
EXHIBIT A-8

**LAND DEVELOPMENT CODE
COUNTYWIDE AMENDMENTS**

CHAPTER 9 – DESIGN GUIDELINES

1. Amendment to **Section 900.3. Designated Entranceways:**

In order to meet the intent of this Section, entranceways shall be defined as follows and as depicted on Maps 8-1 through 8-9.

- E. One-quarter (¼) mile on either side of U.S. 41 for a distance of one (1) mile from ~~both the north Manatee-Hillsborough county boundary on the north, and south the Manatee-Sarasota county borders on the south.~~

2. Amendment to **Section 900.5. PD Application Required:**

900.5. Criteria for Administrative Approval PD Application Required

~~All development proposals, excluding accessory structures, within designated entranceways shall be processed as planned developments. Development proposals within designated Entranceways which meet meeting the following criteria may be approved administratively. Development proposals not meeting the criteria shall be subject to a rezone to planned development.~~

3. Amendment to **Section 901.3. Goals:**

- B. Clearly define the important features of the Cortez community and provide uniform expectations for those involved in new or re-construction including:

5. County Planning ~~an~~ review staff who may be involved in future County projects in Cortez.

4. Amendment to **Section 901.5. Character Defining Features of the Village of Cortez:**

C. Characteristics of the Cortez Setting.

4. Historical buildings in Cortez create the pedestrian scale of the street through the placement of building facade, porch or stoop, steps to grade and a small walkway to front door, opening directly to and facing the street. (Figures 9-4a & b).

5. Amendment to footnotes 1 and 2 in **Section 901.14. Certificate of Appropriateness for Historic Properties:**

The Village of Cortez is regulated by the Historic Preservation Board as part of the Cortez Fishing Village Historical and Archaeological Overlay District¹. The Board reviews proposed projects for their impact on historic resources in the surrounding area as part of the building permitting process. If the project complies with the guidelines and with the general criteria defined in the Land Development Code², the owner is issued a Certificate of Appropriateness.

¹Section 347.12.C, Cortez Fishing Village Historical and Archaeological Overlay District, Land Development Code (LDC), County of Manatee

²Section 347.3.E2.B.1, LDC.

6. Addition of **Section 903. Community Design and Compatibility:**

Section 903. Community Design and Compatibility Design Guidelines

A. Purpose and Applicability

The design standards contained in this section implement the Community Character and Compatibility Study (see Future Land Use Element (FLUE) Technical Support Document (TSD)). The guidelines are intended to be applied on a voluntary basis. However, new development is strongly encouraged to incorporate the principles contained in this section.

B. Components

Implementing the guidelines requires the application and understanding of the following three components:

1. Character Vision Graphic

The Character Vision Graphic is a “broad brush” map that depicts future types of communities (i.e. character areas). The graphic provides guidance for the application of the design guidelines based upon character type identified by location.

2. Guiding Principles

A set of Guiding Principles have been established for each character area. As development/redevelopment is undertaken, the guiding principles will provide valuable guidance in addressing issues of form and compatibility.

3. Design Review Process

When evaluating a specific development proposal, determine if the site is:

- a. Located in an urban or suburban area, or a hybrid of the two.
- b. Located on a corridor, industrial area or on the waterfront.
- c. Part of an area with a more detailed vision, such as a neighborhood or corridor plan.

C. Guiding Principles

1. Urban Character Areas

The following principles should be used to guide the physical development of urban areas:

- a. 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.
- b. 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.
- c. Walkable Streets – Integrated neighborhoods and compact Traditional Neighborhood Design (TND) development that designs a community based on reasonable walking distances, the location of parking, and design of streetlights, signs, and sidewalks.

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- d. Interconnected Circulation Network – An interconnected street system that prioritizes pedestrian and bicycle features and links neighborhoods to shopping areas, civic uses, parks and other recreational features.
 - e. Variety of Transportation Options – A variety of attractive, reliable, interconnected transportation options exist such as; bus, bike, van pools which reduce energy cost and discourage reliance on automobiles.
 - f. 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.

2. Downtowns – Urban Centers

The following principles should guide the development of downtowns and urban centers:

- a. Housing – Provision of sufficient housing capacity, including affordable and workforce housing.
- b. Transportation – Optimization of transportation infrastructure that promotes multi-modal opportunities and recognizes the functional integration of the downtown / urban centers with adjacent neighborhoods.
- c. Sustainability – Promotion of sustainable development practices.
- d. Historic Preservation – Promotion of historic preservation, including the preservation of historically significant structures in the downtown areas. Encourage an urban scale, form and character that respects and integrates historically significant structures and districts.
- e. Aesthetics – 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.
- f. Waterfront - Promote appropriately scaled building transitions to the waterfront.
- g. Open Space – Provision of 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.
- h. Employment – Provision of sufficient employment capacity.

3. Traditional Urban Neighborhoods.

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

- a. Neighborhood names and identities
- b. Lot and block designs that reinforce pedestrian use of the street
- c. Compatible (not identical) housing types
- d. Economic and social diversity
- e. Garage door locations should be designed to reinforce the urban development pattern and require:
 - i. Locating the garage door behind the front plane of the main house
 - ii. Side entry garages
 - iii. Rear access garages on alleyways
 - iv. Shared driveways with separate garages
 - v. Other options that restrict the domineering street presence of garages

4. Suburban Character Areas

The following principles should be used to guide the physical development of suburban areas:

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

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- b. 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 should provide a variety of open space / park amenities to serve their residents.
 - c. 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.
 - d. Adequate Circulation Network – A street system that is designed to accommodate the density, intensity and form of suburban development 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.
 - e. Respect for Natural Features – Development activity recognizes the natural and environmental features of the area and incorporates the protection, preservation and enhancement of these features as a resource amenity to the development.
 - f. Suburban Neighborhoods. The following guiding principles should be used to guide the development of suburban neighborhoods:
 - i. Effective Organizations – Neighborhoods should have effective organizations including:
 - (a) Strong homeowners association
 - (b) Mandatory funding source for common area maintenance
 - (c) Neighborhood organization for communication and conflict resolution
 - ii. Neighborhood Identity – Neighborhoods should be designed to establish an identity and value that motivates residents to protect them including:
 - (a) Neighborhood names and identities
 - (b) Neighborhood entrances
 - (c) Compatible (not identical) residential housing types and densities
 - (d) Common open space for active/passive recreation
 - (e) Natural lands with wetland/upland habitat and environmental resources in combination with storm water and open space lands
 - iii. Connections – Streets should be designed as open spaces for pedestrians that connect to adjacent uses and neighborhood supporting businesses without encouraging cut-through traffic including:
 - (a) Traffic calmed streets
 - (b) Gentle curves to create variety of views, to break up long street views
 - (c) Street trees
 - (d) Sidewalks
 - (e) Standard street lighting
 - (f) Interconnected walkways, bikeways, trails and greenways to other uses that reduce the need to travel major roads to get to neighborhood serving businesses
 - (g) Connections to adjacent neighborhoods that do not promote cut-through traffic.
 - iv. Open Space – Common open areas should be part of every neighborhood with easily and safely accessible neighborhood parks including:
 - (a) Open Spaces and usable land for casual recreation

- (b) Arrangements for maintenance
- (c) Wetlands, retention areas and other unique site features designed as amenities
- (d) Entrance sign(s) and landscaped areas
- g. Suburban Centers – New Mixed Use Activity Centers – The following principles should be used to guide the development of suburban centers and new mixed use activity centers:
 - i. Universal Blocks – 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.
 - ii. Integrated infrastructure – Mixed use centers should have integrated infrastructure, vertical and/or horizontal integration of different land uses and coordinated access.
 - iii. Plan for Change – 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.

5. Corridors.

The following guiding principles should be used for development along corridors:

- a. Public Open Space – 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.
- b. Mix of Travel Modes – Streets should be designed to accommodate a mix of travel modes including vehicles, bikes, transit, and pedestrians.
- c. Attention to Aesthetics – 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, and bikeways to improve the visual quality of the community.
- d. Coordination of Land Uses – Coordinate land use decisions with the physical design of the roadway to prevent visual pollution caused by unplanned and uncoordinated uses, buildings, and structures.

6. Industrial Areas.

The following principles should be used to guide development of industrial areas:

- a. Jobs / Housing Balance – Create a balanced land use pattern of employment activity and housing to serve the citizens of Manatee County.
- b. Multimodal Transportation – Create a land use pattern that recognizes the economic importance of multimodal transportation hubs as centers of economic activity.
- c. Plan for Change – Create industrial areas that anticipate infill development with future sites, such as the development of structured / shared parking and the flexibility to intensify the site later when the market grows.
- d. Attention to Aesthetics – Create an aesthetically pleasing environment through site design and building design with attention given to the view from a public road and /or adjacent neighborhoods.

7. Waterfront Areas.

The following guiding principles should be used for development in waterfront areas:

- a. Water and Waterfront Access – Increasing public access to the water and waterfront areas appropriately recognizes that water bodies are under the ownership of all the citizens of Florida and they are a shared public amenity.
- b. Environmental Quality – Development which protects and improves the environmental quality of the

adjacent water-body.

- c. Pedestrian Friendly Design – Development which promotes and encourages access for pedestrians and bicyclists.
- d. Public Waterfront Spaces – Development of quality waterfront public areas which provide for a range of recreational opportunities and encourage public interaction.
- e. Connecting Waterfront Spaces – Development of a connected pedestrian network of waterfront spaces.
- f. Waterfront Vistas – Panoramic water views of great beauty are preserved and created.
- g. Waterfront Transition – Development which creates appropriately scaled transitions of height and bulk to the waterfront.
- h. Safety – Development which fully recognizes the increased safety issues of locating in a hazardous area and responds by incorporating a broad range of mitigation measures to reduce the risk to people and property.
- i. Maritime Business/Industry – Places of maritime industry and commerce are appropriately maintained.