

### Goal LIV 3: Street Level Design

Maintain a safe, convenient and aesthetically pleasing transportation network that helps frame and define the community while meeting the needs of pedestrians, bicyclists, and motorists.

#### Pedestrian Network

##### Objective LIV 3.1

Create walkable neighborhoods that are designed and oriented towards pedestrians while balancing motor vehicle traffic circulation needs.

#### Policies

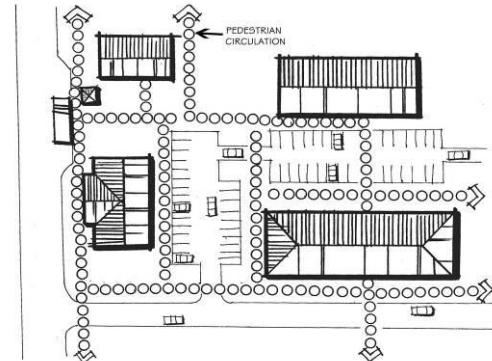
LIV 3.1.1 Design pedestrian facilities for pedestrian-oriented streets to include the following:

- a. Continuous sidewalks, free of obstruction, buffered from traffic by on-street parking, landscaping or wide sidewalk widths, and shaded by awnings or trees, where appropriate.
- b. Street furnishings, including benches, trash receptacles, bus shelters, and lighting, as appropriate.

LIV 3.1.2 Provide direct routes between destinations, minimizing potential conflicts between pedestrians and motor vehicles and connecting sidewalks and building entrances.

LIV 3.1.3 Locate sidewalks along both sides of all public streets, particularly along routes that attract high volumes of pedestrian activity such as those leading to schools, recreational facilities, centers and employment districts.

LIV 3.1.4 Provide a clear passage zone equal to the required minimum sidewalk width in areas with movable obstructions, such as outdoor seating. Place benches on a separate pad behind the back of sidewalk or between the sidewalk and the street to avoid clear passage zone obstruction.



*Pedestrian routes should be direct and convenient to encourage use.*



*Awnings, street trees and street-level design elements a comfortable and visually interesting environment for pedestrians.*



*Street furnishings enhance the look and feel of this streetscape.*

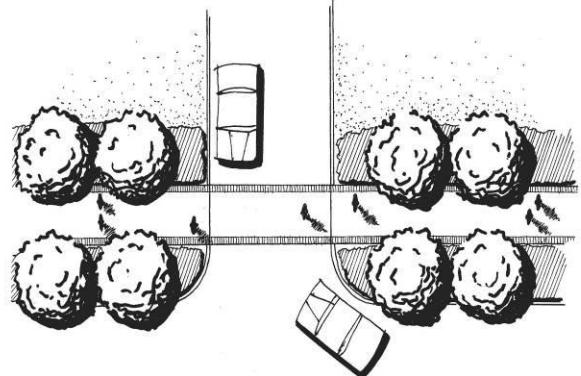
- LIV 3.1.5 Explore the potential for moving sidewalks to the edge of the right-of-way (away from the street) for streets with high design speeds. Buffering features such as swales, planting strips, road shoulders, and bike lanes should be considered.
- LIV 3.1.6 Continue sidewalks, including sidewalk material, across the entire length of all driveway aprons to enhance visibility of the pedestrian way.
- LIV 3.1.7 Reduce the street corner radius in residential and other pedestrian-oriented areas to calm traffic speeds and increase pedestrian safety.
- LIV 1.11.3 Consider a transportation impact fee that provides a funding source for pedestrian and bicycle amenities, as well as street improvements.



*Outdoor seating should be placed behind clear passage zones.*



*The contrasting color and material of this crosswalk make pedestrians more visible to motorists.*



*Continue sidewalk paths across driveway apron to increase driver awareness of pedestrians.*



*Pedestrian refuge islands provide shorter crossing distances and increase the convenience of street crossings in locations without crosswalks.*

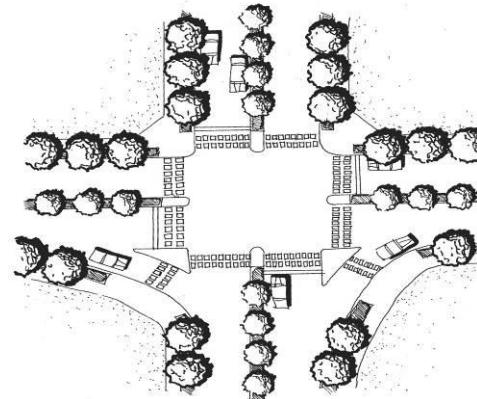
## Pedestrian Crossings

### Objective LIV 3.2

Provide safe and convenient pedestrian street crossings that are easily identifiable by pedestrians and motorists.

### Policies

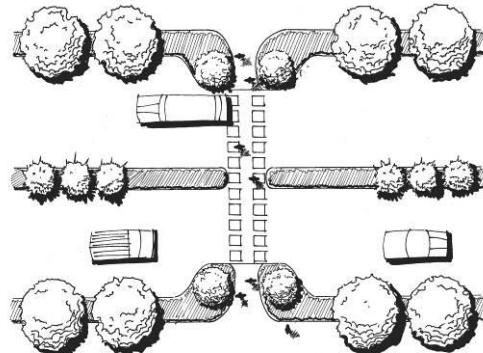
- LIV 3.2.1 Provide adequate pedestrian crossings on the street at appropriate intervals.
- LIV 3.2.2 Where there is frequent pedestrian activity, provide high-visibility (ladder or triple-four style), marked crosswalks and pedestrian signals at all approaches at signalized intersections
- LIV 3.2.3 Time pedestrian signals at intersection crosswalks so that bicyclists and pedestrians are not burdened with extended waits or insufficient crossing times.
- LIV 3.2.4 Where there are more than eight through and turn lanes at an intersection with frequent pedestrian activity, provide an alternative to an at-grade crossing for pedestrians.
- LIV 3.2.5 Install pedestrian-activated light-emitting diode (LED) lights in the crosswalk pavement in locations with significant pedestrian activity.
- LIV 3.2.6 Unsignalized pedestrian crossings should be installed with warning signs and adequate visibility for motorists and pedestrians using the crosswalk.
- LIV 3.2.7 Countdown signals should be provided at crossings where there is significant pedestrian activity.
- LIV 3.2.8 Consider the use of pedestrian refuge islands for mid-block pedestrian crossings, especially on wider streets.



*Well-marked crosswalks (especially zebra-striped markings) increase driver awareness of pedestrians and increase the likelihood that drivers will yield right-of-way.*



*"Walk" and "Don't Walk" signals prevent pedestrians from starting a trip across when too little time is left in the traffic signal cycle.*



*LED lights can increase safety of crosswalk users.*

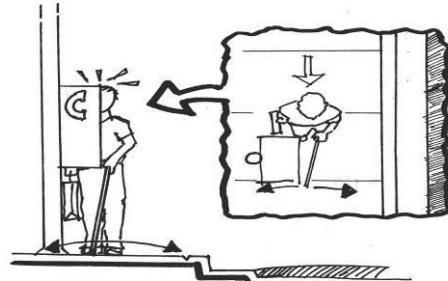
## Accessibility

### Objective LIV 3.4

Create livable street environments for all users including those with disabilities.

### Policies

- LIV 3.4.1 Carefully consider the impacts of street widening projects on walkability. Wide streets are more difficult for seniors and persons with disabilities to cross, increase the pedestrian's time of exposure to collision hazards and increase the risk of "multiple-threat" collisions.
- LIV 3.4.2 Encourage the use of pedestrian signal push calls designed and constructed to be accessible to persons with disabilities.
- LIV 3.4.3 Encourage use of textural and color contrasts on surfaces of walkways to warn pedestrians of abrupt grade changes, potentially dangerous exits and vehicular areas.



*Protruding objects can be particularly hazardous to the visually impaired.*



*The texture and color contrast before the crosswalk is used to warn pedestrians that they are entering a vehicular area.*



*The lack of amenities and automobile-scale of this corridor make the sidewalk uninviting to pedestrians.*



*Wide walkways with a generous clear passage zone such as this one are recommended.*

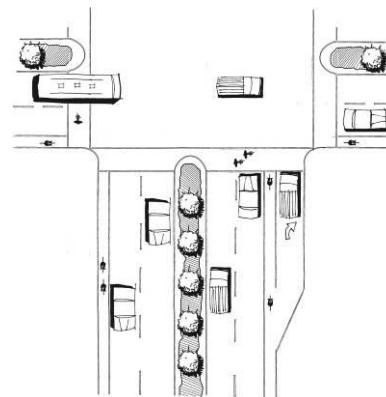
## Bicycle Network

### Objective LIV 3.5

Provide for the needs of bicyclists in the design of street modifications and new streets.

### Policies

- LIV 3.5.1 By 2020, the City shall develop and implement a Comprehensive Pedestrian and Bicycle Master Plan.
- LIV 3.5.2 The Comprehensive Pedestrian and Bicycle Plan shall include livable streets guidelines and standards which shall be used in decision making for capital improvement projects and private development proposals, as appropriate.
- LIV 3.5.3 Design bicycle facilities for designated streets which include:
  - a. Bike paths, lanes and shoulders as appropriate to available right-of-way, street type and adjacent uses.
  - b. Adequately marked and signed facilities designed for ease of maintenance.
- LIV 3.5.4 Include bicycle-sensitive traffic control signals, appropriately identified with road marking and signs, in conjunction with all intersection modification projects and new construction.
- LIV 3.5.5 Encourage developments to provide bicycle facilities on-site.
- LIV 3.5.6 The City shall coordinate with PCPT for the provision of bike lockers or storage racks at the planned transit terminal on US 19. Such facilities shall be located close to main building entrances in highly visible areas and, if feasible, in a covered location.
- LIV 3.5.7 Paved shoulders for use by bicyclists should be included along streets without designated bike lanes.



*Bike lane configuration through an intersection.*



*Bike lanes should be included as part of the "Complete Street."*



*Where bike lanes are not feasible, signs should be installed informing vehicular users that bikes share the street.*

LIV 3.5.8 Travel lane width reductions should be considered in order to provide expanded paved shoulders, wide outside lanes or bike lanes.

LIV 3.5.9 Where bike lanes are not currently part of the street, the City shall install during street maintenance, resurfacing or restriping, where feasible.



*There is a greater tendency for conflicts to arise when bicyclists and pedestrians share sidewalks.*



*Covered parking helps protect bikes from inclement weather. At this mall, bike racks with lids are provided.*



*Street crossings should be designed to increase driver visibility and awareness of pedestrians and bicyclists using the street right-of-way.*

## Transit Network

### Objective LIV 3.6

Ensure that street improvements and new streets are designed to accommodate transit.

#### Policies

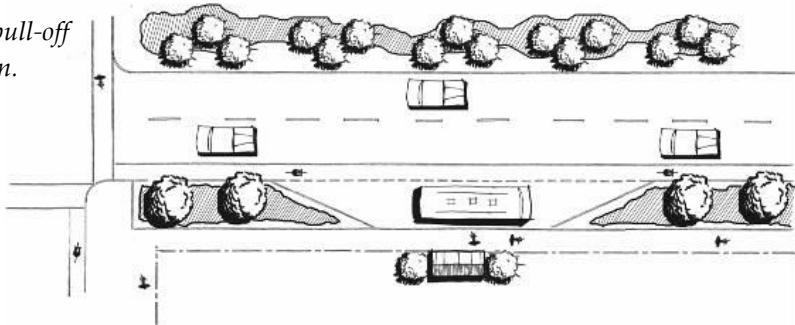
- LIV 3.6.1 Transit stops shall be easily accessible to pedestrians, bicyclists, and all persons with disabilities. Provide access to transit stops by providing sidewalks and ADA improvements as standard part of street projects. Provide these improvements as part of transportation mitigation for new developments.
- LIV 3.6.2 Provide standards and incentives for transit facilities, such as a reduction in the amount of parking required for development, where appropriate in private developments.
- LIV 3.6.3 Far side stops (stops located immediately past an intersection) are the preferred standard for bus stop location. Near side (stops located immediately before an intersection in the direction of bus travel) and mid-block locations should be used where specific conditions make them preferable.
- LIV 3.6.4 Should the City adopt transportation impact fees, the application of all components of livable streets shall be considered in the computation of such fees.
- LIV 3.6.5 Through coordination with PCPT, the City shall promote the development of transit facilities such as exclusive transit lanes, pull-off areas, bus shelters and bus stops on designated Public Transit Corridors on transportation projects and policies. Transit shelters shall include architectural elements that are consistent with the existing or intended character of the area.



*The photograph above demonstrates a transit stop that is not easily accessible. This contrasts with the nicely planned and maintained stop in the photograph below.*



*This far-side stop with a pull-off area is the preferred design.*



## Transit Amenities

### Objective LIV 3.7

Ensure those transit stops are designed taking into account user comfort and safety.

### Policies

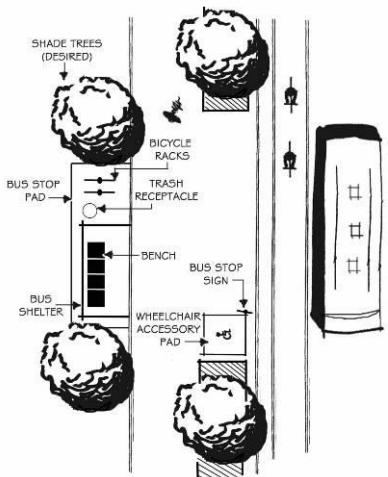
- LIV 3.7.1 Placement of benches at bus stops should not impede the use of sidewalks or trails.
- LIV 3.7.3 Where feasible, well-lit access ways to transit stops and shelters are preferred. Lighting level and uniformity shall be in accordance with applicable local standards and guidance from the Illuminating Engineering Society of North America.
- LIV 3.7.3 The provision of landscaping near the transit stop in the form of shade or ornamental/palm trees is encouraged to maximize passenger comfort. However, all landscaping should be located so as not to obstruct the shelter canopy (if present) or bus stop visibility.



*Poorly maintained landscape obstructs views to and from this shelter.*



*Amenities surrounding this stop contribute to making this a pleasant place to wait.*



*This figure shows a good example of a transit stop design.*

## Street Planning

### Objective LIV 3.8

Ensure that proper planning coincides with street modifications and new streets.

#### Policies

- LIV 3.8.1 Continue to support programs that encourage public participation in the street planning and design process to achieve the most context sensitive design solutions.
- LIV 3.8.2 Require that street planning is coordinated with the community vision as articulated in the Future Land Use Element, the Redevelopment Plan and neighborhood plans.
- LIV 3.8.3 The City shall develop livable streets guidelines and standards for use in decision making for capital improvement projects and private development proposals, as appropriate.
- LIV 3.8.4 Ensure that City staff responsible for implementing livable street guidelines and standards are provided training on livable street principles.
- LIV 3.8.5 Continue to provide support to community and civic groups which undertake voluntary street landscaping programs in their neighborhoods through education and assistance in addressing requirements.
- LIV 3.8.6 Where conditions warrant, undertake adjacent neighborhood planning concurrently with street planning.



*Street planning should take into account long-term implications such as indirect and cumulative effects on social, economic and natural resources.*



*Citizen involvement in transportation planning is recommended for achieving context sensitive design solutions.*

## Safety and Traffic Calming

### Objective LIV 3.9

Tame and manage traffic to promote the mobility and safety to all users of the transportation system.

#### Policies

- LIV 3.9.1 Traffic calming features emphasizing horizontal deflection (e.g., narrow travel lanes) rather than retrofitted with punitive devices that rely on vertical deflection (e.g., speed humps).
- LIV 3.9.2 Enhance visibility on the street, especially at intersections, through lighting, well-maintained signals, signage and striping and appropriately spaced and maintained landscaping.
- LIV 3.9.3 Utilize innovative traffic control techniques proven to improve the safety and function of streets including roundabouts and traffic circles.
- LIV 3.9.4 Provide visual cues to drivers such as gateways, signage and striping that alert them to pedestrian and bicycle activity in the area.
- LIV 3.9.5 Promote the installation of street trees and on-street parking as traffic calming features.
- LIV 3.9.6 Illumination levels in the right-of-way should meet Crime Prevention through Environmental Design standards.



*Roundabouts can serve as traffic calming device, traffic control device and aesthetic amenity within neighborhoods.*



*Visual cues such as these signs and the striped crosswalk alert drivers of the presence of pedestrians and bicyclists.*



*Street trees and narrow travel lanes have a traffic calming effect along this neighborhood street.*

## Streetscape

### Objective LIV 3.10

Create and maintain aesthetically-pleasing street rights-of-way in partnership with adjacent properties.

#### Policies

- LIV 3.10.1 Design street landscaping to include the following considerations:
  - a. Vehicular safety
  - b. Median landscaping
  - c. Preservation of existing vegetation
- LIV 3.10.2 Provide for unified and well-designed landscape treatment.
- LIV 3.10.3 Where narrow rights-of-way limit opportunities for landscaping, consider planting easement agreements with adjacent property owners.
- LIV 3.10.4 Provide development incentives to encourage private development to enhanced the streetscape.
- LIV 3.10.5 Plantings in the right-of-way shall be self-sustaining and require minimal maintenance.
- LIV 3.10.6 Where retention areas are to be fenced with chain link fencing, use the dark green or black vinyl-clad varieties and provide landscaping.
- LIV 3.10.7 Pruning of trees within the right-of-way should be completed in a manner that is in accordance with the Tree Care Industry Association Standards. Should only be done by city
- LIV 3.10.8 Enhance the appearance of streets and other public spaces by expanding and maintaining the City's street tree system.
- LIV 3.10.9 Provide design features to emphasize the gateway character of designated streets at the entrances to the City and its neighborhoods.



*The streetscape character within this multi-neighborhood center is attractive, pedestrian-friendly and conveys quality.*



*This median landscaping uses drought resistant trees and shrubs.*



*This streetscape uses pavers to create a unique sidewalk design.*

LIV 3.10.11 Establish funding sources for street enhancements including, but not limited to, a percentage of construction costs as a minimum for landscape programs, beautification grants from state and federal agencies and developer participation.



*Incentives may be provided to encourage enhanced landscape treatments.*

LIV 3.10.12 To reduce the number of vertical elements within the right-of-way, consider tall lighting standards (poles) with street and pedestrian level luminaries, way finding elements and decorative features such as banners.



*Planting easements agreements with private developers may be considered to facilitate opportunities for landscaping in narrow areas.*

LIV 3.10.13 In Centers and Employment Districts, encourage the use of pedestrian-scale lighting, with frangible bases, located between the curb and sidewalk.



*The use of pedestrian-scale lighting is appropriate in Centers and Employment Districts where pedestrian activity is frequent.*

## Goal LIV 4: Site Level Design

To foster well-conceptualized developments that are collocated with other well-conceptualized developments in a coordinated and livable environment to create “place” and maximize capital value in neighborhoods.

### Development Pattern

#### Objective LIV 4.1

Facilitate patterns of site development that appear purposeful and organized.

### Policies

LIV 4.1.1 Coordinate building patterns that cross property lines. This should include the following considerations:

- a. Aligned façades
- b. Varied setbacks or stepbacks to accommodate gathering spaces or other desirable design feature
- c. Similar landscaping
- d. Continuous sidewalks and landscape along the building fronts
- e. Compatible scale, materials, signage and details

LIV 4.1.2 To maximize street frontages of buildings, buildings should be orientated so the long side fronts the street corridor.

LIV 4.1.3 Orient building entrances and new streets toward transit stops, if present.

LIV 4.1.4 Amend the regulations requiring loading docks for all commercial facilities to make the requirement optional and appropriate to the specific conditions of the development proposal.

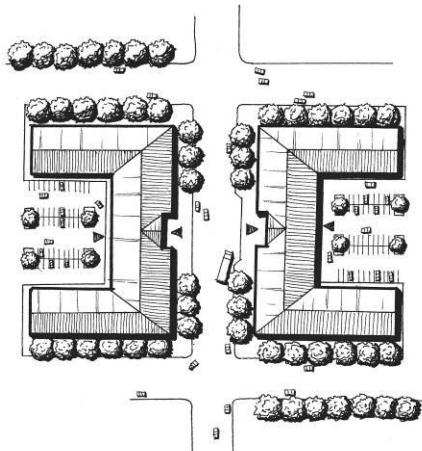
LIV 4.1.5 Reserve linear corridors for trails in new developments, particularly where such corridors would connect to an existing or planned trail or significant community focal points.



*This unified wall with artwork required coordination among property owners.*



*Aligned facades and compatible materials help make these buildings read as unified.*



*These buildings are orientated toward transit stops.*

- LIV 4.1.6 Use illustrations and form code methods for simplifying the City's zoning regulations and to promote well-designed buildings, especially within Centers and designated Public Transit Corridors.

## Building Setbacks

### Objective LIV 4.2

Promote the use of setbacks that allow buildings to frame the street to create conditions that are favorable to pedestrian use and comfort.

### Policies

- LIV 4.2.1 Provide a sense of vertical enclosure on streets through minimal front setbacks, similar building heights and street trees. Building heights should be proportionately higher on wide streets (inclusive of setbacks) to achieve vertical enclosure.
- LIV 4.2.2 In Centers and designated Transit Corridors, buildings should be located close or adjacent to the sidewalk.
- LIV 4.2.5 By 2020, the City shall revise the Land Development Code to allow porches within the front yard setback and to require the front façade of living areas to be closer to the street than garage areas.



*Enhanced commercial standards can make even typically big-box retailers compatible with surrounding development.*



*Setbacks that allow plazas and outdoor cafes areas are encouraged.*

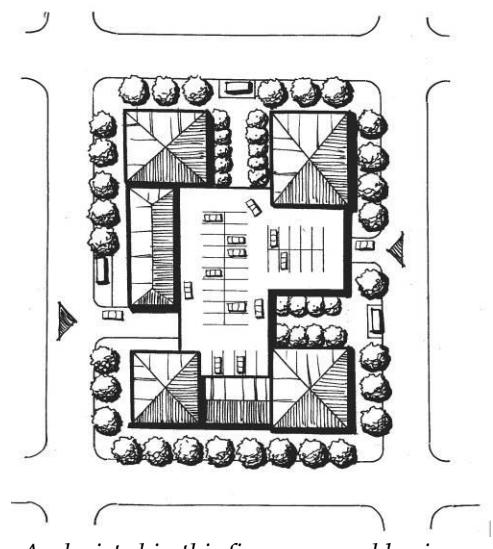
## Parking

### Objective LIV 4.3

Minimize the negative physical impacts of surface parking lots on urban form, walkability and the efficient and economic use of land.

### Policies

- LIV 4.3.1 Provide visually unobtrusive parking lots and circulation aisles that do not visually dominate views from the street nor interfere with pedestrian accessibility. To the maximum extent feasible, parking shall be located behind buildings bordering the street and use landscaping to interrupt the visual appearance of large parking lots.
- LIV 4.3.2 Drive-through windows and stacking lanes shall not be permitted along building façades facing the public right-of-way.
- LIV 4.3.3 When land values warrant, create structured parking; incorporate active retail or service uses at the first level to integrate parking structures with the retail environment. Design structured parking to resemble the scale and architecture of adjacent buildings.
- LIV 4.3.5 Encourage parking lot design that facilitates safe and convenient walking to building entryways.
- LIV 4.3.6 Allow a reduction in the number of required parking spaces if transit facilities are placed on site.
- LIV 4.3.7 Require the use of Planned Development District (PDD) zoning for parking structures
- LIV 4.3.8 Evaluate parking requirements and actual parking needs for specific uses. Develop design criteria based on a standard somewhere between average and peak conditions.
- LIV 4.3.9 Encourage development that creatively integrates parking into the project by providing for shared use of parking areas, landscaped parking reserves, valet parking, satellite parking and other techniques that minimize the use of open land for parking.



*As depicted in this figure, several businesses can share a parking garage accessible to each by an internal court.*



*The design of this parking garage honors the character of the surrounding neighborhood. Its first-floor retail activates the street.*

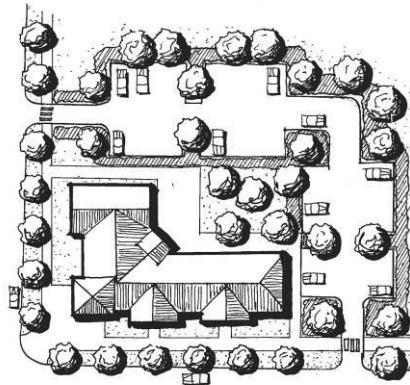
## Site Access and Circulation

### Objective LIV 4.4

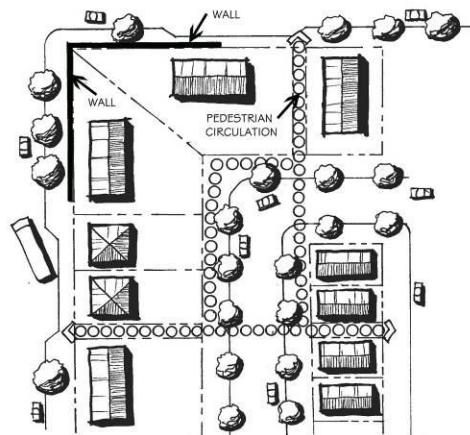
Create site access and traffic circulation patterns that are safe, efficient and pedestrian-friendly.

#### Policies

- LIV 4.4.1 Require access across property lines that allows vehicular and pedestrian movement between properties without returning to the street.
- LIV 4.4.2 Consider allowing a parking requirement reduction for properties that share both cross access and a common entrance drive.
- LIV 4.4.3 Placement of permanent barriers that prevent the movement of pedestrians and vehicles between properties should be discouraged.
- LIV 4.4.4 Buildings shall be served by walkways that directly link the building's main entryway to the street. These primary walkways must be visually distinct from parking lot and driveway surfaces and may include textured or colored materials. Paint or striping alone will not suffice to meet this requirement. Walkways must be functionally separate from parking lots and driveways except where they cross driveways.
- LIV 4.4.5 Buildings shall be linked to each other by a secondary walkway system. Public sidewalks may be considered part of the secondary walkway system if they provide convenient movement between buildings.
- LIV 4.4.5 Access to parking areas should be provided primarily from side streets.
- LIV 4.4.6 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.



*Interconnected parking areas allow vehicular movement between land uses.*



*Walls should not restrict pedestrian movement between nonresidential properties.*



*Colorized and stamped asphalt differentiates the pedestrian path from the motor vehicle travel aisles in this parking lot.*

## Building Façade

### Objective LIV 4.5

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

#### Policies

- LIV 4.5.1 Encourage building design to provide an ordered variety of entries, porches, windows, bays and balconies along public ways where it is consistent with neighborhood character; avoid blank or solid walls at street level; and include human-scale details and massing.
- LIV 4.5.2 Buildings with facades greater than 100-feet in length should be broken down in scale by means of the articulation of well-proportioned and separate volumes. Strategic elements include the variation of architectural treatment and elements such as colors, materials, heights, setbacks. This should discuss big boxes and the need to break up building mass to avoid an unattractive box design.
- LIV 4.5.3 Each building façade shall incorporate scale and massing-related design elements based on the building's gross square footage that equal or exceed the number of points found in Table 4.5.3.A. Projects shall be required to incorporate any combination of features as provided in Table 4.5.3.B.
- LIV 4.5.3 In designated Centers, buildings should include street level elements oriented to the pedestrian, such as display windows and signage.
- LIV 4.5.4 In areas of the City having a historic or consistent design character, new development or redevelopment should be designed to maintain and support the existing character.



*The mass of this large building is broken down with variation of height, setbacks and architectural treatments.*



*Architectural detail, exterior building lighting and aesthetic treatments such as hanging plants convey quality and contribute to a sense of place.*



*Human-scale elements such as pedestrian level windows and signs make this building an asset to the pedestrian environment.*

- LIV 4.5.5 Allow architectural conditions of approval to be applied during the site plan review process.
- LIV 4.5.6 Natural colors that are representative of coastal Florida landscapes shall be used on nonresidential buildings.
- a. Building base (i.e., main exterior walls) colors are limited to the subtle earth, foliage and sky tones. Appropriate color palettes include whites, sands, grays, light pastels, deep foliages and rich earth colors.
  - b. Building trim (i.e., fascia, cornice, window and door trim, kick panels, etc.) colors may contrast or compliment the base color but shall not be bright or bold. Using a lighter or darker shade of the base color or white are appropriate trim colors. Primary colors for trim shall be prohibited.
  - c. Building accents (i.e., moldings, molding indentations, medallions, shadow lines of window and doorframes, doors, etc) may be brighter in color than the base or trim.
  - d. No more than three colors should be used on a building. Additional colors may be considered if close in shade to another color used. The base color of the main building or a complementary major accent color should be used for metal roofs.

## **Signs**

### **Objective LIV 4.6**

Provide standards for the design and construction of signs that reflect the existing or intended neighborhood character and are expressive of individual businesses and community facilities.

## **Policies**

- LIV 4.6.1 Encourage high quality signs that are attractive, appropriate for the location and balances visibility needs with aesthetic needs.
- LIV 4.6.1 Develop sign regulations to require monument (ground) signs in lieu of pole signs. Ground signs shall be designed and constructed:
- a. To complement the architectural character of on-site buildings;
  - b. To include a street address number or range of address numbers for the building(s) it identifies (considered as a part of the sign area);
  - c. With roof, capital or base design detail; and
  - d. With landscaping in the area surrounding the sign base.
- LIV 4.6.3 Create special sign districts, where appropriate, to reflect neighborhood identity, historical or environmental features, or architectural character.
- LIV 4.6.4 Install directional signs in appropriate locations to the New Port Richey Recreation Center.

**Community Vision  
Major Issues and Visioning Workshop  
City of New Port Richey**

A community visioning workshop was held in May 2005, during development of the Evaluation and Appraisal Report (EAR). A workshop revealed strong preferences for the following:

- |                              |  |
|------------------------------|--|
| <b>Residential Buildings</b> | <ul style="list-style-type: none"><li>● Single-family detached dwellings with orientation to the street (e.g., front door and windows). Also, access to auto storage (e.g., garage, driveway) from alleyways.</li><li>● Single-family attached (duplex) with orientation to the street. Also access to auto storage from alleyways.</li></ul>  |
| <b>Commercial Buildings</b>  | <ul style="list-style-type: none"><li>● Commercial buildings with urban orientation to the sidewalk/street (i.e., zero front yard setback). Access to auto storage areas (e.g., driveways and parking lots) predominantly from side and rear streets</li><li>● Neighborhood commercial buildings with residential character. Access to auto storage areas (e.g., driveways and parking lots) predominantly from side and rear streets.</li></ul>   |
| <b>Mixed Use Buildings</b>   | <ul style="list-style-type: none"><li>● Buildings with commercial use on the first floor (street level) and residential use on floors above commercial use (i.e., vertical mixed use). Urban orientation to the sidewalk/street (i.e., zero or minimal front yard setback). Access to auto storage areas (e.g., driveways and parking lots) predominantly from side and rear streets.</li></ul>  |
| <b>Town Centers</b>          | <ul style="list-style-type: none"><li>● Three-floor urban town center buildings with urban orientation to the sidewalk/street (i.e., zero front yard setback). Access to auto storage areas (e.g., driveways and parking lots) predominantly from side and rear streets.</li></ul>   |
| <b>Architectural Detail</b>  | <ul style="list-style-type: none"><li>● Buildings with more versus less architectural elements.</li></ul>  |
| <b>Streets</b>               | <ul style="list-style-type: none"><li>● Two-lane divided streets with wide, grassy and tree-lined median and grassy parkway between street and sidewalk.</li><li>● Two-lane divided streets with narrow, landscaped and tree-lined median and grassy parkway between street and sidewalk. Also, bricked sidewalks.</li></ul>   |
| <b>Walkways</b>              | <ul style="list-style-type: none"><li>● Well-defined (bricked and striped) pedestrian-ways between street and buildings in shopping center.</li><li>● Sidewalks with street trees and on-street parking in residential area.</li><li>● Sidewalks with mature street trees, low-level landscaping, vegetative buffer (brick/wrought iron fence with vines), and on-street parking in residential area.</li><li>● Off-street, bricked pathways and street crosswalks through residential area.</li><li>● Mid-block street crossings with brick pavers, striping, landscaped median (safe haven), and decorative barricading.</li><li>● Off-street, bricked pathways with decorative gateway from street into residential area.</li></ul> |

- |                      |  |
|----------------------|--|
| <b>Parking</b>       | <ul style="list-style-type: none"><li>● Landscaped parking lots hidden from streets by mixed use buildings</li><li>● Small parking lots with angled parking and ample perimeter landscaping</li><li>● Small parking lots with brick pavers, angled parking, and perimeter landscaping</li><li>● Wide landscape buffers with vegetation between streets and parking areas</li><li>● Bicycle racks</li></ul> |
| <b>Public Spaces</b> | <ul style="list-style-type: none"><li>● Public greens</li><li>● Benches</li><li>● Public art</li><li>● Dog park</li><li>● Water features</li><li>● Outdoor market space (e.g., gazebo)</li></ul>   |
| <b>Signage</b>       | <ul style="list-style-type: none"><li>● Low profile pole signs</li><li>● Monument signs</li></ul>  |

**Table LIV-A1**  
**Neighborhood Compatibility-Related Regulations**  
**City of New Port Richey**

<b>Section</b>	<b>Title</b>	<b>Compatibility Requirement</b>
5.01.00	Rezonings	Land Use Compatibility
5.02.00	Special Exceptions	Neighborhood Character Compatibility
7.07.00	C-1 Light General Commercial District	Buffering
7.08.00	C-2 General Commercial District	Buffering
7.09.00	Highway Commercial District	Buffering
7.10.00	Office Zoning District	Buffering
7.11.00	Downtown Land Use Category/Zoning District	Buffering / Architectural Style Compatibility
7.12.00	Light Industrial District	Buffering
7.16.00	Planned Development District	Buffering / Land Use Compatibility
7.20.00	Residential/Office/Retail District	Buffering / Land Use Compatibility
7.23.00	Bed and Breakfast Facilities	Parking and Neighborhood Compatibility
7.24.00	Downtown Residential Overlay District	Buffering / Land Use and Neighborhood Character Compatibility
7.21.00	Land Use and Zoning Consistency Matrix	Land Use Compatibility
8.01.00	Buffer Matrix (By Land Use Category)	Buffering
8.04.04	Variances and Appeals	Land Use Compatibility
12.07.00	Accessory Apartments	Neighborhood Character Compatibility
12.08.00	Home Occupations	Traffic and Neighborhood Compatibility
18.01.07	Historic Preservation – New Construction	Compatibility Criteria <sup>1</sup>
19.00.01	Performance Options (Variance Requests)	Yard Setback Compatibility

Notes:

1. Subsection 18.01.07. Historic Preservation, New Construction Compatibility Criteria:

- Scale, height and width
- Setbacks
- Orientation and site coverage
- Alignment, rhythm and spacing of buildings
- Form and detail of link between old and new
- Maintaining or consistency of materials
- Facade proportions, windows, and window patterns
- Entrances and porch projections
- Roof forms and materials
- Horizontal, vertical or non-directional emphasis

Source: New Port Richey Land Development Code, 2006.

## Definitions

<b>Attainable Housing</b>	Housing units where the occupant is paying no more than 30 percent of gross income for housing costs, including taxes and utilities.
<b>Bike Lane</b>	A corridor expressly reserved for bicycles, existing on a street or street in addition to any lanes for use by motorized vehicles.
<b>Brownfield</b>	A site which has remained un- or underused due to real or perceived environmental contamination; often a site of previous industrial use.
<b>Buffer</b>	Open spaces, landscaped areas, fences, walls, berms, or any combination thereof used to physically and visually separate one use or property from another in order to mitigate the impacts of noise, light, or other nuisance.
<b>Compatibility</b>	The characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Compatibility does not mean “the same as.” Rather, compatibility refers to the sensitivity of development proposals in maintaining the character of existing development.
<b>Corridor</b>	Abroad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, and/or transit route alignments.
<b>Cluster Development</b>	A development design technique that concentrates buildings in specific areas on a site to allow remaining land to be used for recreation, common open space, or the preservation of historically or environmentally sensitive features.
<b>Crime Prevention Through Environmental Design</b>	Design philosophy that has as its basic premise that the proper design and effective use of the physical environment can lead to a reduction in the incidence and fear of crime, thereby improving the quality of life.
<b>Dark Sky Initiative</b>	A program developed to preserve and restore dark skies by reducing light pollution.
<b>Density</b>	The number of dwelling units permitted per net acre of land.
<b>Façade</b>	That portion of any exterior elevation on the building extending from grade to top of the parapet, wall, or eaves and the entire width of the building elevation.
<b>Form-Based Codes</b>	Allows market demand to determine the mix of uses within the constraints of building type set by the community. The community establishes zones of building type and allows building owners to determine the uses. The look and layout of a street is carefully controlled to reflect neighborhood-scale, parking standards, and

pedestrian accessibility, but building owners and occupants are allowed maximum flexibility to determine how the buildings will be used.
<b>Gateway</b> An entrance corridor that heralds the approach of a new landscape and defines the arrival point as a destination.
<b>Granny Flat</b> A detached subordinate structure(s), the use of which is incidental to that of the principal structure and located on the same lot therewith
<b>Home Ownership Zone (HOZ) Grants</b> The Homeownership Zone Initiative (HOZ) allows communities to reclaim vacant and blighted properties, increase homeownership, and promote economic revitalization by creating entire neighborhoods of new, single-family homes, called Homeownership Zones. This initiative provides Homeownership Zone grants as seed money to lower the cost of building new housing and to stimulate investment in large areas with blighted, under-used lots.
<b>Infill Development</b> The construction of a building on a vacant parcel located in a predominately built up area. The local zoning regulations determine whether the new building fits harmoniously into the neighborhood.
<b>Land Density Bonus</b> Residential units granted which exceed the otherwise maximum residential density for the development site in exchange for the incorporation of mixed-use or affordable housing as part of the development. Can't exceed FLUM designation
<b>Light Pollution</b> Any adverse effect of artificial light including sky glow, glare, light trespass, light clutter, decreased visibility at night, and energy waste.
<b>Live/Work Dwelling</b> A dwelling unit combining residential use types with commercial- or limited industrial- use types. This use classification includes but is not limited to office, live/work facilities, or other similar uses.
<b>Modular Housing</b> A dwelling unit constructed on-site in accordance with the [state or municipal] code and composed of components substantially assembled in a manufacturing plant and transported to the building site for final assembly on a permanent foundation.
<b>Natural Access Control Technique</b> The physical guidance of people coming and going from a space by the judicious placement of entrances, fences, landscaping, and lighting. This principle helps deter access to a crime target or victim and creates a perception of risk to a perpetrator.
<b>Natural Area</b> Land and water that has substantially retained its natural character or land and water that, although altered in character, is important as habitats for plant, animal, or marine life, for the study of its natural, historical, scientific, or paleontological features, or for the enjoyment of its natural features.

<b>Natural Surveillance Technique</b>	The placement of physical features, activities and people in such a way as to maximize visibility.
<b>Open Space</b>	Land within or related to a development, not individually owned or dedicated for public use, that is designed and intended for the common use or enjoyment of the residents of the development and may include such complementary structures and improvements as are necessary and appropriate.
<b>Overlay Zoning District</b>	An area where certain additional requirements are superimposed upon a base zoning district or underlying district and where the requirements of the base or underlying district may or may not be altered.
<b>Rehabilitation Loans</b>	Loans offered specifically for the repair, preservation, and/or improvement of substandard structure.
<b>Scenic Corridor</b>	A highway, road, drive, or street that, in addition to its transportation function, provides opportunities for the enjoyment of natural and man-made scenic resources and access or direct views to areas or scenes of exceptional beauty or historic or cultural interest. The aesthetic values of scenic routes often are protected and enhanced by regulations governing the development of property
<b>Setback</b>	The required distance between every structure and the lot lines of the lot on which it is located
<b>Territorial Reinforcement</b>	The use of physical attributes that express ownership such as fencing, pavement treatments, signage, and landscaping.
<b>Traditional Neighborhood Development</b>	A development that] offers a mixture of housing types and prices; prominently sited civic or community building(s); and stores/offices/workplaces to provide a balanced mix of activities. Church and preschool/elementary school facilities are encouraged. A traditional neighborhood development has a recognizable center and clearly defined edges; optimum size is a quarter mile from center to edge.
<b>Walking School Bus</b>	An organized group of children walking to school with one or more adults.
<b>Xeriscape</b>	Landscaping characterized by the use of vegetation that is drought-tolerant or of low water use in character.