas, out-parcels, future phases of development, and adjacent developments to the site, as applicable. Shared pedestrian walkways are encouraged between adjacent projects. The applicant may also be required to connect or stub pathway(s) to adjacent roads and private property.

» Pathways within developments shall provide reasonably direct and safe connections.

» Pathways shall comply with the Americans with Disabilities Act, which requires accessible routes of travel. In addition, all pathways used to comply with these standards shall conform to all the following criteria:

- Pathway surfaces and multi-use paths shall be concrete, colored concrete, stamped pattern concrete asphalt, brick/ masonry pavers or other durable surfaces.
- Pedestrian walkways shall be a minimum of five feet wide. Multi-use paths (i.e. for bicycle and pedestrians) shall be a minimum of 10 feet wide within a 20-foot-wide right-of-way or easement that allows access for emergency vehicles.
  Stairs or switchback paths using a narrower right-of-way/ easement may be required in lieu of a multi-use pathway where grades are steep.
- If the roads with in the subdivision or neighborhood are lighted, the pathways shall also be lighted.
- Where pathways are parallel and adjacent to a driveway or road (public or private), they shall be raised six inches and curbed, or separated from the driveway/road by a five (5) foot minimum strip within bollards, a landscape berm or other physical barrier. If a raised path is used, the ends of raised portions must be equipped with curb ramps.

» Pedestrian pathway shall be separated a minimum of five (5) feet from all residential living areas on the ground floor, except at building entrances. Separation is measured from the pathway edge to the closest dwelling unit. No pathway/building separation is required for commercial, industrial, public, or institutional uses.

» Crosswalks shall be designed and coordinated to move people safely to and from buildings and parking areas. Where pathways cross a parking area, driveways or road, they shall be clearly marked with contrasting paving material, humps, raised crossing or painted striping. If painted striping is used, it shall consist of thermoplastic striping or similar type of durable application.

To support multi-modal options, pedestrian access and circulation is just as important as vehicle access and circulation. The basic pedestrian network is the sidewalk system along public and private roads. This section expands that network by establishing connections to pedestrian pathways that are internal to development projects.

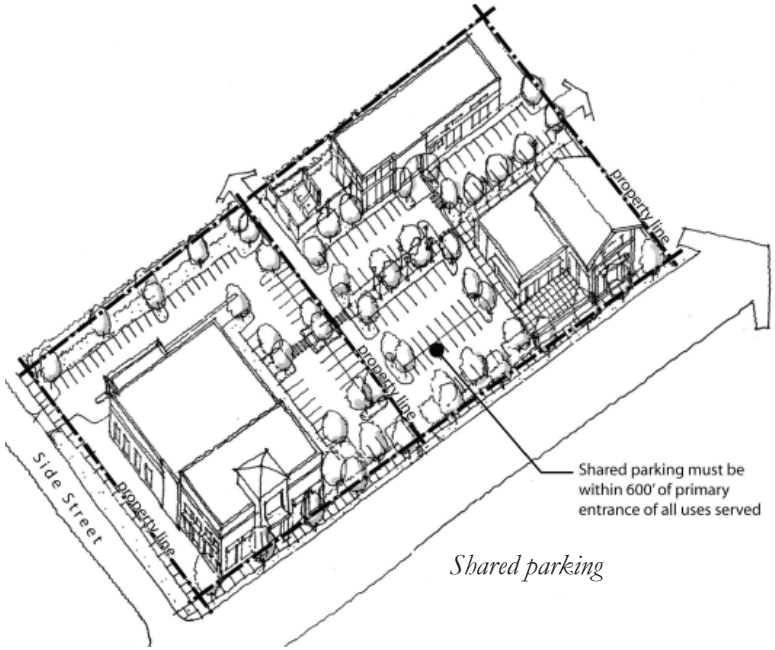
7.5 Shared Parking

Two or more owners or operators of adjacent parcels requiring off-street parking facilities may make collective provision for such facilities. The land use/zoning manager 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 following standards.

» Required parking spaces reserved for persons with disabilities may not be located off-site.

» 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 State Barrier-Free Access Code.

» Shared parking areas for uses located in a nonresidential district shall not be located in any residential district.



Shared parking

» Those wishing to use shared parking as a means of satisfying off-street parking requirements must submit a shared parking analysis to the land use/zoning manager that clearly demonstrates the feasibility of shared parking. The study must be provided in a form established by the land use/zoning manager 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.

» A shared parking plan shall be enforced through written agreement among all owners of record. The owner of the shared parking area shall enter into a written agreement with government providing that 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; and that the owner agrees to bear the expense of recording the agreement and such agreement shall bind his or her heirs, successors, and assigns. An attested copy of the agreement between the owners of record shall be submitted to the land use/zoning manager. Recordation of the agreement must take place before issuance of a building permit or certificate of occupancy 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 government if other off-street facilities are provided in accord with these zoning regulations.

» When the uses subject to a shared parking agreement change, the land use/zoning manager 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.

» Within areas where pedestrians are promoted and for parcels that have completed a shared access agreement, the land use/zoning manager or designee shall regularly determine if the periods of peak usage of proximate buildings or uses are simultaneous with each other, and if so, may require a shared parking agreement.

7.6 Bicycle Parking Facilities

In order to enhance the multi-modal transportation opportunities within the The Study Area corridor, the following standards for bicycle parking shall be met.

7.6.1 Applicability

This section shall not apply to single family, two-family, three-family and four-family housing (attached, detached or manufactured housing), home occupations, agriculture and livestock uses, or other developments with fewer than 10 vehicle parking spaces.

7.6.2 Number of Bicycle Parking Spaces

A minimum of 2 bicycle parking spaces per use is required for all uses with greater than ten (10) vehicle parking spaces. The following additional standards apply to specific types of development:

» Every residential use of 4 or more dwelling units shall provide at least one sheltered bicycle parking space for each dwelling unit. Bicycle parking shall have a long-term design. Residential bicycle parking spaces may be located within a garage, storage shed, basement, utility room or similar area.
» All public and commercial parking lots and parking structures shall provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces. All bicycle parking shall have a long-term design.
» Elementary and middle schools, both private and public, shall provide one bicycle parking space for every 10 students and employees. High schools shall provide one bicycle parking space for every 5 students and employees. All school bicycle parking shall have a long-term design as defined in Section 7.6.3 2).
» Colleges and trade schools shall provide one bicycle parking space for every 10 motor vehicle spaces plus one space for every dormitory unit. Fifty percent of bicycle parking shall have a long-term design; fifty percent short-term design.
» Bicycle parking for customers shall be provided along the road at a rate of at least one space per use. Individual uses shall provide their own parking, or spaces may be clustered to serve up to 6 bicycles. Bicycle parking spaces shall be located in front of the stores along the road, either on the sidewalks or in specially constructed areas such as pedestrian curb extensions. All bicycle parking shall have a short-term design as defined in Section 7.6.3 1).

The standard, 7.6.2 (5) should be used in areas where pedestrian activity is promoted. Urban centers and areas where trails are being constructed would be examples of places desirable to have this regulation in place.

» For buildings with multiple uses (such as a commercial or mixed use center), bicycle parking standards shall be calculated by using the total number of motor vehicle parking spaces required for the entire development. A minimum of one bicycle parking space for every 10 motor vehicle parking spaces is required. Fifty percent of bicycle parking shall have a long-term design; fifty percent short-term design as defined in the following Section.

7.6.3 Design of Bicycle Parking Facility

» **Short-term Design:** Bicycle parking facilities shall be high-quality, inverted "U"- type construction. The planning administrator of record may approve alternative high-quality bicycle parking facilities if they can be shown to:
  • Provide adequate theft protection and security; and
  • Support the bicycle at two points of contact to prevent damage to the bicycle wheels and frame.
» **Long-term Design:** In addition to the requirements of short-term design, the bicycle parking spaces shall be sheltered from sun and precipitation under an eave, overhang, an independent structure or similar cover. Bicycle parking requirements for long-term and employee parking may be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building. The planning administrator of record may approve alternative measures if they meet the intents for visibility, security and weather protection.
» Bicycle parking facilities shall be located with easy access, near main building entrances, in areas with natural surveillance. Bicycle parking facilities shall be conveniently located with respect to both the road right-of-way and at least one building entrance (e.g., no farther away than the closest vehicle parking space).
» It is encouraged that bicycle parking facilities are incorporated whenever possible into building design and coordinated with the design of street furniture when it is provided.
» Bicycle parking should be located in areas that are close to lighting fixtures on the parcel.
» Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.
» Bicycle parking shall not interfere with pedestrian passage, and shall not create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vehicle clear sight triangles.

Inadequate facilities and fear of theft are major deterrents to bicycle transportation. Bicycle parking and storage are important ways to provide convenience and security for bicyclists at important community destinations.

8.0 Landscape Standards

Two types of landscape standards are included in this Section that address both Urban and Suburban requirements. Participating local governments will determine which standard is appropriate to implement.

8.1 Urban Front Buffers

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 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 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.

8.2 Suburban Front Buffers

Landscape Buffers facing public streets shall meet the following guidelines.

» A fifteen (15) to twenty-five (25) foot landscape buffer shall be required along public streets and shall include canopy trees and groundcover. Optional understory and shrubs are permitted within the buffer and must follow the standards provided herein.

» All planted shrub and groundcover areas shall achieve a hundred (100) percent coverage of their planting area within one (1) year.

» The twenty-five (25)-foot buffer along public streets shall include a berm ranging in height from one (1) to two (2) feet, maintaining a two (2)-foot height for at least forty (40) percent of the overall length. The course and base of the berm shall meander where possible and have side slopes no greater than 4:1.

Front Buffer Requirements, Suburban		
Canopy Trees (per 100 l.f.)	2 per 100 linear foot	
Buffer Width (ft) CAL Height Container Size	+/- 25' 2" 12'-0" 30 gal	15' - 24' 3" 13'-0" 65 gal
Understory Trees (per 100 l.f.)	3 per 100 linear foot	
Buffer Width (ft) Tree Height (ft) Container Size	+/- 25' 7"-0" 15 gal	15' - 24' 11'-0" 30 gal
Shrub Screen (per 100 l.f.)		
Width	+/- 25'	15' - 24'
Sq. ft. of Shrubs	(33) 3 gal plants, 24" minimum at insulation to create 36" - 42" high by 35" wide hedge or continuous landscape screen with 100% opacity within 1 year of planting	
Container Size	3 gal	
Groundcovers (per 100 l.f.)		
Container Size	1 gal	
Number of Plants	As needed in combination with shrubs to meet Total Required Landscape Area %	
Container Size	1 gal	
Total required % landscaped area (shrubs and groundcovers vs. sod)	30%	75%

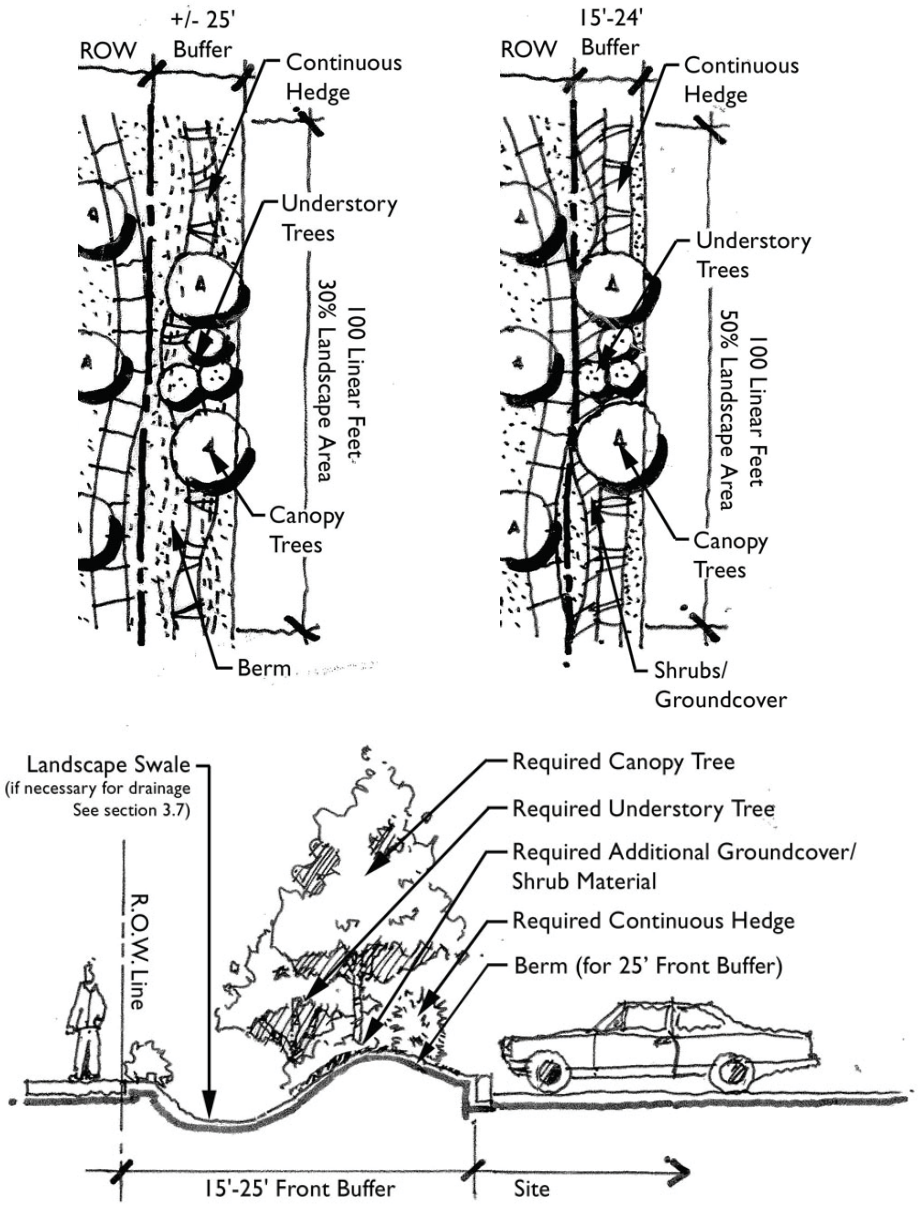
» In areas where the buffer must be reduced to meet individual site constraints the planting area should be planted according to the following table of required buffer standards. Buffers smaller than fifteen (15) feet may be permitted by approval from the zoning administrator.

» Permitted features for front buffers – sidewalks, signs, low wall and 'wrought iron' picket fences, Additional features such as a knee walls and decorative 'wrought iron' picket fencing is permissible with the following standards.

» Frontage wall- maximum twenty-four (24) inches, as described in Section 5.2.

» Decorative fencing- maximum forty-eight (48) inches and must have at least fifty (50) percent of required buffer planting adjacent to right of way.

» Prohibited features in front buffers – chain-link, wood or PVC fences, walls greater than two (2) feet, loading, service or dumpsters areas or similar items may not be placed in the front buffer or in any additional 'open space' adjacent to the street or any direction visible from the street.



Suburban front buffers

8.2.1 Hedge, Shrub and Groundcover

All hedge, shrub and groundcover landscaped areas should be planted to achieve one hundred (100) percent coverage of the planting area within one year of installation. All continuous shrub hedges shall be installed at a minimum of twenty (24) inches in overall height and maintained at a height of thirty six (36) inches to forty two (42) inches and one hundred (100) percent opacity within one (1) year of planting. Determination of spacing should be considered as follows.

» **Hedge/Shrubs:** three gallon, container grown, planted 36" on center maximum spacing. Plant count at 36" triangular spacing equals Planting Area sq. ft. x .129 = total number of plants.
» **Groundcovers:** one gallon, container grown, planted 24" on center maximum spacing. Plant count at 24" triangular spacing equals Planting Area sq. ft. x .290 = total number of plants.

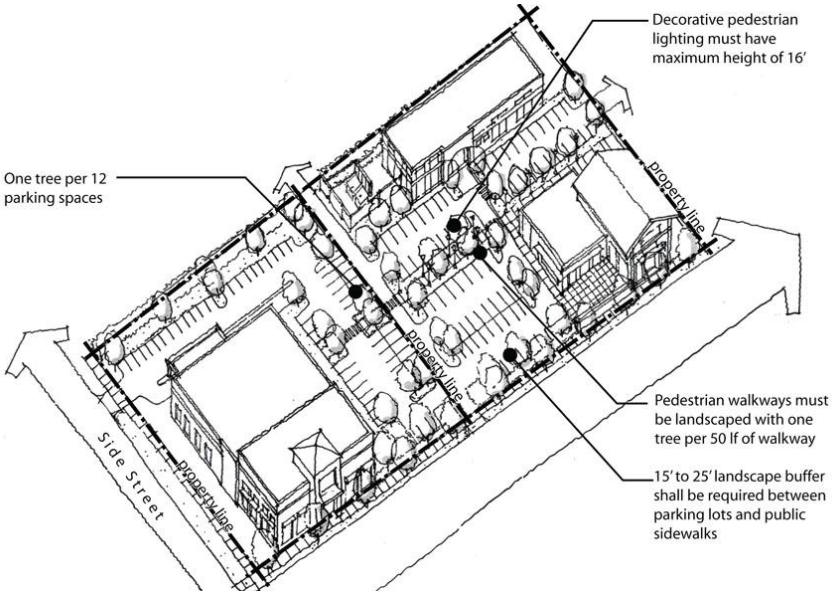
In order to achieve the opacity, it is suggested to provide additional direction on how to space hedges, shrubs and groundcover. By using the above multipliers, site plan review can quickly determine whether or not the applicant is providing adequate amounts of landscape.

8.3 Parking Lot Landscaping

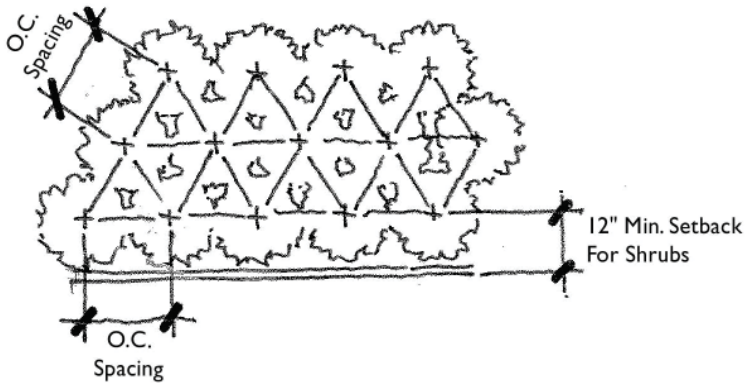
Parking lots shall be planted with trees at a rate of one (1) tree per twelve (12) spaces. Parking shall not extend more than twelve (12) spaces without a tree island break.

At time of parking lot construction and planter installation, all planter islands shall be excavated to the full width of the parking planter island and through the full depth of compacted subgrade to remove all compacted material, limerock or other material harmful to plant health, and backfilled with clean planting fill.

Total required planting areas shall equal or exceed ten (10) percent of paved area within the project site, not including building square footage.



Suburban landscape buffers, pedestrian lighting and parking lot landscape



Spacing calculation example

8.4 Walkways and Pedestrian Connections

8.4.1 Pedestrian Walkways

Pedestrian walkways shall be landscaped with additional shade or ornamental trees equal to an average of one (1) shade tree per fifty (50) linear feet of walkway, unless the walkway is adjacent or included within an existing compliant buffer or frontage planting.

8.4.2 Shade Tree

One (1) shade tree shall be planted for each two-hundred (200) square feet of separate additional landscaped area.

8.5 Irrigation and Maintenance

8.5.1 Landscaped Areas

All landscaped shall be designed, installed and maintained at a high level of quality, following best management practices for landscaping. Broken lines or damaged spray heads shall be repaired to minimize wasted water.

8.5.2 All landscaped areas shall be irrigated with a timed, automatic underground system utilizing pop-up heads and/or tree bubblers and providing coverage of not more than one and one half inches of water per week.

8.5.3 The automatic irrigation system shall include a rain gauge or other water saving features to minimize wasted water.

8.5.4 All landscape areas shall have 100% irrigated coverage.

8.6 Outdoor Storage Areas

Outdoor storage areas for the storage and sale of seasonal inventory should be permanently defined and screened with walls and/or fences. Materials, colors, trim, details and designs of screening walls and/or fences and the cover should conform to those used as predominant materials and colors of the building. If such areas are to be covered, then the covering should conform to those used as predominant materials and colors on the buildings.

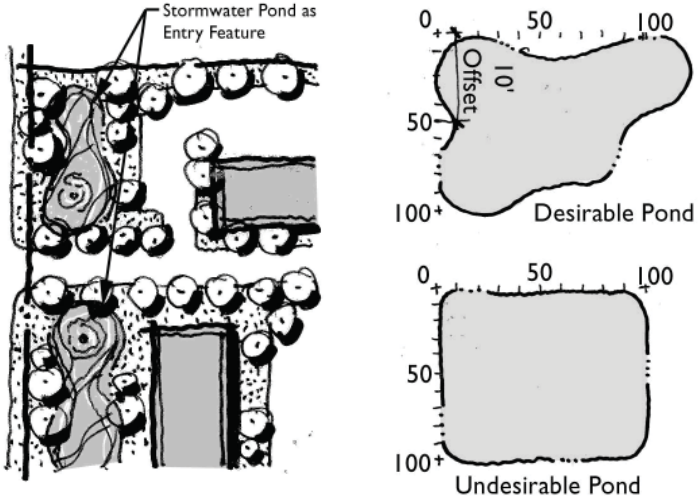
An additional option for outdoor storage is regulating this standard through limited use provisions which Participating local governments can pick specific uses to target regarding outdoor storage.

8.7 Stormwater

8.7.1 Stormwater Facilities

Stormwater facilities (ponds and/or depressions) shall be designed and utilized as site amenities along entrances and street frontages or incorporated with buffers between incompatible uses. These areas shall count toward open space requirements if the impervious area of the site does not exceed seventy-five percent.

8.7.2 Stormwater facilities should be designed and permitted so as not to require fencing. If fencing is required, a green or black vinyl/painted finish is required. Walls or other railings for structured stormwater 'boxes' must be decorative. Fenced or walled ponds shall not count toward open space requirements within a project and shall only be located at the side or rear of a site. Maximum. Fence Height shall be no more than four (4) feet.



Stormwater facilities as a design feature

8.7.3 Subject to the requirements of the Southwest Florida Water Management District, other agencies, and a consideration of safety related issues, Stormwater facilities that are located in the front of a property should be prohibited from having fencing.

8.7.4 Wet stormwater detention/retention facilities adjoining public streets shall include a water feature such as a fountain or spray jet, and shall be planted with appropriate aquatic materials. Detention/Retention along the front of a property shall be designed with curvilinear edges – not as a straight 'box'. Retention embankments shall be planted with one tree per fifty (50) linear feet of retention perimeter measured from top of slope. Trees shall be suitable for wet locations.

8.7.5 Dry Retention areas shall be planted with grass, and unless maintained as an open lawn swale, shall be screened from view with a continuous hedge of shrubs on thirty-six (36) inches on center around at least seventy-five (75) percent of the perimeter at the top of the slope.

9.0 Building Design

9.1 Building Types

9.1.1 Front Entrance

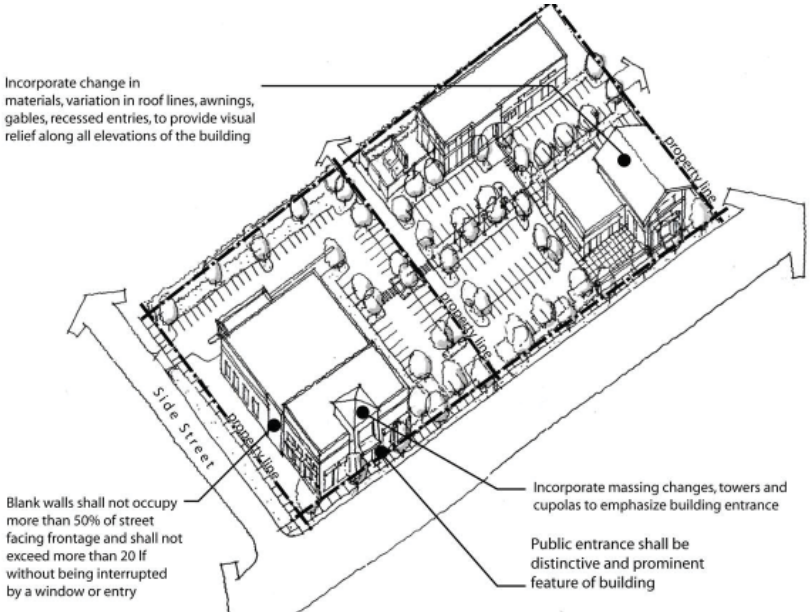
Non-residential buildings shall have a front entrance for pedestrians from the street-side of the building to the building interior. This entrance shall be designed to be attractive and functionally be a distinctive and prominent element of the architectural design. For buildings that are open to the public, this entrance shall be open to the public during business hours. Buildings shall incorporate lighting and changes in mass, surface or finish to give emphasis to their front entrances.

9.1.2 Building Façade

Buildings shall provide a foundation or base, typically from ground to bottom of the lower windowsills, with changes in volume or material. A clear visual division shall be maintained between the ground level floor and upper floors with either a cornice line or awning from twelve (12) feet to sixteen (16) feet above Base Flood Elevation or grade, whichever applies to the proposed development. 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. All buildings excluding single family detached homes shall utilize at least three of the following design features to provide visual relief along all elevations of the building:

» Divisions or breaks in materials (materials should be drawn from a common palette)
» Window bays
» Separate entrances and entry treatments, porticoes
» Variation in roof lines
» Awnings
» Dormers
» Gables
» Recessed entries
» Covered porch entries
» Cupolas

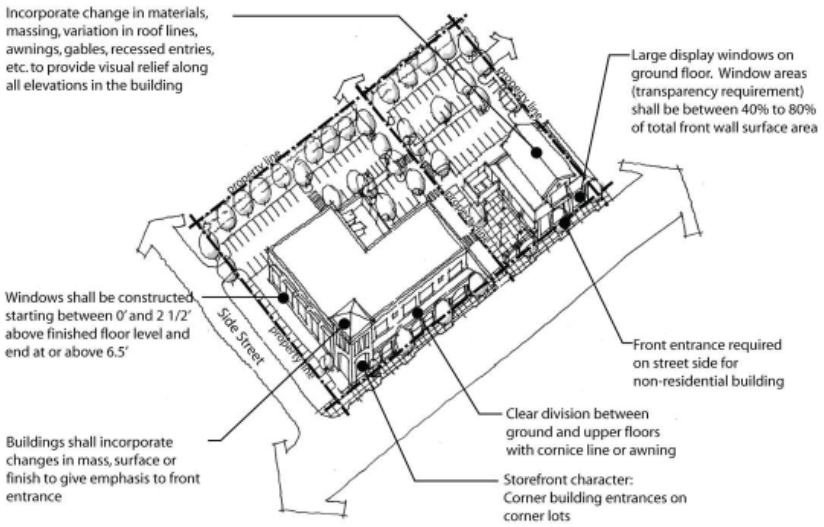


Building design

9.1.3 Storefront character

Commercial and mixed-use buildings shall express a "storefront character". This guideline is met by providing all of the following architectural features along the building frontage as applicable.

» Corner building entrances on corner lots.
» Regularly spaced and similar-shaped windows with window hoods or trim for each story within a building.
» Large display windows on the ground floor. All street-facing, park-facing and plaza-facing structures shall have windows covering a minimum of 40% and a maximum 80% of the ground floor of each storefront's linear frontage. Blank walls shall not occupy over 50% of a street-facing frontage and shall not exceed 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.



Storefront character

9.1.4 Transparency

The following provisions shall be met for all non-residential buildings. All street-facing, park-facing, and plaza-facing structures ground floor shall have windows covering a minimum of 40% and a maximum 80% of the ground floor of each storefront's linear frontage. Mirrored glass, obscured glass and glass block cannot be used in meeting this requirement. Display windows may be used to meet this requirement, but the window glass must be transparent and the display structure(s) shall be convertible to result in regular windows. Opaque materials behind displays that hide the interiors of buildings are prohibited unless the window display volume is filled with changeable display merchandise. Display windows shall be lit at night. Windows shall be constructed starting between 0' and two and a half (2.5) feet above the ground floor's finished floor level and end at or above six and a half (6.5) feet above the ground floor's finished floor level.

9.1.5 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 and 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.

A range of the percentage required for transparency is suggested along with placement and illumination.

9.1.6 Orientation

The primary building entrances shall be visible and directly accessible from a public street. Building massing such as tower elements shall be used to call-out the location of building entries.

9.2 Signage

9.2.1 Total Signage

The number of signage should be limited per building, allowing no more than three signs, which should consist of one freestanding sign, and no more than two building signs. On corner lots, the parcel should be allowed two freestanding signs, one per side.

9.2.2 Window Signs

Total copy area of all window signs should not exceed twenty (20) percent of the total glass area of the window in which they are placed and should count towards the number of signs permitted.

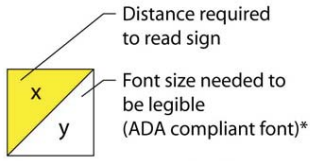
9.2.3 Freestanding Signs

Freestanding signs should be limited to multi-tenant ground signs and single tenant ground signs. pole signs should be prohibited.

The importance of regulating the amount and percentage permitted for window signage is the direct relationship to window transparency. Both transparency and amount of window signage should be regulated to meet the transparency requirement.

9.2.4 Landscape Base for Signage

Freestanding signs should incorporate landscape at the base of the sign. A minimum depth of thirty-six (36) inches should be incorporated around the base of the sign to include low growing shrubs and ground cover and/or flowering annuals to promote color.



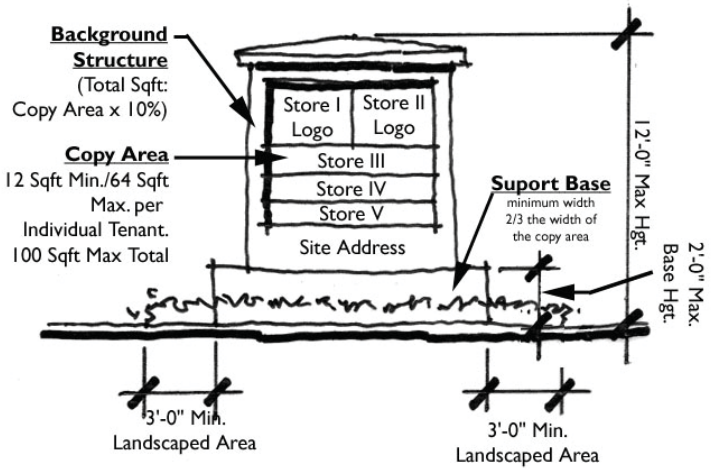
*If you are non - ADA compliant font sizes and distances will increase.

Letterforms must have a 70% contrast between background and letter colors.

# of characters on sign

speed of road	5	10	15	20	25	30	35
20mph	72′ 1.5″	87′ 1.7″	101′ 2.0″	116′ 2.3″	145′ 2.9″	159′ 3.2″	174′ 3.4″
30mph	107′ 2.2″	129′ 2.5″	150′ 3.0″	172′ 3.4″	215′ 4″	236′ 4.7″	258′ 5″
40mph	145′ 2.9″	174′ 3.5″	203′ 4.0″	232′ 4.6″	290′ 5.7″	319′ 6.4″	348′ 7″
50mph	180′ 3.6″	216′ 4″	252′ 5″	288′ 5.7″	360′ 7.2″	396′ 7.9″	432′ 8″
60mph	220′ 4.4″	264′ 5.1″	308′ 6.0″	352′ 7.0″	440′ 8.8″	484′ 9.7″	528′ 10.2″

Increase sizes and distances by 80% for complex road conditions



9.2.5 Permitted Signs in Non-Residential Zoning Districts

The following signs are permitted in non-residential and residential zoning districts.

Government should insert the district's affected by the sign regulations.

» Free-standing Signs are permitted with the following provisions.
- Types of Signs- Free standing Signs shall be limited to Multi-Tenant Ground Signs and Single Tenant Ground Signs.
- Maximum number of signs- The number of freestanding signs shall be limited as follows.
  - Basic Allowance - one (1) double faced or single faced sign per site. Additional Allowance- developments with five hundred (500) feet of frontage or more on a major arterial road with more than one ingress/egress serving more than one (1) tenant shall permit one (1) additional sign, which shall not exceed one hundred (100) square feet in total copy area. The minimum separation for all signs on a parcel shall be at least two hundred (200) linear feet. If a building is located on a corner lot with two (2) street facing sides, one (1) sign may be located on each side served by an entryway not to exceed two (2) signs.
- Location - Sign(s) shall be located no closer than 10 feet from right-of-way, side or rear property lines.
- Additional Standards
  - Height - Sign(s) shall be a maximum of twelve (12) feet and be measured from the finished grade level or crown of the road which ever is greater to the top of the sign face.
  - The maximum clearance of the bottom of the sign face of any ground sign shall be two (2) feet from the finished grade level or crown.
  - Copy area - the maximum allowable copy area of any single stand alone tenant ground sign shall be determined by Table 9.2.5.1. The maximum allowable copy area for any single tenant within a multi tenant parcel shall be determined by Table 9.2.5.1. The total maximum allowable copy area for a multi-tenant ground sign shall not exceed one hundred (100) square feet. The allowable copy area for each individual tenant actually permitted on a multi-tenant ground sign shall be a minimum of twelve (12) square feet and a maximum of 64 square feet. Both single tenant and multi-tenant signs must contain the street address number (the address will not count towards the copy area) of the business or shopping center and:
    1) ***be displayed in a contrasting color on any business identification sign; and***
    2) ***The minimum height of the address must be six (6) inches and the maximum height of the address must be twelve (12) inches.***

» Support Base. The ground sign base shall be encased or provide external support and meet the following standards.
- Signs shall be in an enclosed base possessing a minimum width of two-thirds (2/3) the width of the sign.
- If any support, upright, bracing or framework is utilized or proposed to support a ground sign said support, upright, bracing or framework shall be either:

- 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; or
- Background structure - Be constructed of an external support structure extending between grade and the base of the copy area that shall not exceed two (2) supports.

• The maximum size of the background structure of a sign shall not exceed one hundred ten (110) percent of the total square footage of copy area. For example, fifty (50) square foot of copy area can have fifty-five (55) square feet of background structure area. (see "multi-tenant 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 one hundred fifty (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.

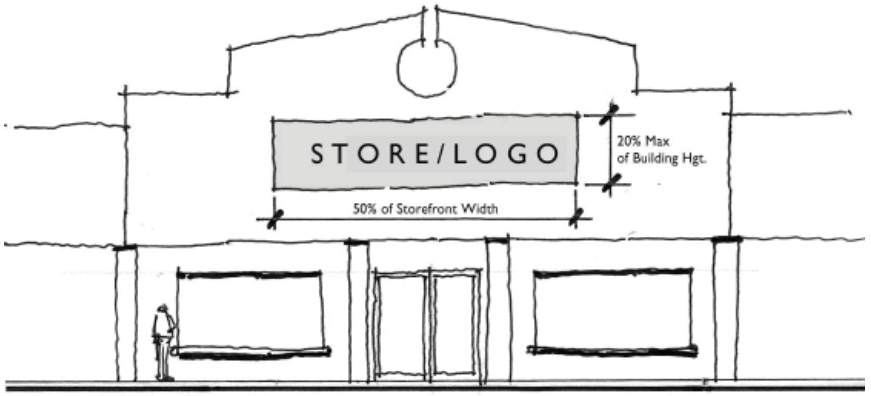
• Base shall not be intended or designed to include messages and shall not include colors, trademarks, or any other decorative design features that are primarily intended to attract attention, rather than be unobtrusive or compatible with the architecture of the building or other site features.

• 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.

» Building Signs

• General Standards for building signs
  - Shall only advertise one (1) person, firm, company, corporation or major enterprise occupying the premises.
  - The sign shall be clearly integrated with the architecture of the building and shall be consistent in design and materials with the architecture of the proposed building. The use of florescent colors is prohibited.

• Types of Signs- Building Signs shall be limited to wall, canopy, awning, marquee, and projecting signs.



• Maximum number of signs- One (1) building sign is permitted per building frontage. A corner lot shall permit no more than a total of two (2) building signs per tenant.

• Placement -The building signs permitted may be placed on the wall, awnings, or be a projecting sign in compliance with the following standards:
  - Projecting Signs shall be limited to occupants that have a minimum of twenty (20) feet of occupied building frontage provided that:
    1) ***all projecting signs shall not exceed fourteen (14) feet in height and shall have a minimum clearance of eight (8) feet from the ground to the bottom of the sign. A projecting sign may be a minimum of six (6) feet from the ground when it is located above a landscaped area or other area that does not permit pedestrian traffic beneath said sign;***
    2) ***The projecting sign shall be placed on the building so that said signs are intended to be viewed by the pedestrians on the abutting street or pedestrian way;***
    3) ***The projecting sign shall not extend more than four (4) feet from the wall of the building on which it is erected and shall not extend above the roof line or the parapet of the wall of the building on which it is erected; and***
    4) ***Maximum copy area of four (4) square feet.***

- Other Building Signs (wall, awning, marquee, canopy)
  1) ***Wall signs shall display only one (1) surface and shall not be mounted more than six (6) inches from any wall***
  2) ***The maximum size of sign letters and logos, including any sign backgrounds, shall be twenty-four (24) inches in height for single tenants***
  3) ***The maximum height of letters and logos for anchor tenants in a retail center shall not exceed twenty (20) percent of the building height and shall not exceed one hundred fifty (150) square feet***
  4) ***The length of the sign may occupy up to fifty (50) percent of the linear feet of the storefront the business occupies.***

» Miscellaneous Signage
- Changeable Copy (manual) Signage - Freestanding signs may have up to 25% of the permitted copy area as changeable copy.
- Flags, other. Any fabric or other flexible material attached to or designed to be flown from a flagpole or similar device. Standards are as follows:
  - Only three (3) such flags shall be permitted per parcel.
  - The flags shall not be flown higher than a 35 foot pole, measured from grade.
  - Only one flag per pole up to six feet by ten (10) feet, or two flags per pole up to four feet by six feet, may be flown.
  - The flag shall extend no closer than three feet from the edge of any adjacent public right-of-way.
- Gasoline Station Signage
  - Additional regulations for gasoline stations: Automobile gasoline station signs must meet the following additional conditions:
    1) ***Types of signs permitted shall be building signs, freestanding signs, and pump island signs.***
    2) ***Gasoline Pump Island signs are subject to the following additional conditions:***
       a. *Two non-illuminated "self-serve" or "full-serve" signs per pump island not to exceed two (2) square feet each; and*
       b. *One fuel price or promotional information sign per fuel pump not to exceed two square feet.*
       c. *Changeable area of the changeable message gasoline price signs shall not exceed seventy-five (75) percent of the total copy area.*
       d. *A maximum of two (2) canopy signs per gas station, not to exceed a total of eighteen (18) square feet.*
       e. *See regulations for this zoning district for size requirements for building and freestanding signs Section 6.2.*
- Menu boards must not exceed thirty-two (32) square feet of sign area and must be oriented toward the drive-through area, which it is to serve. Only one (1) outdoor menu board shall be permitted, per order window, on a lot. Menu boards must be internally illuminated.

9.2.6 Illumination

Freestanding and building signs may be illuminated in compliance with the following:

» Internally Illuminated
- The sign shall be constructed with either: an opaque background and translucent letters and symbols; or, a translucent darker colored background with a lighter contrasting color for the letters and symbols.
- The darker background color shall have a luminous transmittance, which does not exceed fifteen (15) percent. The lighter lettering or symbols shall have a luminous transmittance, which does not exceed thirty-five (35) percent.
- No internal lighting shall include exposed incandescent or fluorescent bulbs.

» External Illuminated
- The lighting of signs must be from the top of the sign and directed downward;
- The lighting of signs that have a height of eight (8) feet or less may be illuminated from the top of the sign or from the ground.
- Indirect light sources must be shielded from the view of persons viewing the sign and be further shielded and directed so that the light shines only on the sign and that illumination beyond the copy area is minimized.

- If a registered trademark or logo is not in compliance with the illumination requirements of this Section then such area shall be limited to a maximum of thirty (30) percent of the copy area.

9.2.7 Maintenance

» **Maintenance** - All signs shall be maintained in good condition and working order, and be free of graffiti, peeling paint, faded colors, and/or broken and damaged materials.

» **Discontinued signs** - The owner of any sign which is a discontinued sign for a period of ninety (90) or more consecutive days shall remove the sign, not including the background structure, by painting over the copy area, or replacing the copy area with a blank insert. Signs that are discontinued for one (1) year shall be brought into compliance with these standards.

9.2.8 Temporary and Accessory Signs

The following signs are not required to be permitted provided the following standards are met. If the standards are not met, the planning administrator or designee may request that a sign permit be obtained.

» Temporary Signs

- Prototype signs: Temporary signs directing the public to a prototype home or unit, provided that such signs are set back a minimum of fifteen (15) feet from any property line or public right- of-way and which do not exceed six (6) square feet in area and are not illuminated.
- Political signs, provided that the property contains an occupied structure; such signs are not placed within the public street right-of-way line (the zoning administrator should be consulted regarding placement) at least ten feet apart, and do not exceed sixteen (16) square feet for each parcel and such signs are removed within one business day following the election for which they are erected.
- Real estate signs, provided that there shall be only one real estate sign per parcel for each public street frontage, such signs are set back a minimum of fifteen (15) feet from any property line or public right-of- way, that the maximum height of any such sign shall be four (4) feet six (6) inches, and such signs shall not exceed four (4) square feet in area in residential districts and shall not exceed thirty two (32) square feet in non-residential districts.

Land Size	Total # of Signs	Maximum Area per Sign
Less than 1 acre	1	4 sq. ft.
Over 1 acre/less than 4 acres	1	16 sq. ft.
Over 4 acres/less than 20 acres	2	25 sq. ft.
Over 20 acres	3	36 sq. ft.

- Real estate open house signs, provided there shall be only two such signs placed off–premises; the size of each sign shall be a maximum of six square feet in size and three feet in height above grade; signs shall not be affixed to other signs, utility poles, fire hydrants or trees; signs may be located in the public right-of-way but shall be placed at least ten feet from the curb or fifteen (15) feet from the pavement edge where there is no curb, the person or firm placing signs on properties shall be allowed for a maximum of eight hours per day, and the signs shall be removed within one hour following the closing of the open house.
- Garage sale and estate sale signs, announcing the sale of household goods, provided that there is only one sign per premise; that they are on-premise only, entirely on private property; that they are setback a minimum of fifteen (15) feet from any property line or public street right-of-way; that they do not exceed six (6) square feet in area, that they are erected no earlier than one business day before and shall be removed one business day after the announced sale.
- Land Development Project Signs, signs pertaining to the sale, lease, rent or development of a subdivision, planned shopping center, office building, industrial park or similar land parcel. Such signs are allowed for a period of one (1) year upon issuance of a permit. Said permit may be extended for one additional year by approval from the planning and zoning manager.. Total number and size of signs allowed shall be controlled according to the following schedule. Such project

signs shall comply with height and placement regulations for the Zoning District in which they are located.

- Grand Opening Sign. On-site sign announcing the opening of a newly licensed business, that does not exceed 16 square feet in copy area and that is not displayed for longer than 30 days after the issuance date of the occupational license for those businesses which meet the following conditions:
  - The business is new at the particular location: or
  - The business is under new ownership; or
  - The business has undergone a major expansion which has received a building permit; or
  - The business has reopened after being closed for at least one year.

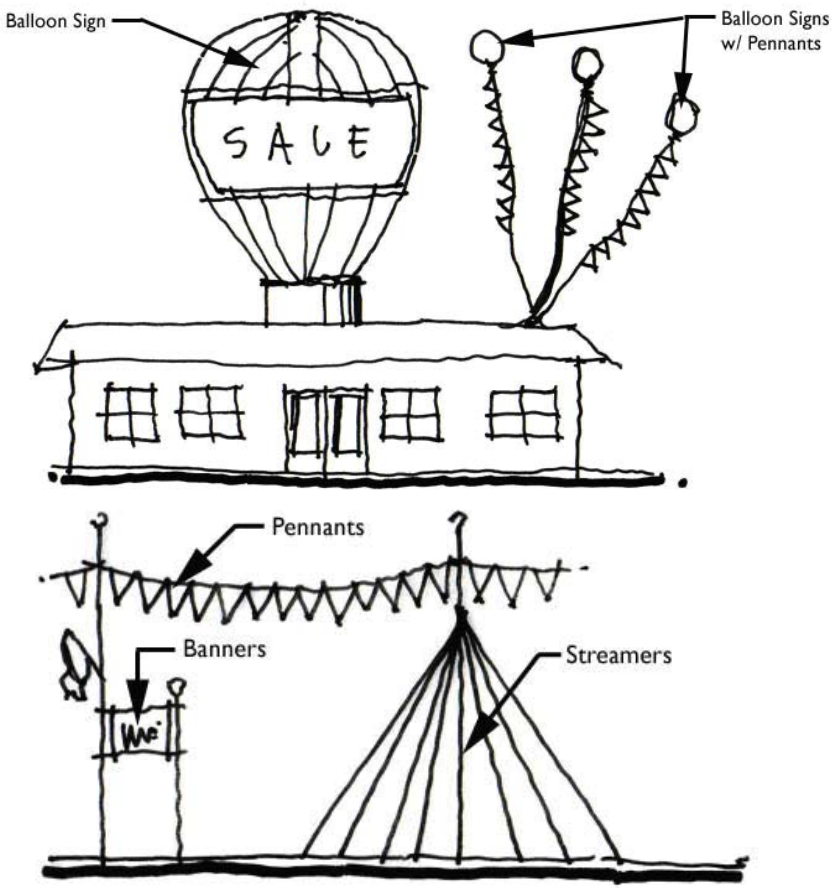
9.2.9 Prohibited Signs

The following signs shall be prohibited throughout the The Study Area Corridor

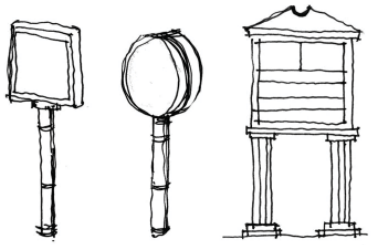
» No sign, permanent or temporary, shall be erected or placed so that it interferes with a clear sight triangle distance per the code.
» Signs on trailer frames with or without mounted wheels
» Vehicle signs or signs on or attached to vehicles which have a total copy area in excess of ten square feet, when the vehicle is not "regularly used in the conduct of the business" and (a) is visible from a street right-of-way within one hundred feet of the vehicle, and (b) is parked for more than two consecutive hours within one hundred feet of any street right-of-way. A vehicle shall not be considered "regularly used in the conduct of the business" if the vehicle is used primarily for advertising, or for the purpose of advertising.
» Flashing, moving, animated coursing, blinker, racer-type, intermittent, rotating, moving or revolving signs, whirling devices, inflatable signs and tethered balloons, pennants, banners, ribbons, streamers, spinners, and other similar types of attention-getting devices except for changeable copy signs when in compliance with the applicable regulations of this chapter.
» Signage used on bus transit shelters within the right of way.
» Bench signs except for dedication plaques.
» Roof signs, any sign erected, constructed, and maintained upon and which projects beyond the roof of the building.
» Traffic sign replica
» Pole Signs
» Pylon Signs
» Non regulatory signs placed in any public right-of-way, attached to a utility pole or affixed to a tree or other sign.
» Portable signs, as defined, unless otherwise provided for in this Section.

9.3 External Site Lighting

» Commercial buildings and projects, including outparcels, shall be designed to provide safe, convenient and efficient lighting for pedestrians and vehicles. Lighting shall be designed in a consistent and coordinated manner for the entire project. Lighting shall be used to accent key architectural elements and/or to emphasize landscape features, and shall be designed and installed to avoid the creation of hot spots, glare or a nuisance.
» Light fixtures shall be designed as an integral design element that complements the design of the project through style, material or color. All light poles and fixtures shall be black, dark green or some similarly dark color that is consistent with the architectural design scheme of the property. Lighting of on-site buildings shall be limited to wall-washer type fixtures or up-lights, which do not produce spillover lighting or glare. Site lighting shall not incorporate floodlight fixtures mounted on building walls, roofs, or poles.
» To provide cohesiveness and uniformity, a lighting plan shall be submitted as part of an application for site plan approval.
» Lighting intensities for ATM machines shall comply with Florida Statutes.
» Lighting intensities shall be designed as recommended by the Illuminating Engineering Society (IES).
» A light fixture (the pole and light source/luminary) shall be a maximum of thirty feet (30') in height within any parking lot, and a maximum of sixteen feet 16' in height within any non-vehicular pedestrian area (with height being measured from the finished grade to the top of the light fixture).



Prohibited streamers and banners



Prohibited pole signs

» At service stations and convenience centers, lighting under awnings, canopies, porte-cocheres, etc., should be recessed. If not recessed, the box type or other lighting fixture shall be opaque on all sides (no light shall emanate from any side of the fixture). Additionally, the following lighting standards shall apply:
  - The light source shall be metal halide (a maximum of 250 watts) or fluorescent.
  - The metal halide shall be phosphor coated when used with a clear flat glass lens, or may be clear when used with a diffused flat glass lens; and
  - The maximum foot-candle level shall be 30 fc (average maintained maximum) – see the IES Lighting Handbook, 8th edition, at Chapter 11, Figure 11-1, Part IV, Outdoor Facilities, Service Stations (lighting level at grade).

» Illumination levels at the property line shall range between a minimum of 0.0 fc and a maximum of 1.0 fc, with as close to 0.0 fc as reasonably feasible when lighting is located next to residential. To keep light rays and glare from encroaching onto adjacent properties, illumination shall be installed with house-side shields and reflectors, and shall be maintained in such a manner as to confine light rays to the premises.

» All parking areas, pedestrian walkways, bikeways, loading/service and other areas shall, to the extent applicable, shall conform to the requirements stated above.

9.3.1 Parking Areas

(Except for parking areas service stations and convenience centers located under an awning, canopy, porte-cochere, etc., shall be illuminated as follows, with horizontal lamps highly recommended):

Parking area lighting shall be shielded from adjacent properties by utilizing flat glass lenses, house side shields, and “NEMA” type II, III, and IV reflectors.

Decorative acorn-type fixtures shall not exceed eighteen feet (18’) in height and two hundred fifty (250) watts per bulb, and shall have a textured clear lens/globe, frosted/phosphor coated bulbs, and an internal optical system.

9.4 Pedestrian Walkways and Byways

Lighting shall be decorative in appearance, style and finish. Selected luminaries shall have the lamp source shielded from view. Translucent diffusers may be an acceptable substitute to avoid visual glare and brightness.

10.0 Definitions

The following words, terms and phrases, when used in this division, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning.

Anchor Tenant means a retail store(s) in a shopping center that is/are in excess of fifteen thousand (15,000) square feet of gross floor area and possess at least one hundred (100) feet of building frontage.

Architectural feature, Sign Base means any construction attending to, but not an integral part of the sign, such as, by way of example not limitation, landscape, building, or structural forms that enhance the site in general; it also includes, graphic stripes and other architectural painting techniques applied to a structure that serves a functional purpose, or when the stripes or other painting techniques are applied to a building provided such treatment does not include lettering, logos or pictures.

Background structure means the parts of a sign, exclusive of the copy area, such as means, buttresses, poles, cables, and stringers, which support the sign face.

Building frontage means the horizontal length of a wall of a building where such wall faces a street. The measurement of such length is along a line parallel to the street. Where a building is arranged to include establishments with exterior public entrances but no wall space facing a street, the horizontal dimension of one wall of each such establishment which faces a mall or other private way may be considered to be building frontage.

Building signs means any sign attached to any part of a building, including but not limited to, awning, canopy, wall or projecting signage.

Awning, canopy or marquee sign shall mean a projecting sign attached to or hung from a canopy or covered structure projecting from and supported by a building, when such canopy or covered structure extends beyond the building, building line, or property line.

Changing sign (manual) means a portion of a sign with letters, characters, or graphics that are not permanently affixed to the structure, framing, or background allowing the letters, characters or graphics to be modified from time to time manually, such as a bulletin board.

Copy area means the part of a sign, including trim, embellishments, and background, which contains the copy.

Double-faced signs mean a sign constructed to display its message on the outer surfaces of two identical and opposite parallel planes.

Discontinued signs means a sign which no longer identifies or advertises a bona fide business, lessor, service, owner, product or activity and/or for which no legal owner can be found within a specified period of time.

Free standing signs means a sign supported from the ground and not attached to any building.

Gasoline station signs means signs for buildings and premises in which a primary source of revenue is the retail dispensing of motor fuels and shall include convenience stores, etc. where fuel is dispensed.

Gross floor area means the sum of the fully enclosed covered floor area and the unenclosed covered floor area of a building at all floor levels.

Ground sign means a sign supported by uprights or braces which is placed on, near or at ground level, and which is not attached to any building. The definitions of ground sign and pole sign are mutually exclusive.

Multi-tenant parcel means a parcel of property, or parcels of contiguous property, existing as a unified or coordinated project, with a multi-tenant structure.

Multi-tenant structure means a building used, designed or constructed for occupation by more than one (1) tenant.

Multi-tenant sign means a sign, which pertains to the uses of a parcel of property, or parcels of contiguous property, where two (2) or more separate establishments exist on the parcel of property.

Off-site sign shall mean any sign which directs attention to a business, commodity, service, product, or activity not conducted, sold, offered, or available on the premises which such sign is located or to which it is affixed.

Parapet means the extension of a false front or wall above a roof line.

Pathways, Access

» *Reasonably direct:* A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.
» *Safe:* Bicycle and pedestrian routes that are reasonably free from hazards.

Permanently attached window sign means a window sign that is displayed longer than thirty (30) days.

Pole sign or **pylon sign** means a sign supported by at least one (1) upright pole, pylon, or post which is secured to the ground and the bottom of the sign-face of which exceeds two (2) feet above the finished grade level. The definitions of pole sign and ground sign are mutually exclusive.

Primary building entrances shall be defined as:

» For commercial, industrial, mixed use, public and institutional buildings, the "primary entrance" is the main public entrance to the building. In the case where no public entrance exists, road connections shall be provided to the main employee entrance.
» For multifamily buildings in which each unit does not have its exterior entrance, the "primary entrance" may be a lobby, courtyard or breezeway that serves as a common entrance for more than one dwelling.
» For detached residential buildings, the "primary entrance" is the front door (i.e. facing the road).

Projecting sign means a sign mounted on a building wall or fascia in such a manner that one or more copy areas are not parallel to the building wall.

Sign means any object, structure, vehicle, letter, figure, character, mark, plane, point, marquee sign, design, poster pictorial, picture, stroke, stripe, line, trademark, reading matter, or illuminated surface which shall be as constructed, placed, attached, painted, erected, fastened, or manufactured in any manner whatsoever, so that the same shall be used for the attraction of the public to any place, subject, person, form, corporation, public performance, article, machine, or merchandise, whatsoever, which is displayed in any manner whatsoever outdoors.

Sign face means any plane, surface, curve or other area containing a sign. The total surface of the sign including the background and frame but not structural supporting elements outside the frame. T-Frame Sign means a portable sign utilizing an inverted "T" style of framing to support the sign.

Street furniture includes benches, streetlights, planters and other pedestrian amenities

Wall sign or **fascia sign** means a sign erected on the wall, cupola, or parapet of a building or structure in such a manner that only one (1) side of the sign is visible, or a sign which is affixed to or painted on the wall, cupola, or a parapet of a building or structure. A wall sign is sometimes referred as a fascia sign. The definitions of wall sign and projecting sign are mutually exclusive.

Window sign means a sign that is applied or attached to a window or door, or a sign located near a window within a building for the purpose of being visible to and read from the outside of the building except for sign that are not legible from a distance of more than three (3) feet beyond the building in which such sign is located.

Reference Tables and Illustrations

Front Buffer Requirements, Suburban		
Canopy Trees (per 100 l.f.)	2 per 100 linear foot	
Buffer Width (ft) CAL Height Container Size	+/- 25' 2" 12'-0" 30 gal	15' - 24' 3" 13'-0" 65 gal
Understory Trees (per 100 l.f.)	3 per 100 linear foot	
Buffer Width (ft) Tree Height (ft) Container Size	+/- 25' 7"-0" 15 gal	15' - 24' 11'-0" 30 gal
Shrub Screen (per 100 l.f.)		
Width	+/- 25'	15' - 24'
Sq. ft. of Shrubs	(33) 3 gal plants, 24" minimum at insulation to create 36" - 42" high by 35" wide hedge or continuous landscape screen with 100% opacity within 1 year of planting	
Container Size	3 gal	
Groundcovers (per 100 l.f.)		
Container Size	1 gal	
Number of Plants	As needed in combination with shrubs to meet Total Required Landscape Area %	
Container Size	1 gal	
Total required % landscaped area (shrubs and groundcovers vs. sod)	30%	75%

Design Components	Existing Suburban	Proposed Suburban	Proposed Urban
Site Design & Layout			
Lot Layout			
Building Placement	Large building size and setbacks	Small or no building setback for outparcels (required to frame the street)	Establish a build to line
Building Orientation	Building Oriented toward parking lot	Outparcel buildings are oriented towards the street	All buildings are oriented towards the street
Building Frontage	No requirement	Building frontage requirements limit parking street frontage	Building frontage creates a distinct edge and framing of street
Buffers, Fences & Walls	Dense buffers to protect change in uses, long blank walls	Moderate buffers between changes in use	Minimal buffers, only between extreme land use changes
Access	Internal to individual site	Joint access	Joint access
Landscape	Traditional landscape	Traditional landscape	Urban landscape/ hardscape
Stormwater	Stormwater on site	Shared stormwater for a few assembled developments	Master stormwater system
Parking	In front of building	Minimum, two rows in front of building, side or rear	Side and rear only
Building Design			
Building Types	Wide expanses of blank walls	Regulate transparency	Regulate transparency
Architectural Standards	No requirements	Require "framing" of large buildings	Establish maximum building size
Garage Location	No requirements	Setback from primary building, side or rear	Setback from primary building, side or rear
Sign Types	Pole signs, ground signs, and building signs (number of signs) moderately regulated	Ground mount signs and building signs (number of signs are regulated)	Building signage only (number of signs regulated)

Landscape Parking Lot/Pedestrian Areas	
Parking Spaces	One canopy tree per 10 parking spaces. No parking row shall extend more than 12 spaces without a tree island break.
Island (widths)	200 sq. ft. planting area per tree, islands not less than 8" wide
Total required percent landscaped area (shrubs and grouncovers vs. sod)	40% of island planitng area
Trees	2" CAL, 12" ht., 30 gal Canopy Tree
Other Improvements	One canopy tree for each 50 linear feet of pedestrian walkway not associated with a required buffer or building frontage planting. One canopy tree for each 400 square feet of additional planting area.

Definition	Low-Rise	Mid-Rise	High-Rise
	A building typically found in low-density conditions, not exceeding 3 levels in height.	A building typically found in medium- to high-density conditions, between 4 to 12 levels.	A building typically found in very high-density conditions, up to 50+ levels in height.
Number of Levels	1 to 3	4 to 12	13 to 50+
Floor/Area Ration Range	.25 to 1	1 to 5	5 to 50
Typical Core Location	Multiple, Side or Center	Side or Center	Center
Typical Core Dimension	30' x 30'	30' x 30'	60' x 60'
Typical Exterior Dimensions	120' width; 200' length	120' width; 200' length	150' width; 150' length
Typical Floorplate Area	24,000 sq. ft.	24,000 sq. ft.	22,500 sq. ft.
Typical Building Area. Rande	24,000 to 100,000 sq. ft.	100,000 to 250,000 sq. ft.	250,000 to 2,000,000 sq. ft.
Elevator Organization	Minimum elevators; no elevator zoning	Fully served by elevators; elevators may be zoned	Completely served by multiple elevator banks; elevators always zone
Typical Parking Arrangement	Surface parking adjacent to building	Structured parking adjacent to or within building footprint	Structured parking within building footprint
Loading	Adjacent to building	Adjacent or within building	Within building

Source: Skidmore, Owings & Merrill LLP

1. Exterior width varies, depending upon core width and lease span width. Typical dimensions are shown here. Exterior width may be reduced slightly to provide for natural light. For example, the mid-rise floorplate may be reduced to as narrow as 20,000 square feet, based on a 100-foot exterior width.

2. Total building area is a product of the floorplate and the number of floors. The ranges shown here are typical approximations for each building type.










GLATTING
JACKSON
KERCHER
ANGLIN

120 North Orange Avenue
Orlando, Florida 32801
p 407.843.6552

222 Clematis Street
Suite 200
West Palm Beach, Florida 33401
p 561.659.6552

1389 Peachtree Street, NE
Suite 310
Atlanta, Georgia 30309
p 404.541.6552