



**PINELLAS COUNTY**  
*Livable Communities*  
**Model Comprehensive Plan Objectives and Policies**



Prepared for the  
Pinellas County Metropolitan Planning Organization

By the  
Pinellas County Planning Department and  
The Renaissance Planning Group

Guidance and Oversight of the Project Provided by the  
Livable Communities Task Force

# *Livable Communities*

## ***Model Comprehensive Plan Objectives and Policies***

Prepared for and Approved by

The Pinellas County Metropolitan Planning Organization

Frank Hibbard, Chairman

Chris Arbutine, Vice Chairman

Ronnie Duncan, Secretary/Treasurer

Karen Seel

William Mischler

Harriett Crozier

Dave Eggers

Herb Polson

Robert Stewart

Jeff Danner

Robin Saenger

Donald Skelton (Ex-officio)

June 6, 2007

Prepared by the

Pinellas County Planning Department

and

The Renaissance Planning Group

Guidance and Oversight of the Project Provided by

The Livable Communities Task Force

Robert Stewart, Chairman

Frank Hibbard

Jeff Danner

Ned Allen

Steve Cohen

Joe Falanga

Tom Kennedy

Paul Bertels

Jeff Rogo

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## **Model Comprehensive Plan Objectives and Policies**

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## Introduction

As part of the effort to update the Pinellas County Transportation Impact Fee Ordinance, the Pinellas County Metropolitan Planning Organization's (MPO) Transportation Impact Fee Task Force, later renamed the Livable Communities Task Force, recommended the development of model policies and land development codes that support livable community strategies for the purpose of creating and sustaining urban areas where walking, bicycling and transit service is safe, comfortable and efficient and where the physical environment offers an interesting and unique experience from the standpoint of street, land and building design. Livable community strategies also seek to allow for people to live closer to their points of destination such as shopping and work locations in order to reduce demand for single occupant vehicle travel.

This MPO's livable communities initiative involves two major projects. The first is to develop a set of model objectives and policies as contained in this document that can be incorporated into the local government comprehensive plans, as applicable. The second is to develop model land development codes that the local governments can use to implement the recommended objectives and policies of the MPO, in whole or in part, as well as those in their comprehensive plans.

The MPO has contracted with Renaissance Planning to develop the model comprehensive plan policies and land development codes. In task one of the project, Renaissance reviewed draft and adopted Evaluation and Appraisal Reports of the municipalities in Pinellas County to ascertain the level of support and desire for livable community policies. In short, most of the EARs expressed some form of interest in implementing at least one of the "livable community" elements, mainly streetscape improvements. Roughly half of the communities are in tune with the Pinellas County EAR in that they identified the need to craft policies and regulations that encourage infill and redevelopment to foster economic viability and growth. At the same time, these communities also want to regulate the location and appearance of new or infill development in order to protect the area's existing character and define and enhance the community's "sense of place." In particular, Pinellas County identified the need to encourage development that supports compact, walkable areas with a complementary mix of uses in proximity to transit stops.

## **The Four “Ds”**

For the purpose of organization, major issues identified in the EARs were grouped in terms of the “four D’s” of creating a livable community. These include Density, Diversity, Design and Destinations.

### **Density**

Density refers to the number of dwelling units that can financially support transit ridership and neighborhood retail, as well as the proximity and connectivity of those dwelling units to destinations such as work, school, parks, and shopping. Poorly designed density will only exacerbate problems such as traffic congestion, but places designed correctly- with buildings oriented to the street, parking in the rear, wide, tree-lined sidewalks that connect to a compact and concentrated mix of uses- encourage people to walk and use transit. Additionally, when jobs and housing are in relative balance with site design that integrates land uses, people take fewer trips by auto and their trips tend to be shorter. Recent national research indicates that for every 10 percent increase in housing in a jobs-rich area (or employment in a primarily residential area), there is a corresponding three percent decrease in vehicle miles traveled (VMT).

The model policy framework suggests that relatively higher density and intensity is appropriate in proximity to downtown districts, employment centers and transit corridors or transfer points with proper design. However, it is recognized that each of communities in the county has a different scale and sense of character. Policies addressing density as well as other livable community characteristics should be tailored to meet the needs of each community prior to incorporation into the local comprehensive plan.

### **Diversity**

Diversity refers to a mix of land uses that support the livability concept. The mix can be vertical or horizontal, and includes a range of housing prices and types as well as the mixture of residential units with retail, office, and institutional or civic uses. Placing retail, housing and job sites in proximity to one another while using pedestrian friendly street and building design and landscaping encourages people to walk, bicycle or use public transportation.

### **Design**

Design refers to the architectural style of buildings and how they relate to the street in terms of scale, mass, and placement on the lot. Additionally, design refers to street design, including landscaping, sidewalks, on-street parking, street width, block size, and the number of street connections between and among various destinations. Design makes higher density palatable by integrating it into the fabric of the surrounding area and recognizing the context, whether it is urban, suburban, employment-based or mostly residential.

## Destinations

Through the combined use of design, appropriate increased density, and diversity of land uses, housing types, and housing prices, unique and interesting destinations are created. The concept of destinations also includes creating community focal points, such as parks, town centers, vibrant downtowns, civic buildings, and other public spaces and connecting those focal points to residential, retail, employment, and institutional centers with walkable streets and paths. Communities that have well connected, attractive and diverse destinations become desirable places to live, work, and visit in turn increasing the community's tax base and economic viability.

All of the 4 D's have been woven into the model objectives and policies. Rather than identifying policies for specific elements of a comprehensive plan, such as Future Land Use, Transportation, and Housing, the model objectives and policies may be integrated into whichever element(s) are appropriate for the individual comprehensive plans. The word "community" has been used instead of "county" or "municipality", and the policies can be tailored to fit the appropriate situation.

The objectives and policies in this document provide the policy framework for communities to develop and adopt specific Land Development Regulations that will encourage and control the development of walkable, transit friendly mixed use destinations. The model objectives and policies recommended in this document are not intended to be a one size fits all approach for Pinellas County's local governments. Rather they should consider the most relevant and appropriate elements given their local context.

## Development Forms

The effective application of livable community policies and codes is dependent upon recognizing the different types of development forms that exist in Pinellas County. These forms of development can be generally categorized as neighborhoods, activity centers, corridors and districts. These categories are further defined in the following section.

### 1. Neighborhoods

- a. Traditional – Traditional neighborhoods are the historic small towns and villages that were established in isolated locations not adjacent to a downtown. Several of them are located on the coast since travel was by water prior to the railroads. Unlike the suburban neighborhoods, they tend to contain more of a mix of housing types. Small scale commercial uses may be present within these neighborhoods on small lots, sometimes as non-conforming uses. Some examples are listed below:
  - i. Crystal Beach
  - ii. Old Palm Harbor (formerly known as Sutherland)
  - iii. Ozona
  - iv. Lealman east of 49th Street
  - v. Ridgecrest (portions)
  - vi. Highpoint (portions)
  - vii. Anclote
- b. Suburban
  - i. Most post World War II neighborhoods located outside downtown areas in Pinellas County are suburban in character.
  - ii. Typical lot sizes -  $\leq 7,000$  square feet. .
  - iii. Some of the County's suburban communities contain a mixture of residential dwellings and are not solely single-family homes. These different housing types are not integrated, but are constructed in separate locations within the neighborhood or development. For example, Feather Sound contains single-family homes, town homes, multi-family structures (both condominiums and apartments). The East Lake Tarpon Area also contains a mix of residential types although they are usually segregated into different areas of the community.
- c. Mobile Home and Manufactured Home Communities – The uniform housing type found in these communities distinguishes them from other neighborhoods. These neighborhoods often exhibit a strong social support structure and sense of community.
- d. Large Multi-family Communities and Resorts (e.g. Top of the World, Five Towns, and Innisbrook)

## 2. Mixed-Use Development

### a. Mixed-Use Project

Mixed-use development projects combine single-use buildings, typically on distinct contiguous parcels, and a range of land uses on one site. The mix of land uses may occur vertically through a common structure as well as horizontally in separate buildings or through a combination of the two. The overall project must result in a walkable area and there must be significant physical and functional integration of the different uses. These projects may occur within a mixed-use walkable area or they may be located in a more suburban setting.

### b. Mixed-Use Areas

Areas where there is a mixing of different land uses – e.g. residential, shopping, eating establishments, employment, lodging, civic, cultural – in one relatively discrete area. These areas usually have multiple ownerships, and combine both a vertical and horizontal mix of uses where there is significant physical and functional integration of the different uses, resulting in a walkable area. Urban centers and town centers usually exhibit these characteristics; examples in Pinellas County include Downtown St. Petersburg, Downtown Dunedin, Downtown Palm Harbor, and Downtown Largo. A mixed-use area may or may not include a mixed-use project.

### c. Mixed-Use Areas- Neighborhood Scale

Areas where there is a mixing of land uses at a neighborhood scale in one relatively discrete area. The range of uses is generally more restricted focusing on neighborhood retail and services, eating establishments, and residential. These areas may be under one ownership or have multiple owners, and often emphasize a horizontal mix of uses, although some vertical mix may occur. There is significant physical and functional integration of the different uses that result in a walkable area. The collection of retail, service, office, and civic uses in Ozone in north Pinellas County exemplifies these characteristics. A mixed-use area may or may not include a mixed-use project.

### d. Mixed Use Centers

- i. Urban Centers - Characterized by intense development and major employment supported by residential uses that produce a significant amount of multi-modal activity because walking, bicycling, and transit are more convenient than using the automobile. Urban centers consist of longer, denser blocks (generally a range of 400'-800' in length) that contain a variety of uses, mixed both horizontally and vertically. Densities generally range between 15 and 32 dwelling units per acre, while non-residential floor area ratios may range between 1.0-4.0. Urban centers predominate as the downtowns of major municipalities, such as Clearwater and St. Petersburg, but may also be appropriate for other areas of the County, such as the Gateway area.



- ii. Town Centers - Characterized by a significant areas of development that are smaller than an Urban Center but provide convenient daily retail and personal service within walking distance of surrounding residential areas. Town Centers are also characterized as traditional “Main Street” communities organized around a focal point with a sense of community identity. Town centers consist of short, compact blocks (generally between 200-400 feet in length) that contain a variety of uses, mixed both horizontally and vertically. Densities typically range between ten and twenty dwelling units per acre, while non-residential floor area ratios may range between 0.5-2.0. Local examples of town centers are the downtown areas of Largo, Oldsmar, Tarpon Springs, Safety Harbor, Dunedin, Pinellas Park, Palm Harbor, Gulfport, Madeira Beach, and St. Pete Beach.
- iii. Suburban Centers - Characterized by concentrations of non-residential uses located at major intersections of arterials and collectors. Suburban centers, such as big box retail and home improvement stores, have been developed to be convenient to automobiles and are generally set far back from the street with generous parking in the front. Although not currently characterized as transit or pedestrian friendly, suburban centers can be re-developed to be more livable while still serving an automobile oriented customer. Local examples of suburban centers include regional malls such as Tyrone and Westfield Countryside Mall, Largo Mall, and larger shopping centers generally greater than 10 acres and adjacent/nearby nonresidential development.
- iv. Neighborhood Centers - Neighborhood Centers typically consist of a limited number of commercial establishments that fulfill the basic needs of residents within one mile of the center. Densities typically range between eight and fifteen dwelling units per acre and non-residential floor area ratios between 0.5 and 1.0. This category is typically applied to historic neighborhood or smaller town environments with a main street, but is also appropriate for neighborhoods with higher levels of connectivity that may have commercial areas that can be redeveloped to be more transit and pedestrian friendly. Local examples of neighborhood centers are LaBelle Plaza at the intersection of Highland Avenue and Belleair Road, the shopping center at the intersection of CR1 and Tampa Road, and Oakhurst Plaza Shopping Center at the intersection of Oakhurst Road and Antilles Drive.

### 3. Corridors

- a. Interstate – Located along I-275 from the Howard Frankland Bridge and Causeway to the Sunshine Skyway Bridge and Causeway. This is a limited access roadway with no parallel local access roads. There is no direct access to any property from this federal roadway.
- b. Commercial Corridors – These corridors are located along municipal, county, or state arterial facilities where the primary orientation is toward providing easy ac-

cessibility for the automobile. There is often little connectivity between the commercial uses along the arterial facility and the adjacent neighborhoods. The “strip” development within these corridors typically consists of surface parking in front of one- or two-story commercial establishments. A commercial corridor generally serves a larger trade area than the immediate neighborhood. Apartment complexes may also be found along these corridors interspersed among the nonresidential uses. The “big box” national chains are often located within these corridors.

- c. Employment Corridors – These corridors are distinguished from commercial corridors in that they also include a significant number of jobs that are typically found in employment centers. In this case, the employment center is linearly oriented along a major roadway. Development along U.S. Highway 19 in north Pinellas County contains a substantial quantity of office space as well as the retail and personal services typically found within a commercial corridor.
- d. Residential Corridors – These corridors are formed when residential development (single-family and multi-family) is adjacent to an arterial roadway and have direct access onto that roadway. In some cases, the residential structures were constructed prior to the roadway being upgraded to a larger facility (e.g. from a two-lane to a four-lane facility).
- e. Scenic/Non-Commercial Corridors – Roadways and the adjacent lands designated by the Board of County Commissioners to protect their traffic-carrying capacity and scenic qualities. These corridors are usually, though not exclusively, found in conjunction with residential corridors.
- f. Coastal Corridor – This is a unique roadway corridor in Pinellas County that runs the length of the barrier island chain to Clearwater Beach, and then continues northward on the mainland along the coast from Downtown Clearwater through Dunedin, Palm Harbor, Tarpon Springs to the Pasco County line. This corridor includes the major centers of tourism along the County’s Gulf beaches, and connects the historic downtowns on the west coast of north Pinellas County.

#### 4. Districts

- a. Employment Districts – Historically, these are larger areas that have been principally devoted to manufacturing, warehousing, businesses and business services, professional services, other office uses, research and development, and hotel accommodations. They also include industrial and office developments of regional impact (DRIs) such as Carillon, Gateway Areawide, Bay Vista and Oldsmar DRI. Recently, residential uses and supporting retail and personal services have been introduced or planned within selected employment districts.

- b. Industrial areas not part of a planned development (Joe's Creek, Airport Industrial Park, Clearwater Airpark Industrial Park, Mid-county Industrial Area, Tyrone Industrial Park, Dome Industrial Park)
- c. Historic Districts – These are districts containing a number of historically-significant structures that are designated on the National Register and/or by the local government as being historically significant. Historic Districts can be residential or commercial in character.
- d. Arts and Cultural Districts – These districts are typically mixed-use areas in which concentrations of cultural facilities serve as economic and cultural anchors. Their defining characteristic is the prevalence of cultural facilities, arts organizations, individual artists, and art-based businesses.
- e. Airport District – The St. Petersburg-Clearwater International Airport, Coast Guard Air Operations, Black Hawk Training Center, and businesses and operations supporting the Airport.
- f. University/College Campuses – The campuses of USF- St. Petersburg, Eckerd College, and St. Petersburg College.
- g. Medical District – These districts represent the major hospitals in the County and the concentration of medical offices and services that occur in the vicinity of the hospital campuses. Examples include Morton Plant Hospital in Clearwater, All Children's Hospital in St. Petersburg and Mease Countryside Hospital in Safety Harbor.

# *Livable Communities*

## GOAL STATEMENT

Improve the quality of life in Pinellas County by providing diverse, well designed and walkable destinations while creating and maintaining choices in housing, offices, retail, workplaces, and travel modes.

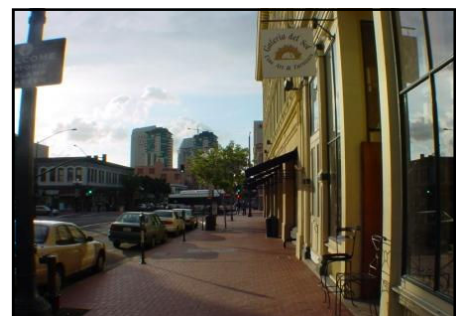
## OBJECTIVE 1: WALKABLE STREETS

*Create livable streets that are designed and oriented towards a multimodal transportation system.*

### **Policy 1.1**

Where appropriate, development and re-development in commercial and employment corridors and/or mixed-use centers should include the following pedestrian-friendly design features:

- a. Continuous sidewalks with a minimum width of five feet, buffered from traffic by on-street parking and/or landscaping, and that include pedestrian amenities such as benches, trash receptacles, bus shelters, and lighting.
- b. Minimal front setbacks, building heights within a comparable range, and street trees to provide a sense of vertical enclosure on streets. Building heights should occur within a comparable range of surrounding structures.
- c. Buildings should be served by primary walkways that directly link the building's main entryway to the street and parking lot. These primary walkways should be visually distinct from parking lot and driveway surfaces and may include textured or colored materials.
- d. Permanent structures such as utility poles and traffic control poles within the sidewalk that restrict pedestrian movement should be discouraged.
- e. Direct routes between destinations, especially between adjacent parcels, to create walking and bicycling connections between neighborhoods and neighborhood (activity) centers. Potential conflicts between pedestrians and motor vehicles should be minimized.
- f. Clear passage zones equal to the required minimum sidewalk width in areas with movable obstructions, such as outdoor seating. Benches should be placed on a separate pad behind the back of sidewalk or between the sidewalk and the street to avoid clear passage zone obstruction.
- g. Drive-through windows along building façades facing the public right-of-way should be discouraged.
- h. Access across property lines that allow vehicular and pedestrian movement between properties without returning to the street.



- i. Build-to lines are used as an alternative to setbacks in order to form a continuous street edge and provide a sense of enclosure.
- j. Parking located to the side or rear of the structure.
- k. Land development regulations that ensure signage requirements do not create visual clutter.

### **Policy 1.2**

When appropriate, implement the following livable roadway strategies within the public right-of-way on commercial corridors, employment corridors, and in mixed-use areas:

- a. Construct sidewalks on both sides of the street with a landscape strip;
- b. Provide bike lanes, wider sidewalks, landscape strip, raised median, or other roadway treatment;
- c. For roads that contain more than 4 travel lanes, consider pedestrian crossing treatments such as bulb-outs, crossing islands, pedestrian refuge islands in the median, in-pavement pedestrian lights, countdown signals, mid-block signals, and “hot response” signals;
- d. For roads that have blocks more than 800 linear feet in length, consider the use of mid-block crossings; and
- e. Require accommodation of bicycle travel and pedestrian needs in plans for future arterial and collector road construction, widening or reconstruction projects.

### **Policy 1.3**

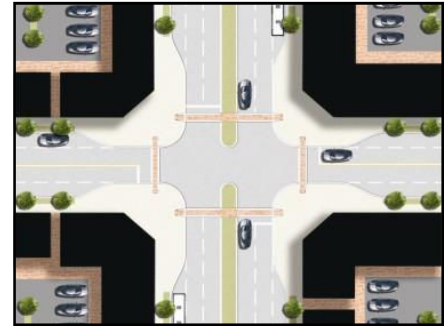
Where there is not enough existing right-of-way to accommodate the design features in policy 1.1, consider requiring or providing an incentive for the dedication of additional right-of-way.

### **Policy 1.4**

In areas where arterial roadway volumes and speeds are not appropriate for the design standards in policy 1.1, consider the use of these roadway designs on parallel service roads or perpendicular collector roads.

### **Policy 1.5**

The following criteria should be used in prioritizing sidewalk improvements needed to fill gaps: (1) proximity to public schools; (2) proximity to major public parks or cultural facilities; (3) proximity to high density residential and commercial areas, or any area exhibiting (or potentially exhibiting) a high volume of pedestrian activity; (4) location alongside arterial and collector streets; (5) proximity to transit routes; and (6) proximity to identified redevelopment areas.





## OBJECTIVE 2: TRANSIT STOPS

*Design and provide safe, attractive, convenient, and comfortable transit stops.*

### **Policy 2.1**

Where feasible, provide transit stops with amenities including weather protection, ample paved walkways, sidewalks, lighting, and landscaping, and ancillary uses that provide conveniences to transit patrons such as cafes, news stands and food kiosks. Where transit stops can be retrofitted to meet these standards, the re-design of these stops may be prioritized in areas where higher residential densities or higher intensity commercial, employment, mixed use centers exist.



### **Policy 2.2**

Land development regulations should ensure that parking, landscaping, or other design requirements do not contain barriers to transit.



### **Policy 2.3**

The provision of landscaping near the transit stop in the form of shade or ornamental/palm trees is encouraged to maximize passenger comfort.



Avoid



Avoid

### OBJECTIVE 3: PARKING & DRIVEWAYS

*Parking lots and driveways should be designed to support pedestrian safety, connections and comfort by reducing the number of curb cuts and providing interconnectivity between and through sites.*

#### **Policy 3.1**

Allow a parking requirement reduction for properties that share both cross access and a common entrance drive.

#### **Policy 3.2**

New commercial, office, and retail buildings and centers should be planned to reduce the number of curb cuts and driveways. Where possible, projects should share driveways and parking access with adjacent sites to provide an interconnected system of auto and service access points.

#### **Policy 3.3**

The location and width of driveways should be reviewed through local site plan review processes to identify opportunities for shared driveways with neighboring properties and to reduce access points on the surrounding road network to the extent possible.

#### **Policy 3.4**

Parking lots and driveways should provide pedestrian connections to entrances. Dedicated walkways through parking lots and sidewalks should be included in the design of access roadways.

#### **Policy 3.5**

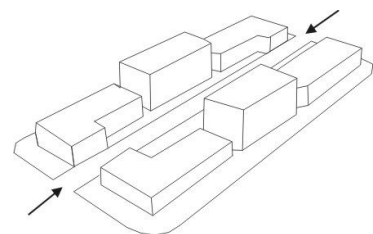
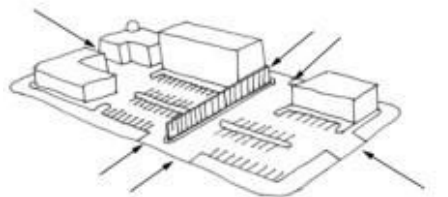
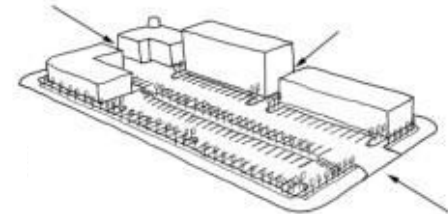
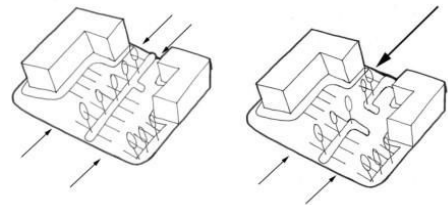
Parking lots should include trees to provide shade and reduce temperature for pedestrians.

#### **Policy 3.6**

Service windows and stacking lanes for drive-through businesses should not face public streets.

#### **Policy 3.7**

Mid-block and rear alleys should be utilized where feasible for access to parking, utilities, service and unloading areas in order to minimize the number of required curb cuts along primary access routes.





## OBJECTIVE 4: MIXED USE DEVELOPMENT

*Support efforts to create, recreate, and sustain areas of mixed-use development at appropriate locations to achieve the following objectives:*

- Provide vibrant and safe walkable areas;
- Concentrate growth in relatively discrete areas that are compatible with the community character, local traditions, and historic heritage;
- Place housing in proximity to employment opportunities, services and amenities;
- Establish urban areas that support transportation choices other than privately-owned vehicles and that are more efficiently served by transit;
- Establish quality-designed urban environments that create vibrant, livable places;
- Provide locations that create a range of housing opportunities and choices, including the provision of affordable housing;
- Provide urban areas that incorporate well-designed public spaces;
- Encourage development at an intensity and scale that is compatible with proximate residential neighborhoods;
- Provide adequate buffering and a transition gradient between non-residential and/or higher density residential development and proximate residential neighborhoods and/or less intensive nonresidential development; and
- Encourage development that is compatible with the natural environment and the overall vision of the community.

### ***Policy 4.1***

The following criteria should be used in determining appropriate locations for mixed-use development:

- a. Locations where underutilized or vacant commercial strips or centers exist;
- b. Locations that are walkable destinations for proximate residential areas; and
- c. There are transportation choices other than the automobile that service the area. At least one of the following public transit services is available to serve the mixed-use development, or is scheduled to be available within the next 5 years:
  - The area is served, or is scheduled to be served within 6 months, by enhanced bus service with no more than 20-30 minute headways during morn-



ing and evening peak hours. Service by more than one bus route is preferred, and the presence of a public or private circulator system that serves the area and has a service interconnection with the bus system may improve the area's suitability for mixed-use development;

- The area is served by a Bus Rapid Transit (BRT) route that is in operation or that has been selected for BRT service through the MPO process and there is a firm funding commitment to establish BRT service and have it operational within 5 years. The BRT stop should preferably be within the mixed-use development and not more than 500 to 1,000 feet from places of employment or more than ¼ to ½ mile from residences; and
  - The area would be served by a commuter rail line or a guideway system where funding is committed for constructing the line or system and it will be operational within the next 5 years. The guideway or commuter rail terminal should preferably be within the mixed-use development and not more than 500 to 1,000 feet from places of employment or more than ¼ to ½ mile from residences.
- d. The location has direct access or is proximate to a segment of the countywide or a local multi-use path or trail system;
- e. The location can accommodate a mix of land uses, including a residential component, that are able to blend with surrounding uses without juxtaposing incompatible uses or building types.
- f. The mixed-use development will create opportunities for providing a mix of housing types in a range of prices, a certain percentage of which will meet the local government's affordable housing criteria.
- g. The mixed-use development can accommodate one or more of the local government's targeted industries or businesses.
- h. The mixed-use development is of sufficient size to allow a decrease in density/intensity from the center of the mixed-use development to the periphery that is compatible with the surrounding land uses.



- i. The mixed-use development will provide services (e.g. convenience groceries, dry cleaners, and personal care) and amenities within walking distance of residential development within the mixed use project or of residents in the surrounding community, if applicable.
- j. Compatibility of mixed-use development with other goals, objectives, and policies of local comprehensive plans.



#### **Policy 4.2**

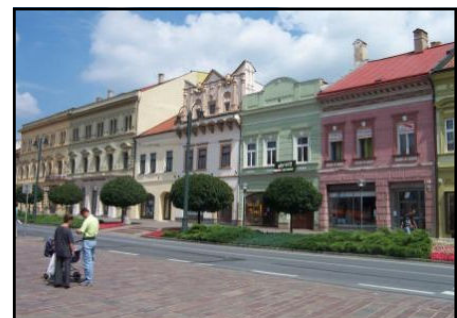
The mixed-use development may be eligible for a density or intensity bonus, as determined by the local government, if the development will create opportunities for providing a mix of housing types in a range of prices. Density/intensity bonuses should be based in part, if not entirely, on the extent to which the project meets the local government's affordable housing criteria or economic development objectives related to employment and the recruitment or expansion of targeted industries.



#### **Policy 4.3**

Mixed-use development should be integrated into a walkable area, which exhibits most, if not all, of the following characteristics:

- a. A pedestrian-friendly environment that results in active, walkable streets;
- b. Building setbacks are reduced;
- c. Buildings are interconnected by a continuous network of safe, convenient, comfortable, and interesting sidewalks, paths, and bicycle routes;
- d. If residential neighborhoods and other walkable destinations are located nearby, mixed-use development is interconnected with the surrounding community by a network of safe, convenient, comfortable, and interesting sidewalks, paths, and bicycle routes;
- e. Pedestrian-scale streetlights and other amenities are installed;
- f. There is safe, convenient access to public transit;
- g. The development will provide well-designed public spaces (e.g. pocket parks and plazas) and space for civic uses such as libraries and community centers;
- h. Applicable livable community characteristics identified in these model objectives and policies;
- i. Building heights should be proportional to the width of the street; and
- j. Sidewalk links are connected within public rights-of-way.





**Policy 4.4**

In order to promote compact and walkable development, all uses should be within walking distance and interconnected with sidewalks.

**Policy 4.5**

In order to encourage mixed use centers, the land development regulations, should allow for maximum parking standards.

**Policy 4.6**

Establish a future land use map category to recognize those areas of the County that are appropriate locations for mixed use development as described in these model objectives and policies. The category should be consistent with the Countywide Plan rules.

**Policy 4.7**

Implementation of policy 4.6 should require a special area plan approved by the local government. The special area plan should, at a minimum, address the following:

- a. Permitted uses and location criteria;
- b. Density and intensity standards;
- c. Provisions for mixed use;
- d. Design guidelines;
- e. Provisions for affordable housing and employment;
- f. Provisions that achieve a walkable area;
- g. Impacts on public services and facilities;
- h. Integration with planned and existing mobility systems;
- i. Integration and compatibility with the surrounding community;
- j. Incentives that may be offered to encourage development that has an overall community benefit; and
- k. Consistency with the local comprehensive plan.

**Policy 4.8**

Special area plans, as described in Policy 4.7, may require that in order to exceed an established base residential density or intensity of use, a project should provide public benefits and amenities that support Objective 4. The applicable local government would determine what public benefits and amenities would be acceptable for receiving additional development rights, and the extent of those additional development rights.

**Policy 4.9**

Special area plans may require that development above an established base residential density or intensity of use



rely upon the transfer of development rights from other properties to the subject property or properties.

**Policy 4.10**

Future land use map categories established to identify locations appropriate for mixed-use development as described in these model objectives and policies should enhance, and not compromise, the integrity and viability of existing and planned residential neighborhoods.

**Policy 4.11**

Local adoption of future land use map categories that are appropriate for mixed-use projects as described in these model objectives and policies should encourage development that creates a strong sense of community identity through consideration of such mechanisms as optional and/or required urban design and architectural design criteria, recognition of historic setback patterns and lot sizes, creation of places oriented toward pedestrians, bicyclists and transit users, provision of green space and landscaping in public spaces, and application of other appropriate mechanisms that may be specific to a particular location.

**Policy 4.12**

When considering adoption of an amendment to designate a mixed-use future land use map category, the local government should take into consideration the following:

- a. The area's historic development pattern;
- b. The interrelationship of the proposed designation with the surrounding community;
- c. Whether the area has historically served as a community focal point;
- d. The impact that approval of the amendment would have on the surrounding traffic circulation system; and
- e. The extent to which it would encourage pedestrian activity and other non-motorized modes of travel.

**Policy 4.13**

Local governments should consider amendments to their land development codes to support redevelopment of commercial and employment corridors within Pinellas County that are consistent with these model objectives and policies.

**Policy 4.14**

In order to encourage the development of mixed use centers, the adoption of transportation concurrency mitigation strategies such as Transportation Concurrency Exception Areas or Multimodal Transportation Districts should be considered.





## OBJECTIVE 5: DESIGN STANDARDS

*Promote high quality design standards that support the community's image and contribute to its identity and unique sense of place.*

### **Policy 5.1**

Encourage building design to provide an ordered variety of entries, porches, windows, bays and balconies along public rights-of-way where it is consistent with neighborhood character.

### **Policy 5.2**

Buildings with facades greater than 50 feet in length should be broken down in scale by means of the articulation of well-proportioned and separate areas. Strategic elements include the variation of architectural treatment and elements such as colors, materials, and heights.

### **Policy 5.3**

For ground-level facades that face a right-of-way, a minimum standard should be established for the percentage of the exterior wall containing transparent structures such as windows and doors. This standard should apply to both facades of a building on a corner lot.

### **Policy 5.4**

Buildings should include street level elements oriented to the pedestrian, such as awnings, arcades, and signage.

### **Policy 5.5**

In areas of the County having a historic or consistent design character, new development should be designed to maintain and support the existing character.

### **Policy 5.6**

Preserve the character of existing residential neighborhoods by requiring infill or remodeled structures to be compatible with the neighborhood and adjacent structures.

### **Policy 5.7**

To promote housing diversity and to avoid creation of homogenous developments, promote the inclusion of a variety of housing types in all residential communities through local land development regulations.



**Policy 5.8**

Local setback requirements should allow porch easements in subdivision design and to require living areas of the structure to be closer to the street than garage areas.

**Policy 5.9**

Encourage single family attached and multi-family developments to be designed to include orientation of the front door to a neighborhood sidewalk and street.



## **OBJECTIVE 6: WORKFORCE HOUSING**

*Increase workforce housing opportunities, particularly within proximity to places of employment and transit facilities.*

### **Policy 6.1**

Workforce housing should be defined as the housing needed for people whose median household income is between 80 and 120 percent of the area's median income, with no more than 30 percent of their income spent on housing costs.

### **Policy 6.2**

As a means to reduce vehicle miles traveled and vehicle hours traveled for work trips, encourage the creation of workforce housing and employment in proximity to each other where analysis of existing conditions and future growth reveals a significant disparity between the number of housing units and jobs.

### **Policy 6.3**

Mixed-use development projects and mixed-use walkable areas that contain both residential units and jobs aligned with local employment objectives should be supported at appropriate locations as determined by the location criteria for mixed-use development and other pertinent policies within these model objectives and policies.

### **Policy 6.4**

Priority should be given to assisting affordable work force housing projects which are proximate to employment centers, public transportation, and are easily accessible to a range of public services.

### **Policy 6.5**

Density bonuses should be considered for residential and mixed-use developments proximate to an existing or planned transit stop or station or a major employment center in accordance with locally adopted development criteria.

### **Policy 6.6**

Granny flats or other accessory dwelling units should be permitted in residential or mixed use districts where compatible with the character of the neighborhood and not within coastal high hazard areas.





# **APPENDIX**

## **COMPREHENSIVE PLAN BEST PRACTICES**

This section contains examples of local government comprehensive plan language related to the promotion of livable community features and strategies that were used as a reference for the development of the model objectives and policies for Pinellas County.

## City of Gainesville

The City of Gainesville has three elements in their Comprehensive Plan that support the livable community concept: the Future Land Use Element, the Transportation Element, and an optional Urban Design Element.

The Future Land Use Element generally encourages mixed use development, the redevelopment of malls and strip centers into mixed-use activity centers, parks and plazas, neighborhoods that are balanced with housing and jobs, walkable neighborhoods with a defined center and edge, and transit-oriented design in mixed-use centers. Specifically, the element establishes six separate mixed-use future land use categories with a wide range of densities and intensities, as well as specifications for heights and requiring minimal front yard setbacks.

The Transportation Element promotes a pedestrian friendly environment through encouraging small blocks with sidewalks on both sides of the street, mid block crossings, and requiring that the city complete a sidewalk inventory to be added to their GIS data. The city also promotes transit and bicycle use by striving to provide bus service within 80% of all medium and high density developments, a bicycle connection to every destination, evaluating needs of existing bus stops such as shelters, bike racks, and benches, and requiring accommodation of bicycles on all collector and arterial roadways, park and ride lots, on buses, and at all transit stops. Additionally, the element has an objective and supporting policies that contribute to the creation of “livable streets” that “promote a mix of uses such as car travel, transit, and bicycling by designing streets for: (1) slow motor vehicle speeds, (2) quiet neighborhoods, (3) safety for children, people with disabilities, and seniors along residential streets, (4) a livable community featuring neighborhood pride, a sense of place, and a pleasant tree canopy; and (5) that support a sidewalk system supportive of socializing.”

Lastly, the city has adopted an optional Urban Design Element that promotes pedestrian-friendly design features that many cities would relegate to their land development codes. These include the following:

- 1) Modest commercial build-to lines that pull the building up to a wide street side sidewalk with a row of trees;
- 2) Modest instead of abundant off-street parking located at the rear or side of buildings, and away from pedestrian areas;
- 3) Building facades facing the street and aligned to form squares, streets, plazas or other forms of a pleasant public realm;
- 4) A vertical mix of residences above non-residential uses within the center, and a required percentage of Center floor area that is residential and retail;
- 5) No free-standing retail establishment within the center exceeding 30,000 square feet (or some set maximum) of first floor area;
- 6) First floor uses promoting entertainment and retail uses and;
- 7) Articulation and glazing for pedestrian interest. Additionally, this element identifies redevelopment areas with specific targets and design standards in order to make each area a walkable destination.

*The full text of the elements are available at <http://www.cityofgainesville.org/comdev/plan/compplandocs.shtml>.*

## Hillsborough County and the City of New Port Richey

Hillsborough County is in the process of creating an optional Livable Communities Element. The purpose of the element is to provide distinct lifestyle choices for its residents in urban, rural, or suburban style communities and provide design standards that create a distinctive character for each. Although the rural and suburban styles of development in Hillsborough County may not be applicable, the general urban standards are relevant to the pattern of development throughout Pinellas County.

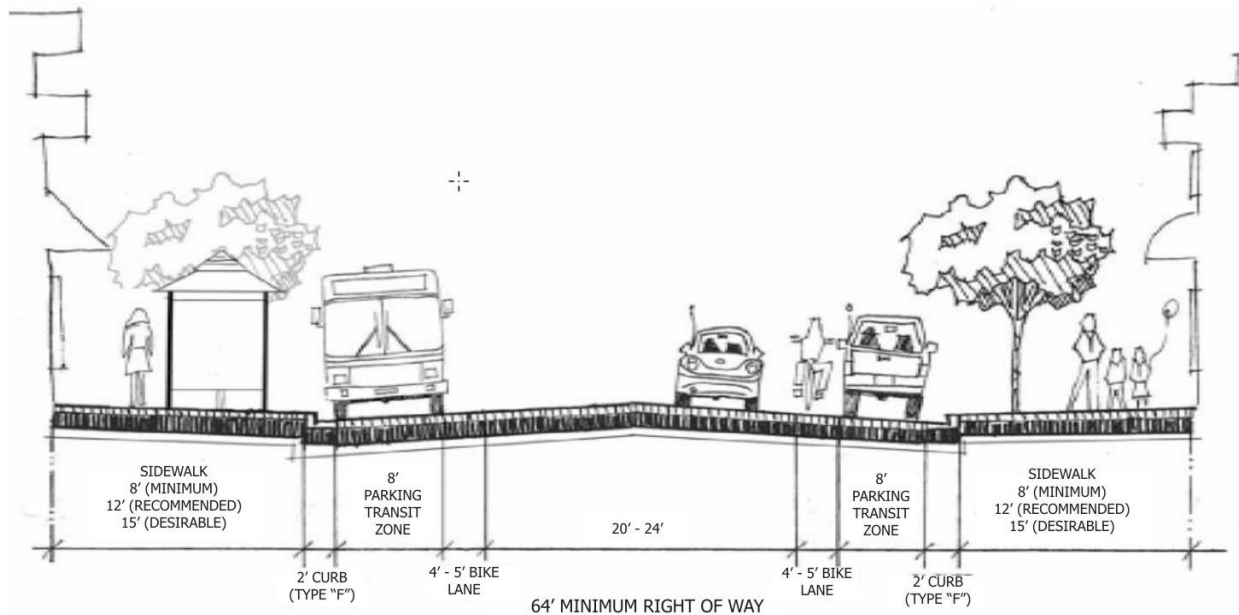
The City of New Port Richey will soon transmit a Livable Cities Element to the Department of Community Affairs for review. The element was created by the same consultant assigned to the Hillsborough County element, and has several similar policies and graphics. However, the New Port Richey element is much more narrow in scope. The element concentrates on a town and employment center scale and design while preserving existing residential areas.

The sections of both elements that are applicable to Pinellas County highlight the importance of mixed-use and public spaces and providing a comfortable connection between those places. Specific policies designed to encourage new development and redevelopment to utilize traditional neighborhood development (TND) principles that can be used to guide Pinellas County in attaining a livable community include the following:

- a. *Neighborhood identity*: Compatibility of neighborhood components, distinctively designed streets and public spaces and gateways and emphasis on natural features;
- b. *Residential variety and diversity*: Varied residential densities, a mixture of housing types, ancillary dwellings, and home-based employment opportunities;
- c. *Coordinated community planning*: Create synergies through connected open spaces, active uses facing public spaces, collocation of school sites and parks, and coordinated utilities placement;
- d. *Central places*: Neighborhood serving uses at a central gathering place with high quality pedestrian environments;
- e. *Linkages*: Interconnectivity of neighborhoods internally and to surrounding neighborhoods via a grid network of streets, sidewalks and open space (e.g., greenways);
- f. *Mobility choices*: Walkable-scale blocks and streets system providing alternative trip routes (i.e., grid network), sidewalks, crosswalks, bicycle facilities and transit stops;
- g. *Cars and streets*: Streets scaled to discourage speeding, with on-street parking, where feasible;
- h. *Parking*: Cars stored toward the back of the lot, accessible by alleys, when feasible; shared driveways; and duplex or quadriplex garages at the rear lot line;
- i. *Street-friendly housing*: Housing close to and facing the street with active areas such as porches, windows and doorways oriented to the street; garages located to the side or rear, or set back deeper than the main part of the house;
- j. *Social space*: A variety of sizes and types of open space in each neighborhood encouraging both active and passive uses and fostering interaction between neighbors; and
- k. *Design*: Design sensitivity to established natural, physical or cultural contexts.

Hillsborough County may also adopt its Livable Roadways Guidelines as part of the element as well. The guidelines illustrate the desired design of pedestrian facilities, bicycle facilities, trails, parking, and transit facilities. The guidelines also depict how various roadways should be designed, including:

- Two-Lane Main Streets with Parking;
- Two-Lane Undivided Urban Corridors;
- Two-Lane Divided Urban Corridors;
- Two-Lane Undivided Urban Corridors with Parking;
- Four-Lane Divided Urban Corridors;
- Two-Lane Undivided Residential Corridors;
- Two-Lane Undivided Rural Corridors; and
- Four-Lane Divided Rural Corridors.



Livable Roadways Main Street Design Example:

[http://www.hillsboroughmpo.org/pubmaps/pubmaps\\_folders/folderother/otherplans\\_files/080106-Livable%20Roadways-final.pdf](http://www.hillsboroughmpo.org/pubmaps/pubmaps_folders/folderother/otherplans_files/080106-Livable%20Roadways-final.pdf)

*For the full text of the Livable Roadways Design Guidelines, go to: [http://www.hillsboroughmpo.org/pubmaps/pubmaps\\_folders/folderother/otherplans\\_files/080106-Livable%20Roadways-final.pdf](http://www.hillsboroughmpo.org/pubmaps/pubmaps_folders/folderother/otherplans_files/080106-Livable%20Roadways-final.pdf)*

## City of Tampa

The City of Tampa's Future Land Use Element (FLUE) allows for a 100% increase in densities without a Future Land Use Map Amendment within certain future land use categories if the project falls within the urban service area and meets the City's standards for Traditional Neighborhood Development (TND).

The requirements for Traditional Neighborhood Development include:

- A town center that is pedestrian friendly, located on a public square, and provides for residents daily needs, such as a post office, banks, retail stores, attached residential units, restaurants, and civic uses such as churches and community centers;
- A mixed residential area that includes single family attached and detached units, multifamily units, parks and rights-of-way through open space. The mixed residential area may also include some commercial and civic uses, such as restaurants and churches;
- An employment center area that mixes office and other commercial uses of greater intensity than the town center; and
- A minimum of 20% of the total area of the project must be open space, such as pocket parks, plazas, greenbelts and parks.

In addition to this form of development, the Future Land Use Element also offers several other mixed use designations that range in density and intensity from very low (3 du/acre, 0.25 FAR) to high (75 du/acre, 3.5 FAR). Table 1 below summarizes the various mixed use categories.

Table 1: Mixed Use Categories

FLUE Category	Max DU/ Acre	FAR
Suburban Mixed Use 3	3	0.25
Suburban Mixed Use 6	6	0.50
General Mixed Use	24	1.5
Transitional Use	25	1.5
Urban Mixed Use	50	2.5
Regional Mixed Use	100	3.5

The city's transportation element allows the city to reduce parking standards if a developer provides bicycle amenities such as secure storage and locking, weather protection of bicycles, shower heads and clothes storage lockers.

For the full text, go to:

<http://www.theplanningcommission.org/tampa/tampacomplan>

## City of Fort Myers Beach

In 1999, the City of Fort Myers Beach developed an optional Community Design Element in order to provide the policy framework for a form-based land development code. The purpose of the element is to reinforce “the small-town character of Fort Myers Beach, a place where permanent residents coexist comfortably with tourism. The policies reflect an appropriate balance among neighborhood needs, economic vitality, and tourist development, and the balance between the need to move cars and all other types of movement (on foot or by bicycle or boat).”

The Element encourages the development of traditional, pedestrian friendly neighborhoods throughout the city. The element calls for landscaping and design solutions for Estero Boulevard, the main artery through the city. Specifically, the element directs the city to amend its land development code to allow for the following design solutions for Estero Boulevard:

- Bringing buildings closer to the sidewalk;
- Encouraging or requiring compatible means of meeting the mandatory flood elevation requirements (for example; using dry-floodproofing techniques, or designs such as the old hardware store which is built close to the street with outside steps up, but with added steps up inside to reach the flood elevation);
- Locating most parking to the rear of buildings, limiting curb cuts, and promoting shared parking areas;
- Facilitating pedestrian and bicycle access and contributing to the interconnectedness of the circulation system;
- Adopting design guidelines that encourage architecture and urbanism along Estero Boulevard that contributes to the human scale and “beach cottage character.”

The element also contributes to the pedestrian environment by encouraging the visual improvement of all public spaces, such as parks and rights-of-way through burying utilities, landscaping with native vegetation, and the placement of monuments or other forms of landscape treatments; landscaping neighborhood streets; creating a “hidden path” network of pedestrian and bicycle paths throughout the city; converting the auto- oriented Santini Plaza and Times Square area into mixed use town centers; and directing the land development code to be amended to reduce lot sizes, setbacks, and parking requirements.

The Future Land Use Element promotes the preservation of existing the city’s existing small-scale beach character while encouraging redevelopment of commercial areas to be a “park once and walk” atmosphere. Specifically, the element “grandfathers in” higher density condominiums and resort rentals, but limits density and high-rise buildings by directing the land development regulations to be amended to limit heights no taller than two stories above the base flood elevation.

*For the full text of Fort Myers Beach’s comprehensive plan, go to:*

[http://www.ci.fort-myers-beach.fl.us/oldfmb/comp\\_plan/](http://www.ci.fort-myers-beach.fl.us/oldfmb/comp_plan/)

## **Palm Beach County**

Palm Beach County's Future Land Use Element offers a "Traditional Town Development (TTD)" Future Land Use category. The category requires that the proposed development meet all of the following criteria:

- Have neighborhoods which are pedestrian oriented, physically recognizable, developed at a human scale, limited in size (allowing residents to walk to the neighborhood center within approximately five minutes), and efficiently organized to provide for the daily needs of the residents;
- Have residences, shopping, employment and recreational uses which are all located within the neighborhoods, and within close proximity to each other;
- Have a hierarchy of streets to serve the needs of the pedestrian and the motorist;
- Be primarily pedestrian-oriented design and secondarily for vehicles, through the development of pedestrian and bikeway circulation systems which serve to functionally and physically integrate the various land use activities;
- Have physically defined and linked squares and parks within neighborhoods which provide places for social activity and active/passive recreation. The linking of these places through the use of greenways increases accessibility to the recreational facilities;
- Have well placed civic buildings and squares provide places for social, cultural and religious activities, and become symbols of community identity;
- Have commercial uses supportive of the residential development;
- Be predominantly residential, requiring a minimum of 55% of the development area be devoted to residential uses primarily as Traditional Neighborhood Developments. (Up to 10% of the area of a Traditional Town Development (TTD) may be Planned Urban Developments.) In addition, each Traditional Neighborhood Development should contain mixed-use development allowing for the horizontal and vertical integration of, as well as the clustering of, living, working, recreational, open space, shopping, and civic uses;
- Contain a centrally located Traditional Mixed Use Development comprising shopping, employment and civic uses;
- Meet all adopted levels of service, as specified in the Comprehensive Plan, and all urban services should be available concurrent with the impacts of development;
- Provide for a variety of housing types, including low and very low income housing, and neighborhoods should contain a variety of these housing types;
- Include building setback requirements, which allow buildings to abut front sidewalks; however, streetscape requirements must be met as outlined in the Urban Land Development Code;
- Allow for the provision of alleys; allow for the provision of on-street parking to buffer walkways from the road and increase overall pedestrian safety;
- Include standards for parking, which acknowledge the pedestrian nature of the community, permit pervious surface parking, and provide parking behind buildings;
- Achieve a 20% internal capture rate for transportation;
- Be designed to include mass transit (including land for bus stops) and accessibility to existing mass transit, where available, and provide alternative
- modes of transportation, such as bikeways and pedestrian paths;
- Be designed to provide for well defined public spaces, buildings, and vistas which terminate on focal points. Usable public open space should comprise a minimum of five (5) percent of the developable area. Linkages between open spaces, in the form of pedestrian and bike paths, should be provided for within and outside the development;
- Incorporate detailed performance standards which allow for regulating buildings by general

category of use (building type) rather than by specific use;

- Provide for and maintain extraordinary landscaping/recreation facilities/sign control/design and development standards;
- Reduce the intensity/density of that portion of the development which is contiguous to any priority acquisition sites designated by the Conservation Lands and;
- Have neighborhood centers, which contain civic and commercial uses that serve the daily needs of the residents within a quarter mile walk of 90% of the neighborhood's residential areas.
- The Traditional Town Development, by virtue of its function and design is unique in character; however, the development should demonstrate: 1) sector balancing; 2) compatibility and integration with existing development; and, 3) consistency with the goals, objectives and policies of the Comprehensive Plan. Through the Regional Analysis the Traditional Town Development should identify the need and provide employment opportunities for both existing and future residents, and contribute to the alleviation of existing imbalances in the area relative to lack of affordable housing, employment, retail, infrastructure, etc.

*For the full text of Palm Beach County's Comprehensive Plan, go to:*

<http://www.pbcgov.com/pzb/Planning/comprehensiveplan/tableofcontent.htm>



## Cities of Boca Raton and Winter Park

Mizner Park in Boca Raton and Winter Park Village in Winter Park were constructed on sites that were formerly enclosed, suburban-style shopping malls that had become obsolete. Both were redeveloped into successful walkable, main street town centers. Although both were planned prior to the comprehensive planning requirements that are enforced today, each city has comprehensive plan policies that support mixed use development.

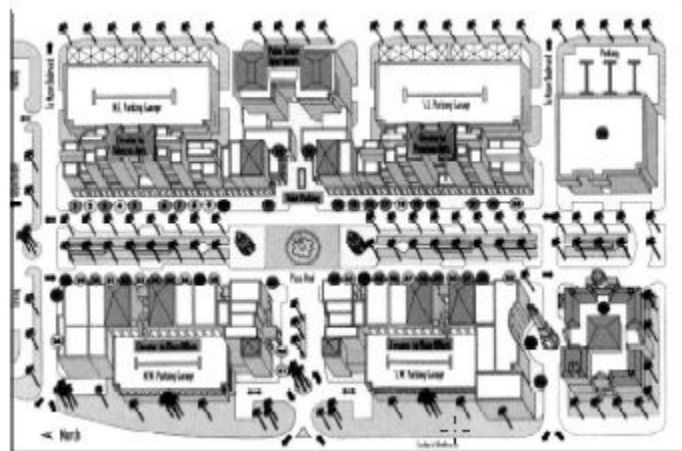
Winter Park's Plan encourages the construction of "village-style" development by maintaining residential densities and limiting building heights to 40 feet.

Boca Raton's Plan establishes a mixed use future land use category in order to establish a policy framework for a "village center" zoning district. The category allows for up to 20 dwelling units per acre and a floor area ratio of up to 0.30, and also established a minimum and maximum mix of uses in the category, as follows:

Village Center: distribution of land uses, as % of master plan approved floor area		
Use	Minimum	Maximum
Residential	50%	85%
Retail*	5%	23%
Office**	0%	10%

\* Retail uses include general retail, specialty retail, restaurant, entertainment, cultural uses, and community-serving institutional uses. The implementing zoning district regulations should specify permitted uses in a manner that is consistent with these general categories.

\*\* Office uses include general office, professional office, and medical office.



Mizner Park Master Plan, Boca Raton, Florida. Image courtesy of Thomas Dolan Architecture.



Winter Park Village plan, Courtesy Dover Kohl and Associates

*For the full text of Boca Raton's Plan, go to: <http://www.ci.boca-raton.fl.us/dev/pdf/1989compr060104final.pdf>*

*For Winter Park's plan, go to: <http://www.ci.winter-park.fl.us/2005/depts/planning.shtml>*

## City of Destin

The City of Destin, Florida, was the first city to adopt a multimodal transportation district (MMTD) into its comprehensive plan. The plan objectives and policies included in the language related to the MMTDs is currently being marketed by the Florida Department of Transportation as model language. Several other cities are considering MMTDs, and the language will likely evolve over time. However, this language could be used as a model for Pinellas County and its municipalities in adopting its own MMTD.

**OBJECTIVE 2-1.3: ADOPT A MULTIMODAL TRANSPORTATION DISTRICT.** The City should implement a multimodal transportation district (MMTD) that allows for a more balanced approach to designing the City's transportation system. Rather than focusing solely on increasing roadway capacity to meet the needs of future development, the MMTD should decrease the emphasis on automobile mobility and help reduce vehicle miles of travel per person while promoting accessibility by all modes through redevelopment of the built environment and improvement of cycling, pedestrian, and transit networks. While the operations of the existing road network will be maintained and enhanced with strategic new connections, reconstruction, and widening projects as appropriate, investment in sidewalks, cycling facilities, and transit service will be significantly increased. Urban design standards should ensure that development is designed to be integrated and accessible, encouraging increased use of non-auto forms of transportation.

**Policy 2-1.3.1: Establish Boundaries for the MMTD.** The established boundaries for the MMTD are Kelly and Main Streets, the Destin-Fort Walton Beach Airport, and the City boundary with Okaloosa County along US 98 to the north, the Gulf of Mexico to the south, the City boundary with Walton County to the east and the Marler Bridge to the west. This district is established pursuant to Florida Statutes - Chapter 163.3180(15)(a) and as designated on the Multimodal Transportation District Map (Map 2-3) and the Future Land Use Map (Map 1-1).

Developments proposed in the MMTD that satisfy the following two conditions should be deemed in compliance with transportation concurrency requirements for automobile traffic:

1. Follows urban form and multimodal facility design standards as described in Policy 2-1.3.3; and
2. Contributes towards achieving the adopted multimodal level of service standard designated in Policy 2-1.3.2 through the provision of on-site and off-site improvements necessary to mitigate transportation impacts in the immediate project vicinity. The amount of mitigation required will correspond to the project's impact as calculated through application of the City's transportation impact fee. Eligible capital improvements are outlined in Policies 2-1.3.4 through 2-1.3.9 and included in the Capital Improvements Element of this Plan

**Policy 2-1.3.2: Adopt Multimodal Level of Service Standards.** The existing LOS standard for each mode is based on the measured existing conditions in the MMTD and should serve as a baseline to ensure that the LOS mode does not degrade below these levels. Adopted LOS standards are based on the maximum achievable LOS grade given implementation of multimodal improvements on all arterial and collector roads within the MMTD and pedestrian-oriented urban design. Establishing interim adopted LOS standards reflects the long-term implementation of multimodal improvements and urban design standards.

The existing and adopted LOS standards in the MMTD are as follows:

**Table 2-1:  
Existing and Adopted Multimodal Level of Service Standards for Major Collector Roads**

	Bicycle LOS Standard	Pedestrian LOS Standard	Transit LOS Standard
Existing	C	C	F
Adopted (2006)	C	C	F
Adopted (2011)	B	B	E
Adopted (2020)	A	B	E

**Table 2-2:  
Existing and Adopted Multimodal Level of Service Standards for Harbor Boulevard/  
Emerald Coast Parkway**

	Bicycle LOS Standard	Pedestrian LOS Standard	Transit LOS Standard
Existing	E	E	D
Adopted (2006)	E	E	D
Adopted (2011)	D	D	C
Adopted (2020)	C	D	C

**Policy 2-1.3.3: Design Development to be Supportive of Multimodal Transportation.** Development within the Village, Calhoun, North Harbor, South Harbor, Harbor CRA, East Harbor, Holiday Isle, Town Center CRA, and Gulf Resort sub-areas, as designated in the Future Land Use Element, should meet standards of intensity, diversity, design, and connectivity of land uses to establish a high concentration and variety of destinations that can be easily accessed by a variety of transportation modes. The standards should be applied in conjunction with Section 7.09 (Tiered Land Use System) of the Land Development Code governing special de-

sign criteria and density/intensity bonuses. These standards should address the following:

1. Intense and dense development to establish a high concentration of activities and destinations. Residential density up to 40 dwelling units per acre and non-residential intensity up to a 2.30 floor-to-area ratio should be allowed through the City's tiered land use system.
2. Diversity in land uses to serve multiple functions within a concentrated area. A minimum of two land uses should be required in mixed-use zoning districts with additional uses encouraged through impact fee credits.
3. Complementary land uses to increase transportation efficiency.
4. Maximum front setbacks to improve access between buildings and the multimodal transportation network. Setback requirements should range from zero to 35 feet depending on the height of the building.
5. Site design characteristics such as building location, parking location, and landscaping to maximize access to the multimodal transportation network.
6. Building orientation to increase accessibility to the public street with a secondary emphasis towards on-site parking.
7. A continuous façade lined with significant ground floor transparency to provide a continuous and attractive streetscape.
8. On-site multimodal transportation infrastructure to provide connections to public sidewalks, cycling facilities, transit stops, buildings, parking, and adjacent land uses.
9. Shade trees, lighting, street furniture, and other amenities along sidewalks and at transit stops to improve the design and accessibility of the on-site multimodal transportation infrastructure.
10. On-site connections in and surrounding the North and South Harbor Areas to facilitate access to and within the North and South Harbor Areas.

Development within the Crystal Beach sub-area, as designated in the Future Land Use Element, should serve as a transition area between the MMTD and areas outside of the MMTD. Given its limited number of vacant parcels, limited redevelopment potential, and lack of designated intense and mixed use future land uses, the City should focus its efforts in the Crystal Beach sub-area on increasing connectivity and constructing multimodal infrastructure to improve linkages within the sub-area and to surrounding areas of the City and adjacent Counties. These standards should address, at a minimum, the following:

1. On-site multimodal transportation infrastructure to provide connections to public sidewalks, cycling facilities, transit stops, buildings, parking, and adjacent land uses.
2. Shade trees, lighting, street furniture, and other amenities along sidewalks and at transit stops to improve the design and accessibility of the on-site multimodal transportation infrastructure.

The City should amend the LDC to include multimodal design standards within one year of adopting an ordinance to amend the Comprehensive Plan. Additionally, the City should produce a document within one year of adopting the Ordinance \_\_\_\_\_ to amend the Comprehensive Plan that outlines the MMTD standards with the requirements and acceptable ranges for each urban design element and incentive programs for enhanced design. This document should be distributed as a component of the development review process.

**Policy 2-1.3.4: Expand Pedestrian and Cycling Infrastructure.** The City should enhance the existing pedestrian and cycling network through filling gaps in the network and providing new pedestrian and cycling facilities throughout the city. These facilities should provide a con-

tinuous pedestrian and cycling network between residential areas, the Community Redevelopment Areas (CRA), and transit connections.

The City should construct pedestrian and cycling facilities as a component of any publicly-funded road construction or reconstruction project. As referenced in Policy 2-1.3.3 above, the City should update the Land Development Code to require developers to construct additional on-site multimodal facilities as a component of development.

The City should create additional, safe crossings on Harbor Boulevard/Emerald Coast Parkway between the Marler Bridge and the eastern edge of the Town Center CRA, with particular emphasis on strengthening the connection between the Town Center and the Harbor. Additional crossings should be evaluated and designed to provide maximum pedestrian visibility, safety, and convenience, consistent with all applicable standards and guidelines. The City should coordinate with FDOT to ensure adequate signal locations and timing as new crossings are planned along Harbor Boulevard/Emerald Coast Parkway for safe crossing of that facility.

The City should amend the LDC within one year of adopting an ordinance to amend the Comprehensive Plan to include bicycle parking requirements designed to increase bicycle accessibility at business and recreational destinations.

**Policy 2-1.3.5: Expand and Enhance Transit Coverage and Service.** The City should continue to coordinate with Okaloosa County and provide financial support through a local match to Okaloosa County Transit to extend service coverage to the north of Harbor Boulevard/Emerald Coast Parkway and expand the existing service on Harbor Boulevard/Emerald Coast Parkway to year-round operation at 20-minute headways for 14 hours of service per day. Map 2-4 indicates the existing and proposed transit service, including a proposed route parallel to Harbor Boulevard/Emerald Coast Parkway to the north and providing additional connections between the parallel route and existing service on Harbor Boulevard/Emerald Coast Parkway. The City should coordinate with Okaloosa County on future updates of the Transit Development Plan to ensure continued enhancement of transit service within the City.

The City should amend the LDC to include revised transit development standards within one year of adopting an ordinance to amend the Comprehensive Plan. Each development should contribute towards establishing transit stops at a maximum of 1/4-mile spacing on Harbor Boulevard/Emerald Coast Parkway through dedication of right-of-way or provision of infrastructure; creating an unobstructed, paved path between an existing or planned transit stop and the development; and providing a financial contribution towards the costs of expanding transit service coverage. The city should also encourage the implementation of private shuttle services as a component of planned development.

**Policy 2-1.3.6: Promote Water Taxi Service.** The City of Destin should amend the LDC within one year of adopting an ordinance to amend the Comprehensive Plan to include requirements to provide space for water taxi docking facilities, multimodal connections to water taxi locations, and developer contributions towards the creation of water taxi service in the City. The objective of the water taxi service should be to reduce vehicle trips on Harbor Boulevard by providing an alternative means of travel for residents and tourists on Holiday Isle that are destined for the north side of the Harbor. In addition, the City should promote expanded water taxi operations that serve potential patrons along Choctawhatchee Bay, Joe's Bayou, Indian Bayou, and other strategic shoreline access points.

**Policy 2-1.3.7: Develop Interconnected Street Network.** The City should implement the recommendations of the Transportation Corridor Management Plan, with the objective of developing an interconnected road network providing an alternative to Harbor Boulevard/Emerald Coast Parkway for local traffic. The alternative corridor should provide a continuous connection from Danny Wuerffel Way in Okaloosa County along Commons Boulevard and through the city to Stahlman Avenue. Additional north-south alternatives east of Main Street should also be considered to further the creation of a grid network. In addition to the area covered by the Corridor Management Plan, the City should continue exploring additional multimodal connections between Two Trees Road and the eastern City limits.