

**GOAL 2: Neighborhood Level Design**

**Neighborhoods**

**Objective LIV 2.1**

Foster safe, attractive, distinctive neighborhoods, with shopping, schools, parks and other public gathering places in close proximity to residential areas.

**Policies**

LIV 2.1.1 Plan for the evolution of neighborhoods into socially and economically vital places that provide choice in housing and transportation.

LIV 1.2.2 Promote a mix of housing types, styles and lot sizes within neighborhoods, emphasizing harmonious design and building type.

LIV 2.1.3 In new developments, the front facades of all principal structures should parallel the street. On corner lots, both street facing facades should parallel the intersecting streets.

LIV 2.1.4 Parking, garages, and carports should be accessed from an alley or private access road, where feasible.

LIV 2.1.5 In new developments where an alley or private road does not exist, the width of the living area on the first floor shall exceed the width of the garage or carport and the front façade of the garage should be setback further from the street than the front most wall of the house.

LIV 2.1.6 Create and apply zoning standards for transit-oriented development (TOD) along designated Public Transit Corridors, including consideration of minimum residential density standards.



*The basic components of a neighborhood include residential areas, mixed use centers, employment districts and corridors.*



*This town center has a mix of retail, office and residential uses in walking distance of each other.*



*Employment districts should be designed to be pedestrian-friendly so that people living nearby can walk to work and those arriving by transit are within an easy walk of entryways.*

LIV 2.1.7 Design and arrange new multi-unit residential buildings, including entries and outdoor spaces, so that each unit has a clear relationship to a public street.

LIV 2.1.8 Preserve and enhance the public gathering spaces within walking distance of all neighborhoods.

LIV 2.1.9 Treat residential streets as both public ways and neighborhood amenities by providing continuous sidewalks on both sides of the street, street trees, benches, and other pedestrian amenities, when feasible.

LIV 2.1.10 Allow accessory dwelling units as a permitted use in all residential land use categories in accordance with the density limitations in this Plan.

LIV 2.1.4 Strengthen the identity of important neighborhood gateways, including the entrances to the City along US 19 and to neighborhoods, with special landscaping, public art, civic space, and/or public buildings.



*Neighborhoods are connected by corridors to other parts of the City and region.*



*Principles of good design should not necessarily translate into higher housing costs. This photograph shows an affordable housing development with high quality design.*



*Community identity is strengthened when the entrances to the City are clear and memorable. This pedestrian gateway links a mixed use center and adjacent residential areas.*



*Green spaces help make safer and more sociable communities through greater contact and interaction and assist with the regeneration of run-down areas.*

**Centers**

**Objective LIV 2.2**

Encourage pedestrian-scale centers that offer a variety of retail and services in a scale and design that compliment neighborhood character and provide community focal points and gathering places.

**Policies**

LIV 2.2.1 Encourage the development and redevelopment of Centers in the manner described in Objective LIV 2.2.

LIV 2.2.2 Continue to provide incentives for enhancements to building façades and signage.

LIV 2.2.3 Establish a planning process for Centers that identifies the desired character of the area, its role within the City, the locations of public gathering spaces, appropriate land uses and building forms, and important street and pedestrian connections to surrounding neighborhoods.

LIV 2.2.4 Encourage development at the “build-to line” to contribute to retail vitality in Centers. Reinforce street corners with buildings that come up to each sidewalk or that form corner plazas.

LIV 2.2.5 Encourage buildings that consist of more than one story and are vertically mixed use in Centers.

LIV 2.2.6 Provide centrally located gathering spaces in Centers that create a sense of identity and encourage economic revitalization. Encourage public amenities in gathering places such as benches, street trees, kiosks, restrooms and public art.

LIV 2.2.7 Study the feasibility of using public and private funds to provide and maintain landscaping and public spaces such as parks, plazas and sidewalks within Centers.

LIV 2.2.8 Identify priority street improvements that could make a substantial contribution to the character of Centers, including widening sidewalks, narrowing travel lanes, creating medians, restriping to allow diagonal parking and planting street trees.



*The one and two-story buildings in this multi-neighborhood center frame the narrow street. The angled on-street parking has dual benefits-encloses the sidewalk and traffic-calming.*



*The wide sidewalk, awning and on-street parking provide a high quality space for people to gather at a sidewalk cafe. The human-scale of the buildings create a pleasant backdrop.*

- LIV 2.2.9 Buffer fencing and walls shall be designed to complement adjacent uses, surrounding architecture and the street and pedestrian network.
- LIV 2.2.10 Maintain Downtown as an attractive community-serving retail center. Future development at this site should preserve its existing amenities, pedestrian-scale and architectural character.
- LIV 2.2.11 Promote quality design in Downtown that recognizes the regional and historical importance of the area and reinforces its pedestrian character.
- LIV 2.2.12 Support implementation of the Downtown Urban Design Guidelines.
- LIV 2.2.13 Identify strategies to reuse surface parking lots and improve pedestrian and transit connections at the Southgate Shopping Center.
- LIV 2.2.14 Connect the planned transit hub at Southgate Shopping Center to uses and neighborhoods along US 19 by providing pedestrian and bicycle connections that facilitate access to the transit by these modes of travel.
- LIV 2.2.15 In conjunction with FDOT and Pasco County, study ways to make US 19 more pedestrian-friendly including redesigning the street to provide wider sidewalks, safe pedestrian crossings at key intersections and mid-block locations, street trees and streetscape improvements.

*Pedestrian-scale, civic space, multimodal connectivity and architectural character create "sense of place" in this Regional Center.*



*Encourage public amenities in gathering places such as seating, street trees, kiosks, restrooms and public art.*



## **Employment Districts**

### **Objective LIV 2.3**

Create high quality employment districts that convey a distinctive character and contribute to the character of surrounding neighborhoods and the City as a whole.

### **Policies**

- LIV 2.3.1 Encourage Employment Districts to develop in a way that encourages transit, pedestrian and bicycle travel and reduces the number of auto trips for daily errands.
- LIV 2.3.2 Encourage housing development in proximity to Employment Districts that is consistent with a vibrant business environment.
- LIV 2.3.2 The frontage along Madison Street between Main Street and Massachusetts Avenue should be designed to strengthen the connection between the North Bay Hospital Employment District and Downtown.
- LIV 2.3.4 Develop the North Bay Hospital Employment District in a manner that recognizes the citywide goal of compact, pedestrian-oriented development as well as the functional needs of the hospital.
- LIV 2.3.5 Work with North Bay Hospital to prepare an area plan for area surrounding the hospitals. An area plan for should address building locations, floor area ratios, height limits, parking and open space requirements, and describe improvements to the streetscape and circulation pattern that will improve pedestrian, bicycle, transit, and auto connections.
- LIV 2.3.6 Undertake a Community Design Workshop for the Community Hospital area.

**Corridors**

**Objective LIV 2.4**

Achieve more livable neighborhoods, environments that are more adaptable to emerging real estate markets, enhanced property values and reductions in criminal activity by reversing unsustainable development patterns along the City’s commercial strips.

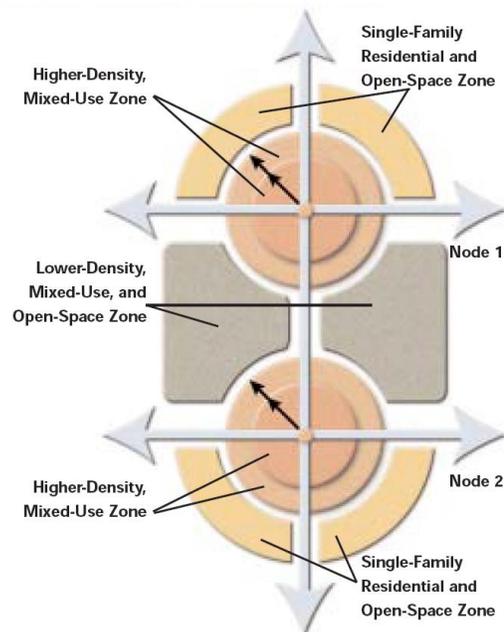
**Policies**

LIV 2.4.1 Devise a course of action to address the problems of commercial sprawl, deterioration, obsolescence, and corridor congestion by following the strategic framework set forth in the following Ten Principles for Reinventing Suburban Strips<sup>1</sup>:

- a. *Ignite Leadership and Nurture Partnership.* Form public/private partnerships to develop strategies and implement change.
- b. *Anticipate Evolution.* Anticipate an evolution in demographics and in the marketplace.
- c. *Know the Market.* Realistically assess the market for a strip.
- d. *Prune Back Retail-Zoned Land.* Develop zoning strategies that improve the quality of strips by limiting the amount of retail-zoned land.
- e. *Establish Pulse Nodes of Development.* Restructure strips to create high-intensity development interspersed with stretches of low-intensity land use or open space.
- f. *Tame the Traffic.* Craft traffic patterns and parking to provide convenient access to retail stores and also serve through-traffic.
- g. *Create Place.* Create “places” that attract people and encourage them to visit often.
- h. *Diversify the Character.* Diversify the



*The distinguishing characteristic of suburban strips in the minds of most residents is their undisguised ugliness.*

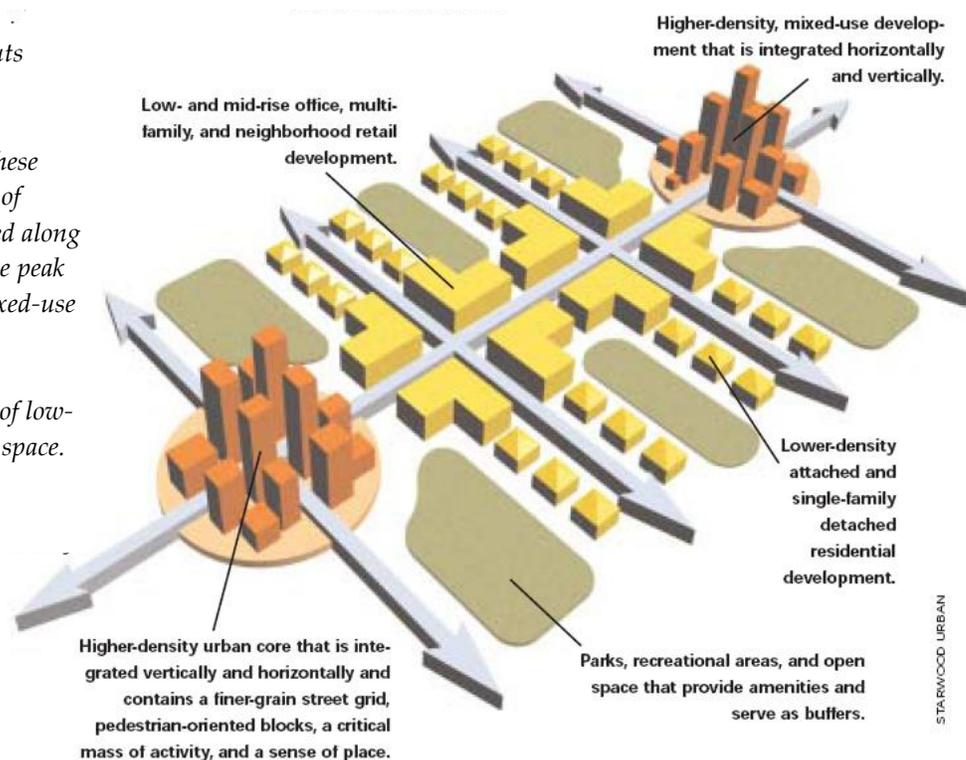


*Create a variety of uses along the strip. It not necessary for every major parcel along every arterial to be zoned for commercial use.*

<sup>1</sup> Ten Principles for Reinventing America’s Commercial Strips, Urban Land Institute.

- development of strips as development pressures increase and land values rise.
  - i. *Eradicate the Ugliness.* Enhance the physical design of strips to attract new and repeat customers.
  - j. *Put Your Money (and Regulations) Where Your Policy Is.* Understand the importance of implementing and funding plans.
- LIV 2.4.2 Use key intersections or major transit stops to create Centers—cores of development that are unique points of reference; nodes of intense activity; and places that are friendly, attractive, and walkable—but that differ from each other in character, function, or purpose.
- LIV 2.4.3 Plan and zone higher densities in Centers on major corridors to facilitate vertical mixed use of three or more stories and to achieve pedestrian concentrations that create a lively, safe, attractive, and entertaining streetscape.
- LIV 2.4.4 Structure zoning in mature strips to encourage denser forms of development that can be reached by multiple transportation modes.
- LIV 2.4.5 Add vitality by requiring active uses along the sidewalks such as outdoor dining (except along the arterial), interactive displays in shop windows, entertainment and diverse architectural elements, styles, and setbacks.
- LIV 2.4.6 Make new amenities available along corridors such as parks, recreational opportunities, entertainment and cultural activities, public services and dining.

*The new face of retailing puts suburban strips at risk. To restructure the retail strip environment to overcome these market negatives, “pulses” of development must be created along the length of the strip. These peak nodes of high-intensity, mixed-use residential and commercial development should be interspersed with stretches of low-intensity land uses or open space.*



**Compatibility**

**Objective LIV 2.5**

Preserve and enhance residential areas while promoting vitality within Centers, Employment Districts and Corridors.

**Policies**

LIV 2.5.1 Lots on the edges of new developments that have both a physical and visual relationship to adjacent property that is parceled or developed at a lower density should mitigate such impact with substantial buffering and/or compatible lot sizes.



*The photo shows an accessory dwelling unit designed to be compatible with the main structure.*

LIV 2.5.2 Walls and landscaping used to buffer new development from lesser intensity existing development should be designed to be compatible with the neighborhood and allow pedestrian penetration in safe and convenient locations.



*These live work units have a residential look and would be a nice complement to the mix of land uses in a Center.*

LIV 2.5.3 New development and redevelopment in Centers and Employment Districts shall utilize the Planned Development District zoning and pre-application coordination with City staff to ensure that community development objectives are thoroughly and efficiently addressed.

LIV 2.5.4 Compatible new development and redevelopment may be achieved through site design techniques including but not limited to transitions in land uses, buffering, setbacks, open space and graduated height restrictions.



*This retail business was designed to resemble a residential building in order to be compatible with the surrounding neighborhood.*

LIV 2.5.5 In order to facilitate community understanding of issues, the City shall solicit early neighborhood input on rezonings which require public hearing.

LIV 2.5.6 Neighborhood plans shall include a

neighborhood character statement and address design-related issues.

- LIV 2.5.7 The City shall maintain the scale and character of neighborhoods by avoiding land uses that are overwhelming and unacceptable due to size and scale.
- LIV 2.5.8 Maintain and periodically review height and density maximums to discourage single uses that represent the inefficient use of land and public facilities and are not consistent with the size and scale of the surrounding neighborhood.
- LIV 2.5.9 Where possible, avoid abrupt changes in scale and intensity between residential and non-residential areas and between residential areas of different densities. Promote compatibility and gradual transitions between land uses by designating zoning district boundaries at mid-block locations rather than along streets, when possible.
- LIV 2.5.10 Review and change zoning regulations to promote gradual transitions in the scale of development where residential districts abut more intense uses.
- LIV 2.5.11 Provide a greater variety of development patterns, which encourage good community design and reflect the existing character of the surrounding neighborhood or the desired future character of the surrounding neighborhood as articulated in neighborhood plans.
- LIV 2.5.12 Preserve the character of residential neighborhoods by encouraging new or remodeled structures to be compatible with the neighborhood and adjacent structures.
- LIV 2.5.13 Develop design guidelines for duplexes, townhouses, courtyard housing, second units, and small lot single family homes that ensure that such housing is compatible with single family neighborhoods and other areas where it may be permitted.
- LIV 2.5.14 Provide for the transition between Centers and established single-family development by avoiding abrupt changes in scale and density between these two development patterns.

*Buffer walls and fences should enhance the character of the neighborhood. Require periodic breaks in the vertical plane to allow pedestrian connectivity.*



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