

Exhibit A

Article 1. General Provisions

1.1 – 1.6 *[no changes required]*

1.7 Conflicting Provisions

- 1.7.1 Except where explicitly provided to the contrary, whenever the requirements of these zoning regulations are at variance with the requirements of any other lawfully adopted rules, regulations, or ordinances, the requirement that is most restrictive or that imposes higher standards as determined by the Zoning Administrator shall govern.
- 1.7.2 These regulations are independent of private deed restrictions and other covenants and shall apply whether or not they are more restrictive than such restrictions.
- 1.7.3 The issuance of any permit, certificate or approval in accordance with the standards and requirements of these zoning regulations shall not relieve the recipient of such permit, certificate or approval from the responsibility of complying with all other applicable requirements of any other city, county, state or federal agency having jurisdiction over the structures or land uses for which the permit, certificate or approval was issued.

1.8 – 1.9 *[no changes required]*

Article 3. Development Review Procedures

3.1 – 3.13 *[no changes required]*

3.14 Planned Development Districts

3.14.1 Applicability.

The provisions contained herein shall apply to the Planned Unit Development (PUD), Commercial Marine/Planned Development (CM/PD), Planned Industrial Development (PID), Planned Commerce Development (PCD), ~~and~~ Office, Professional, and Institutional (OPI/PD),₂ and Planned Mixed-Use Infill (PMI) Districts.

3.14.2 Procedures for Planned Developments. *[no changes required]*

3.14.3 Planning Commission Findings and Recommendation. *[no changes required]*

3.14.4 Binding Nature of Approval for Planned District. *[no changes required]*

3.14.5 Development of Lands Subject to the Planned District Provisions. *[no changes required]*

3.15 – 3.18 *[no changes required]*

Article 4. Zoning Districts

4.1 Districts Enumerated

4.1.1 Active Districts.

For the purpose of these zoning regulations and the Official Zoning Atlas, Sarasota County is hereby divided into the following zoning districts:

BASE DISTRICTS	
Open Use Districts	
OUA	Open Use Agricultural
OUC	Open Use Conservation
OUM	Open Use Mining
OUR	Open Use Rural
OUE	Open Use Estate
Residential Districts	
RE-1,2,3	Residential Estate
RSF-1,2,3,4	Residential Single-family
RMF-1,2,3	Residential Multifamily
RMH	Residential Manufactured Home
Commercial and Industrial Districts	
CN	Commercial Neighborhood
OPI	Office, Professional and Institutional
CG	Commercial General
CI	Commercial Intensive
CHI	Commercial Highway Interchange
CM	Commercial Marine
IR	Industrial and Research
ILW	Industrial, Light Manufacturing and Warehousing
Planned Development Districts	
PUD	Planned Unit Development Overlay
OPI/PD	Planned Office, Professional and Institutional
PCD	Planned Commerce Development
CM/PD	Commercial Marine/Planned Development
PMI	Planned Mixed-Use Infill
Special Purpose Districts	
GU	Government Use
MP	Marine Park
OVERLAY DISTRICTS	
Special Purpose Overlay Districts	
HPIOD	Historic Preservation Incentive Overlay District
CTOD	Commercial Transition Overlay District
MSOD	Main Street Overlay District
SKOD	Siesta Key Overlay District
MRPZ	Myakka River Protection Zone
CS	Conservation Subdivision
TDR Overlay Districts	
CSZ	Conservation Sending Zone
RSZ	Residential Sending Zone
RRZ	Residential Receiving Zone
HDRRZ	High Density Residential Receiving Zone
FUD	Future Urban Development
FURRZ	Future Urban Residential Receiving Zone

4.1.2 Inactive Districts.

The following zoning districts exist on the Official Zoning Map; however, no new lands in Sarasota County shall be rezoned to these designations: *[no changes required]*

4.2 Official Zoning Atlas *[no changes required]*

4.3 Rules for Interpretation of District Boundaries *[no changes required]*

4.4 Definitions of Groupings of Various Districts

4.4.1 - 4.4.3 *[no changes required]*

4.4.4 Where the phrase "planned districts" is used in these zoning regulations, the phrases shall be construed to include the following districts:

District	
PUD	Planned Unit Development
PCD	Planned Commerce Development
CM/PD	Commercial Marine/Planned Development
OPI/PD	Office, Professional, and Institutional/Planned District
PID	Planned Industrial Development
PRD	Planned Recreational Development
PMI	Planned Mixed-Use Infill

4.5 Open Use District Intent Statements *[no changes required]*

4.6 Residential District Intent Statements *[no changes required]*

4.7 Commercial and Industrial District Intent Statements *[no changes required]*

4.8 Planned District Intent Statements

4.8.1 **Planned Unit Development Overlay District (PUD)** *[no changes required]*

4.8.2 **Office, Professional and Institutional/Planned District (OPI/PD)** *[no changes required]*

4.8.3 **Planned Commerce Development District (PCD)** *[no changes required]*

4.8.4 **Commercial Marine/Planned Development District (CM/PD)** *[no changes required]*

4.8.5 **Planned Mixed-Use Infill District (PMI)**

- a. The PMI District may be requested to implement Comprehensive Plan policies that encourage higher densities in mixed-use developments and to implement policies that call for reuse and development of vacant or underutilized commercial parcels as mixed-use centers and redevelopment corridors.
- b. The PMI District provides form-based regulations that may be used to seek approval of a development plan formulated during a charrette-based planning process. This planning process is a prerequisite for petitioning for rezoning to the PMI District. See Section 6.11.5.n.
- c. The following land may be eligible for the PMI District:
 - 1. MIXED-USE CENTERS: Land designated on the Future Land Use Map as Village I Center, Village II Center, Community Center, or Regional Center. Land designated as Major Employment Center also qualifies provided the Major Employment Center fronts on an arterial street.
 - 2. REDEVELOPMENT CORRIDORS: Land designated commercial on the Future Land Use Map that fronts on:
 - i. US 41 from the southern edge of the City of Sarasota to Jacaranda Boulevard,
 - ii. Bee Ridge Road from US 41 to Interstate 75, or
 - iii. Stickney Point Road from the Intracoastal Waterway to Swift Road and Clark Road from Swift Road to Interstate 75.
 - 3. Land designated commercial on the Future Land Use Map, provided it is located within a designated Village Center or Town Center on the Future Land Use Map.

4.9 Special Purpose Districts *[no changes required]*

4.10 Special Purpose Overlay Districts *[no changes required]*

4.11 TDR Overlay District Intent Statements *[no changes required]*

4.12 Inactive Districts *[no changes required]*

Article 6. District Development Standards

6.1 – 6.9 [no changes required]

6.10 Commercial and Industrial District Standards

6.10.1 Commercial and Industrial District Development Intensity Table [no changes required]

6.10.2 Outdoor Speaker Systems [no changes required]

6.10.3 Additional Height by Special Exception in the OPI, CG, CI and CHI Districts [no changes required]

6.10.4 CG District Additional Standards for Parcels Previously Zoned CSC [no changes required]

6.10.5 Optional Commercial Redevelopment Regulations [no changes required]

6.10.6 Mixed-Use Development ~~(Reserved)~~

In addition to the commercial and industrial districts described in Section 6.10, commercial uses may be approved as provided in certain mixed-use zoning districts such as the following:

- a. Planned Development Districts, see Section 6.11.
- b. Planned Economic Development (PED) District, see Section 11.1.
- c. Hamlet Planned Development (HPD) District, see Section 11.2.2.
- d. Village Planned Development (VPD) District, see Section 11.2.3.
- e. Settlement Area Planned Development (SAPD) District, see Section 11.2.4.

6.10.7 CHI District Additional Standards [no changes required]

6.10.8 IR and ILW District Additional Standards [no changes required]

6.11 Planned Development District Standards

6.11.1 All Planned Development Districts

a. Open Space Requirements

1. There shall be minimum open space requirements based on the total gross acreage for each planned development as set forth below:

Planned Development District	Minimum Required Open Space
Planned Industrial Development (PID)	30%
Planned Commerce Development (PCD)	40%
Office, Professional, Institutional (OPI/PD)	30%
Planned Unit Development (PUD) - Urban	30%
Planned Unit Development (PUD) - Semi-Rural	50%
Planned Unit Development (PUD) - Rural	50%
<u>Planned Mixed-Use Infill (PMI)</u>	<u>The Civic Space requirements of Section 6.11.5.1 replace the minimum open space requirements that apply to other planned development districts.</u>

2. Buildings and uses lawfully existing as of October 3, 1989, may be modernized, altered or repaired without providing the minimum open space requirement specified herein. Properties which have approved site and development plans or final plats recorded are exempt from the requirements of this Section, where the requirements of this Section would result in the creation of a nonconforming use, parcel, lot, or structure.
3. Lands designated as open space shall be restricted by appropriate legal instrument satisfactory to an attorney designated by the Board of County Commissioners as open space in perpetuity, or for a period of not less than 99 years. Such instrument shall be binding upon the developer, its successors, and assigns, and shall constitute a covenant running with the land, and shall be recorded.
4. Planned Developments within the Urban Service Area may incorporate up to one-half of any required open space into hardscape areas such as plazas.
5. Notwithstanding the foregoing open space requirements, there shall be no minimum open space requirements for the Commercial Marine/Planned Development (CM/PD) District.

b. **Internal Planned Development Standards** *[no changes required]*

6.11.2 **Planned Unit Development (PUD) Overlay District** *[no changes required]*

6.11.3 **Planned Commerce Development (PCD) District** *[no changes required]*

6.11.4 **Commercial Marine/Planned Development (CM/PD) District** *[no changes required]*

6.11.5 Planned Mixed-Use Infill (PMI) District

a. **Essential Concepts for the PMI District**

1. **TRADITIONAL NEIGHBORHOOD DESIGN PRINCIPLES:** Proposals for mixed-use centers and redevelopment corridors may be eligible for rezoning to the PMI District if they incorporate the principles of traditional neighborhood design, including:
 - i. A highly interconnected street network, dispersing traffic and providing convenient routes for pedestrians and bicyclists.
 - ii. High-quality public spaces, with all building facades having windows and doors facing tree-lined streets, plazas, squares, or neighborhood parks.
 - iii. Compact development, creating a walkable urban environment and conserving land and energy through reduced automobile usage and advanced techniques such as stormwater infiltration.
 - iv. Diversity not homogeneity, with a variety of building types, street types, open spaces, and land uses providing for people of all ages and every form of mobility.
 - v. Resilient and sustainable neighborhoods, adaptable over time to improved public transit and to changing economic conditions.
2. **PROCESS FOR REQUESTING THE PMI DISTRICT:** The PMI District provides form-based regulations that may be used to seek approval of a development plan formulated during a charrette-based planning process. This planning process is a prerequisite for petitioning for rezoning to the PMI District. This planning process and the detailed procedures for the PMI District are described in Section 6.11.5.n.
3. **APPLICABILITY:** Notwithstanding the locational standards for planned developments in Section 3.14.2.e, applicants may request that the PMI District be applied to sites that meet the following criteria:
 - i. MIXED-USE CENTERS: On land designated on the Future Land Use Map as Village I Center, Village II Center, Community Center, or Regional Center. Land designated as Major Employment Center also qualifies provided the Major Employment Center fronts on an arterial street.

- ii. REDEVELOPMENT CORRIDORS: Land designated commercial on the Future Land Use Map that fronts on:
 - (a) US 41 from the southern edge of the City of Sarasota to Jacaranda Boulevard,
 - (b) Bee Ridge Road from US 41 to Interstate 75, or
 - (c) Stickney Point Road from the Intracoastal Waterway to Swift Road and Clark Road from Swift Road to Interstate 75.
 - iii. Land designated commercial on the Future Land Use Map, provided it is located within a designated Village Center or Town Center on the Future Land Use Map.
4. **CONFLICTS WITH OTHER REGULATIONS:** In the event of conflicts or discrepancies between PMI District regulations in Section 6.11.5 and standards or regulations of Sarasota County other than the Sarasota County Comprehensive Plan, the provisions of Section 6.11.5 will prevail in order to carry out the intent of the PMI District.

b. Transect Zones

1. **TRANSECT ZONES GENERALLY:** An urban transect that describes the varying intensities and characteristics of neighborhoods is used as the organizing principle within the PMI District.
- i. All land within each PMI District must be assigned to a transect zone as described below: Core, General, Edge, or Preserve. These assignments must be shown on a regulating plan submitted by a prospective developer to Sarasota County for consideration as part of rezoning to the PMI District.
 - ii. Each transect zone is a sub-zone that governs allowable street types and lot types. Lot type designations, also shown on the regulating plan, then govern the placement and intensity of buildings and allowable uses of land.
2. **TRANSECT ASSIGNMENT CONCEPTS:** Each PMI District must clearly identify the proposed assignment of transect zones within the entire site. The allocation of multiple transect zones will produce desirable variations within each site including a mix of land uses and street and lot types. Careful assignment of transect zones can ensure compatibility with surrounding neighborhoods and implement other provisions of the Comprehensive Plan. The following guidelines must be followed when proposing transect zones:
- i. Compatible intensities should face across streets. Changes in transect zones generally occur along rear alleys or lanes or along Preserve edges.
 - ii. Mixed-use centers typically vary in character internally and include multiple transect zones. Some may be more intense and have a higher percentage of Core or General while others may have a higher percentage of Edge or Preserve.
 - iii. Core transect zones should be located in occasional nodes along or near arterial streets. General transect zones may be along or near arterial or collector streets. General, Edge, and Preserve transect zones should adjoin neighborhoods of similar intensity or natural areas. Preserve transect zones may also be applied to natural features that are worthy of preservation even in an urban context.
 - iv. Where new development will abut an existing or approved neighborhood, the new development should establish similar or compatible transect conditions.
3. **TRANSECT ZONE STANDARDS:** Standards for each transect zone are summarized below:

i. "Core" transect zone

PURPOSE: The Core transect zone is the most intensely occupied zone, with mostly attached buildings that create a continuous street facade within walking distance of surrounding primarily residential areas.

ALLOWABLE LOT TYPES in the Core transect zone: See Section 6.11.5.c.

- Pedestal Building Lot
- Lined Building Lot
- Mixed-Use Building Lot
- Apartment Building Lot
- Courtyard Building Lot
- Live-Work Building Lot
- Rowhouse Lot
- Civic Building Lot
- Civic Space (see Section 6.11.5.l)

BUILDING FORM AND PLACEMENT ON LOTS in the Core transect zone: See Section 6.11.5.d.

DEVELOPMENT STANDARDS in the Core transect zone: See Section 6.11.5.e.

PERMITTED USES in the Core transect zone: See Section 6.11.5.f.

ALLOWABLE STREET TYPES in the Core transect zone: See Section 6.11.5.g.

- Boulevard
- Avenue
- Street A
- Street C
- Street D
- Street E
- Street F
- Rear Alley

STREETSCAPE STANDARDS in the Core transect zone: See Section 6.11.5.i.

OFF-STREET PARKING in the Core transect zone: See Section 6.11.5.k.

CORE transect zone highlighted on sample regulating plan: See Section 6.11.5.n.



ii. "General" transect zone

PURPOSE: The General transect zone has a mixture of uses and a wide variety of lot types. Buildings may be attached or detached and are typically separated from the street with small street yards.

ALLOWABLE LOT TYPES in the General transect zone: See Section 6.11.5.c.

- Mixed-Use Building Lot
- Apartment Building Lot
- Courtyard Building Lot
- Live-Work Building Lot
- Apartment House Lot
- Rowhouse Lot
- Duplex Lot
- Cottage House Lot
- Sideyard House Lot
- House Lot
- Civic Building Lot
- Civic Space (see Section 6.11.5.l)

BUILDING FORM AND PLACEMENT ON LOTS in the General transect zone: See Section 6.11.5.d.

DEVELOPMENT STANDARDS in the General transect zone: See Section 6.11.5.e.

PERMITTED USES in the General transect zone: See Section 6.11.5.f.

ALLOWABLE STREET TYPES in the General transect zone: See Section 6.11.5.g.

- Boulevard
- Avenue
- Street A
- Street B
- Street C
- Street D
- Street E
- Street F
- Drive
- Rear Alley
- Rear Lane

STREETSCAPE STANDARDS in the General transect zone: See Section 6.11.5.i.

OFF-STREET PARKING in the General transect zone: See Section 6.11.5.k.

GENERAL transect zone highlighted on sample regulating plan: See Section 6.11.5.n.



iii. "Edge" transect zone

PURPOSE: The Edge transect zone has lots for homes that are similar in scale to adjoining neighborhoods with suburban character.

ALLOWABLE LOT TYPES in the Edge transect zone: See Section 6.11.5.c.

- Duplex Lot
- Cottage House Lot
- Sideyard House Lot
- House Lot
- Civic Building Lot
- Civic Space (see Section 6.11.5.l)

BUILDING FORM AND PLACEMENT ON LOTS in the Edge transect zone: See Section 6.11.5.d.

DEVELOPMENT STANDARDS in the Edge transect zone: See Section 6.11.5.e.

PERMITTED USES in the Edge transect zone: See Section 6.11.5.f.

ALLOWABLE STREET TYPES in the Edge transect zone: See Section 6.11.5.g.

- Street B
- Street D
- Street F
- Drive
- Road
- Rear Lane

STREETSCAPE STANDARDS in the Edge transect zone: See Section 6.11.5.i.

OFF-STREET PARKING in the Edge transect zone: See Section 6.11.5.k.

EDGE transect zone highlighted on sample regulating plan: See Section 6.11.5.n.



iv. "Preserve" transect zone

PURPOSE: The Preserve transect zone denotes land that will not be developed, either for environmental protection or to provide a permanent buffer area.

ALLOWABLE LOT TYPES in the Preserve transect zone: See Section 6.11.5.c.

- Civic Space (see Section 6.11.5.l)

BUILDING FORM AND PLACEMENT ON LOTS in the Preserve transect zone: *not applicable*

DEVELOPMENT STANDARDS in the Preserve transect zone: *not applicable*

PERMITTED USES in the Preserve transect zone: See Section 6.11.5.l.

ALLOWABLE STREET TYPES in the Preserve transect zone: See Section 6.11.5.g.

- No streets are allowed in the Preserve transect zone (any streets required for connectivity must be designated with a different transect zone)

STREETSCAPE STANDARDS in the Preserve transect zone: *not applicable*

OFF-STREET PARKING in the Preserve transect zone: *none is permitted*

PRESERVE transect zone highlighted on sample regulating plan: See Section 6.11.5.n.



c. Lot Types

- 1. LOT TYPES BY TRANSECT ZONE:** Specific lot types are allowed within the corresponding transect zones as identified by the letter “X” in the following table.

Lot Type	Transect Zones			
	Core	General	Edge	Preserve
Pedestal Building Lot (PB)	X			
Lined Building Lot (LB)	X			
Mixed-Use Building Lot (MU)	X	X		
Apartment Building Lot (AB)	X	X		
Courtyard Building Lot (CO)	X	X		
Live-Work Building Lot (LW)	X	X		
Rowhouse Lot (RH)	X	X		
Apartment House Lot (AH)		X		
Duplex Lot (DU)		X	X	
Cottage House Lot (CH)		X	X	
Sideyard House Lot (SH)		X	X	
House Lot (H)		X	X	
Civic Building Lot (CB)	X	X	X	
Civic Space Lot (CS)	X	X	X	X

- 2. ADDITIONAL LOT TYPES:** An applicant may propose additional lot types through the PMI application process, but building heights above 7 stories and 85 feet cannot be approved and building heights cannot exceed any limitations in adopted Town Center or Village Center plans. The Board of County Commissioners will decide to accept, modify, or reject such additional lot types during the PMI approval process based on its determination as to the consistency of the additional lot types with the planning, design, and compatibility principles set forth in the Comprehensive Plan and the PMI District.

- 3. LOT TYPES DESCRIBED:** The fourteen lot types are described here. Except as noted, parking spaces are provided on-street, to the rear of the lot, or as otherwise provided in Section 6.11.5.k.

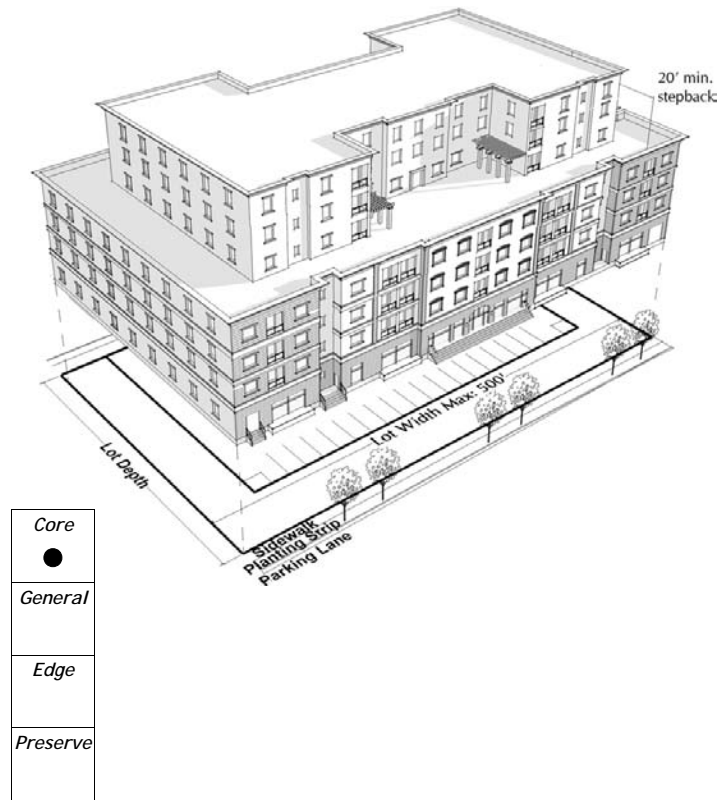
- i. PEDESTAL BUILDING LOT:** A lot located and designed to accommodate the tallest permissible building whose primary facade must be stepped back to reduce its apparent bulk when viewed from the sidewalk.
- ii. LINED BUILDING LOT:** A lot located and designed to accommodate a large-footprint building such as a parking garage, cinema, supermarket, etc., which is surrounded by a liner building which conceals large expanses of blank walls and faces the street with ample windows and doors opening onto the sidewalk.
- iii. MIXED-USE BUILDING LOT:** A lot located and designed to accommodate a multi-story building with multiple dwellings in upper stories and various commercial uses in any stories.
- iv. APARTMENT BUILDING LOT:** A lot located and designed to accommodate multiple dwellings above or beside each other in a building that occupies most of its lot width and is placed close to the sidewalk.
- v. COURTYARD BUILDING LOT:** A lot located and designed to accommodate multiple dwellings arranged around and fronting on a central garden or courtyard that may be partially or wholly open to the street.
- vi. LIVE-WORK BUILDING LOT.** A lot located and designed to accommodate an attached or detached building with residential uses, commercial uses, or a combination of the two within individually occupied live-work units, all of which may occupy any story of the building.
- vii. ROWHOUSE LOT:** A lot located and designed to accommodate a building with common walls on both side lot lines and a private garden to the rear.

- viii. **APARTMENT HOUSE LOT:** A lot located and designed to accommodate a detached building which resembles a large house but which contains multiple dwellings above and beside each other.
 - ix. **DUPLEX LOT:** A lot located and designed to accommodate a detached building with small side yards and a large front yard and containing two dwellings.
 - x. **COTTAGE HOUSE LOT:** A lot located and designed to accommodate a small detached building with small side and front yards.
 - xi. **SIDEYARD HOUSE LOT:** A lot located and designed to accommodate a detached building that abuts one side lot line, with the primary yard to the other side.
 - xii. **HOUSE LOT:** A lot located and designed to accommodate a detached building with small side yards and a large front yard; on-site parking may be provided to the side as provided in Section 6.11.5.e.
 - xiii. **CIVIC BUILDING LOT:** A lot located and designed to accommodate a building containing public or civic uses such as community services, day care, education, government, places of worship, or social services (see Section 6.11.5.l).
 - xiv. **CIVIC SPACE LOT:** A lot located and designed to accommodate a civic space, which depending on its transect zone may be a green, square, plaza, neighborhood park, playground, community garden, or natural area worthy of preservation. In the Preserve transect zone only, an above-ground stormwater management area may be placed on a Civic Space Lot (see Section 6.11.5.l).
4. **LOT TYPES ALONG STREETS:** Lot types should be selected so that buildings of compatible scale and arrangement will be placed on both sides of streets. Contrasting lot types may be placed back-to-back, allowing alleys or lanes to serve as transitions. See Section 6.11.5.e.10 for further requirements.

d. **Placement of Buildings on Each Lot Type**

The various lot types and proper building placement for each lot type are illustrated on the following pages. Some of the dimensional requirements from Table 1 are shown on each diagram; refer to Table 1 for complete details. Character examples are provided for each lot type for illustrative purposes only; the dimensions in Table 1 control for regulatory purposes.

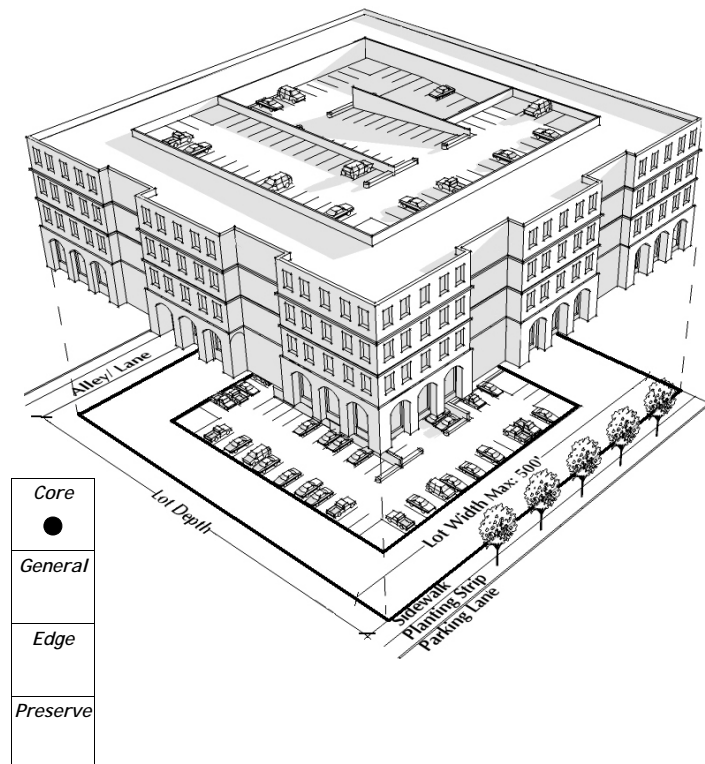
Pedestal Building Lot (PB):



Character Examples:



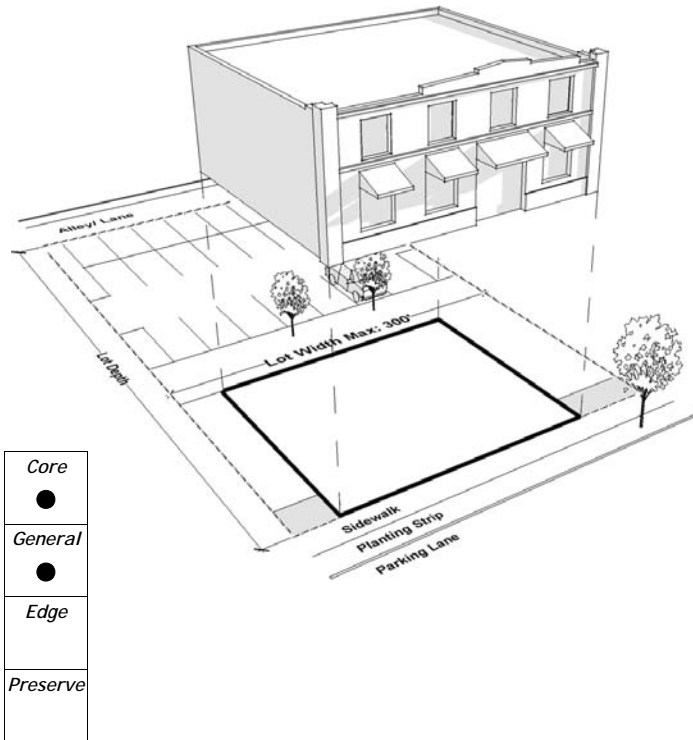
Lined Building Lot (LB):



Character Examples:



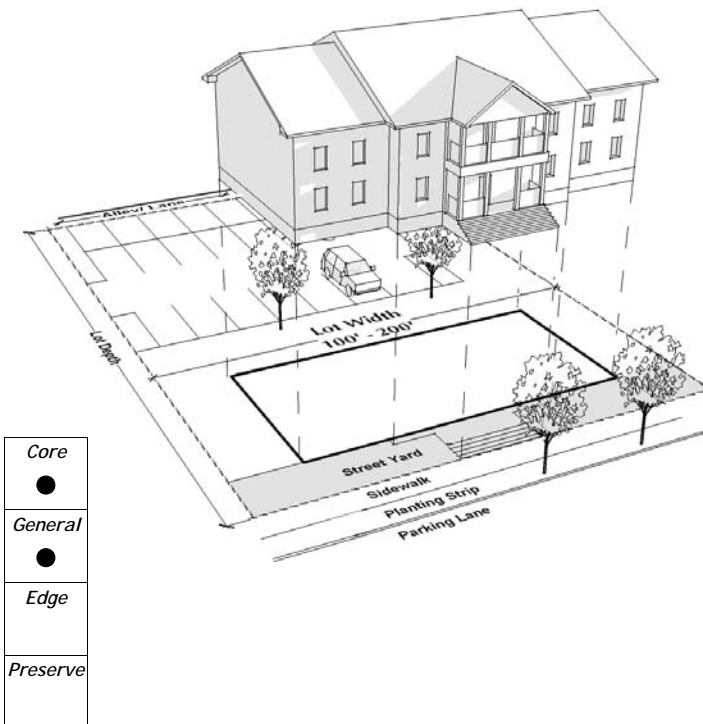
Mixed-Use Building Lot (MU):



Character Examples:



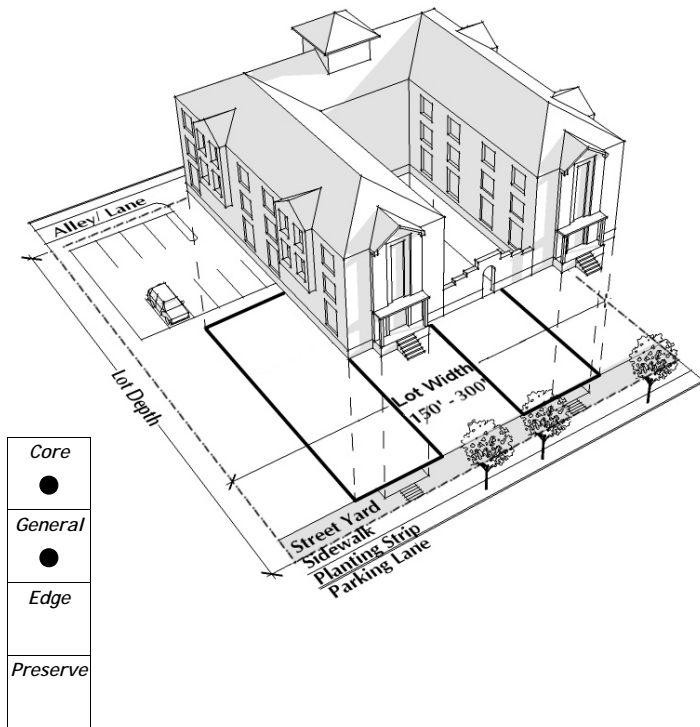
Apartment Building Lot (AB):



Character Examples:



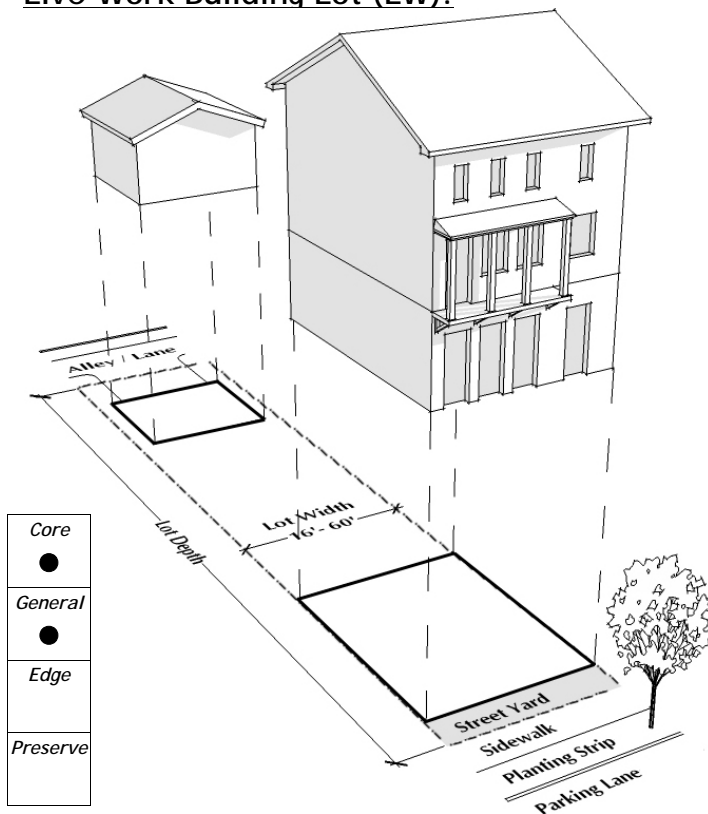
Courtyard Building Lot (CO):



Character Examples:



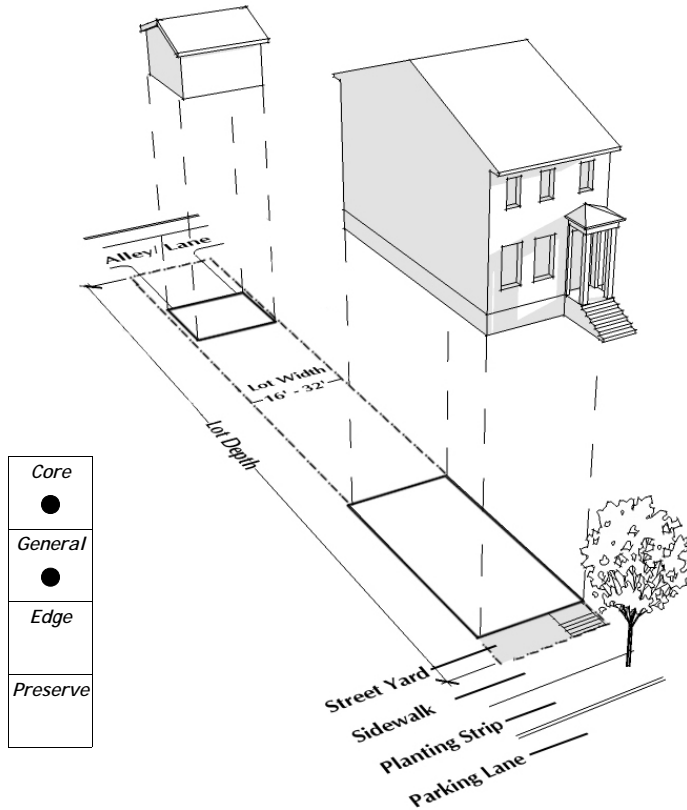
Live-Work Building Lot (LW):



Character Examples:



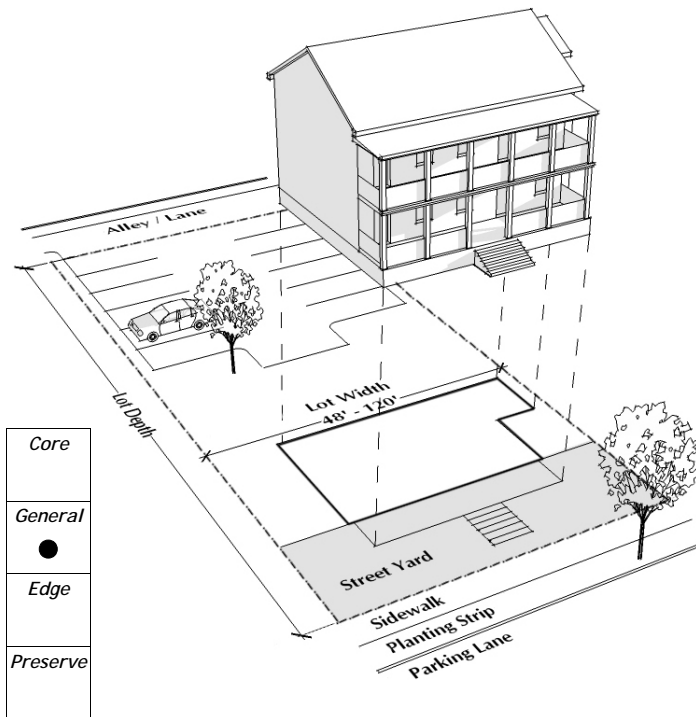
Rowhouse Lot (RH):



Character Examples:



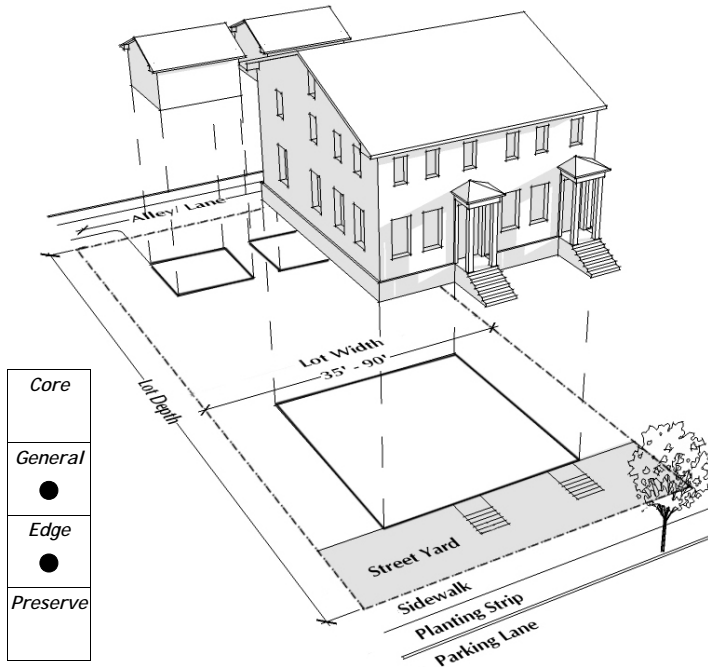
Apartment House Lot (AH):



Character Examples:



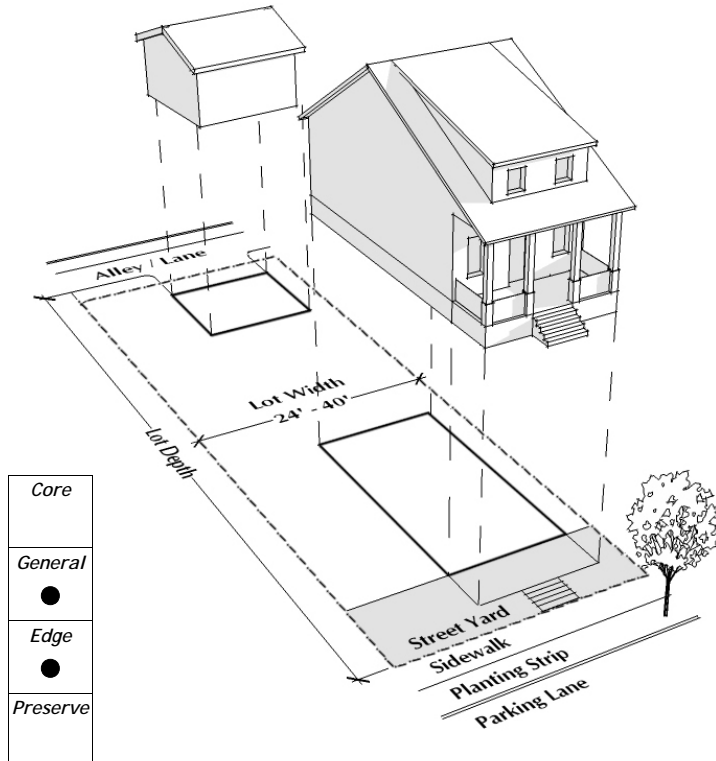
Duplex Lot (DU):



Character Examples:



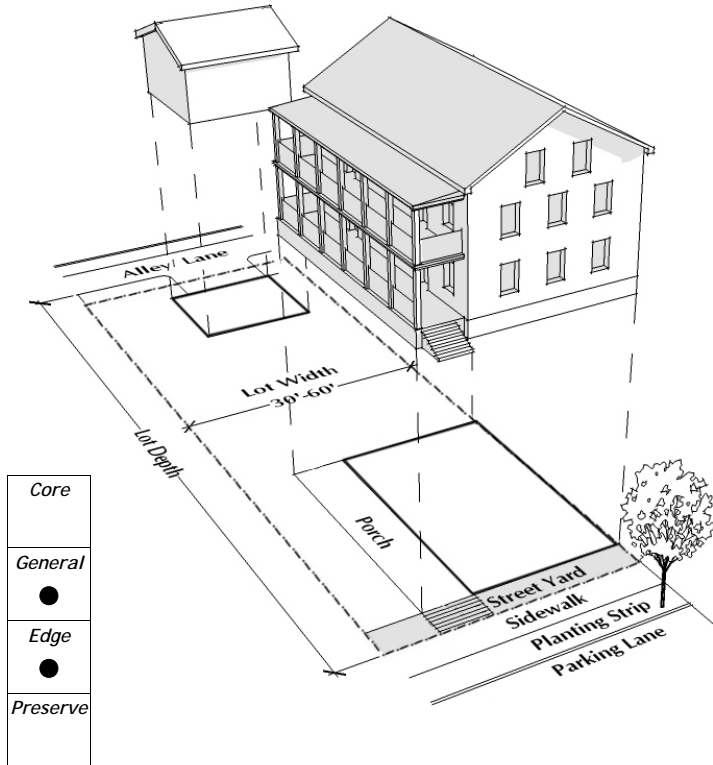
Cottage House Lot (CH):



Character Examples:



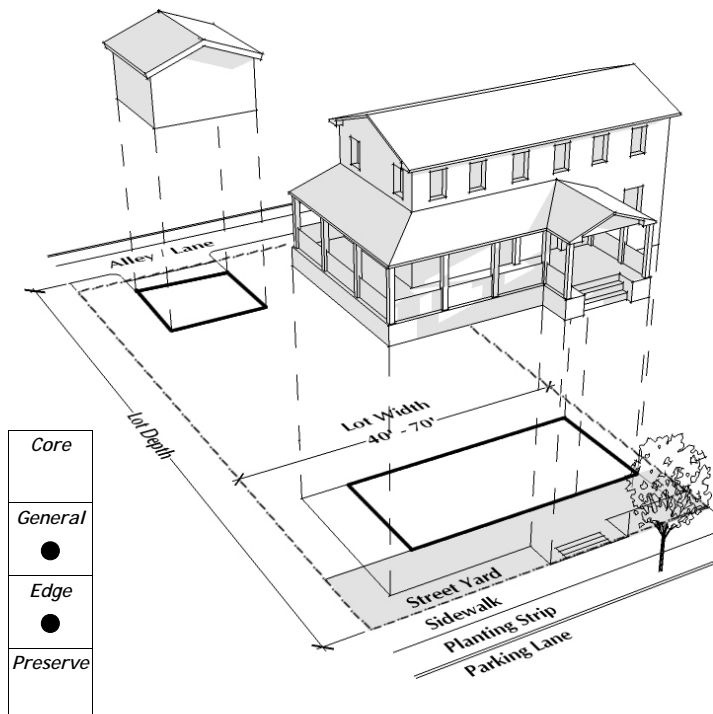
Sideyard House Lot (SH):



Character Examples:



House Lot (H):



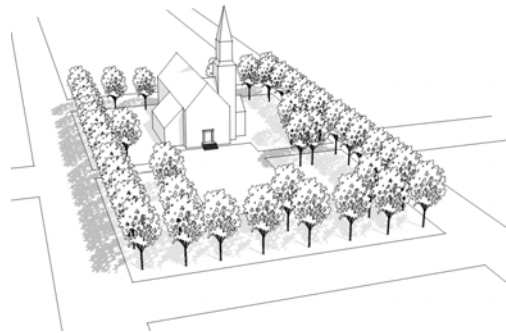
Character Examples:



Civic Building Lot (CB):

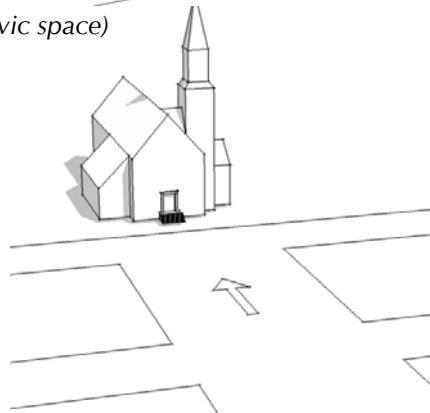


(adjoining civic space)



(surrounded by civic space)

Core	●
General	●
Edge	●
Preserve	



(axial termination of street)

Character Example:



Civic Space Lot (CS): See Section 6.11.5.I.

Core	●
General	●
Edge	●
Preserve	●



Character Examples:

e. Development Standards for Individual Lots

1. DIMENSIONS FOR EACH LOT TYPE: Table 1 provides dimensional requirements that apply to all lots of each designated lot type. These requirements supersede any contradictory requirements in Sarasota County codes.

i. If additional lot types are proposed during the PMI application process (see Section 6.11.5.c), comparable dimensional requirements must also be proposed. Changes may also be proposed to the dimensional requirements in Table 1 for a designated lot type.

ii. The Board of County Commissioners will decide to accept, modify, or reject such dimensional requirements during the PMI approval process based on its determination as to the consistency of the dimensions with the planning, design, and compatibility principles set forth in the Comprehensive Plan and the PMI District. In no case may building heights above 7 stories and 85 feet be approved, and building heights may never exceed any limitations in adopted Town Center or Village Center plans.

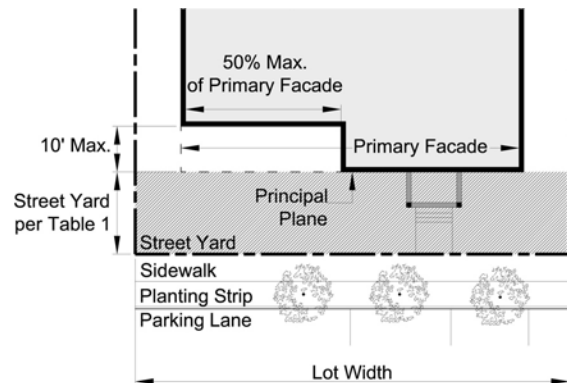
2. PRIMARY ENTRANCES: The primary entrance of every building must directly face a street or a civic space, except on Courtyard Building Lots where primary entrances may face a central garden or courtyard or on Sideyard House Lots where primary entrances may face a side yard.

3. FRONTAGE PERCENTAGES: Frontage percentage is the percentage of the width of a lot that is required to be occupied by its building’s primary facade. Table 1 provides minimum and maximum frontage percentages for each lot type.

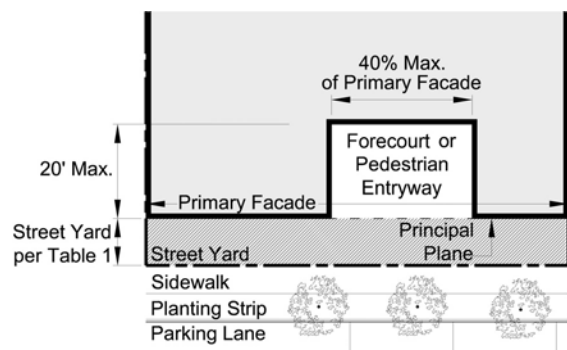
i. Up to 50% of the width of the primary facade may be counted as meeting the frontage percentage requirement even though it may be set back up to 10 feet further from the street than the primary facade’s principal plane.

ii. The location of the primary facade’s principal plane is not changed by facade extensions such as bay windows, awnings, porches, balconies, stoops, colonnades, or arcades, or by upper stories that are closer to or further from the street.

iii. The width of a porte cochere may be counted as part of the primary facade.



4. FORECOURTS: For Pedestal Building, Lined Building, Mixed-Use Building, and Courtyard Building Lots only, a portion of the building’s primary facade may be set back up to 20 feet further from the street than the primary facade’s principal plane if this space is constructed as a forecourt or pedestrian entryway that is open to the sidewalk. This recessed portion may be up to 40% of the total width of the primary facade and may not be used by vehicles. On Courtyard Building Lots, this forecourt may extend beyond 20 feet into the central garden or courtyard.



**TABLE 1
LOT SIZE AND DIMENSIONAL REQUIREMENTS**

Lot Type	Lot Area (min / max in sf)	Lot Width (min / max)	Frontage Percentage (min / max)	Lot Coverage by all bldgs (max)	Yards				Height ⁴ (min/max in stories; max in feet)			Accessory Dwelling Unit ⁵ (max bldg footprint in sf)	
					Street (min / max)		Side (min)	Rear ^{1,2} (min)	Water- front ³ (min)	Core	General		Edge
					Core	General							
Pedestal Building Lot	no min / no max	no min / 500 max	90% / 100%	100%	0 / 10	not permitted	0	0	20 / 30	not permitted	not permitted	not permitted	
Lined Building Lot	no min / no max	no min / 500 max	90% / 100%	100%	0 / 10	not permitted	0	0	20 / 30	not permitted	not permitted	not permitted	
Mixed-Use Building Lot	no min / no max	no min / 300 max	90% / 100%	100%	0 / 10	not permitted	0	3	20 / 30	not permitted	not permitted	not permitted	
Apartment Building Lot	10,000 / no max	100 / 200 max	80% / 100%	100%	0 / 10	not permitted	0	10	20 / 30	not permitted	not permitted	not permitted	
Courtyard Building Lot ⁷	20,000 / no max	150 / 300 max	50% / 90%	70%	0 / 10	not permitted	5	10	20 / 30	not permitted	not permitted	not permitted	
Live-Work Building Lot	1,800 / 7,200 max	16 / 60 max	60% / 100%	80%	0 / 6	not permitted	0	20	20 / 30	not permitted	not permitted	625	
Rowhouse Lot	1,800 / 3,840 max	16 / 32 max	90% / 100%	80%	0 / 6	not permitted	0	20	20 / 30	not permitted	not permitted	625	
Apartment House Lot	4,800 / 18,000 max	48 / 120 max	70% / 90%	80%	not permitted	not permitted	5	15	20 / 30	not permitted	not permitted	not permitted	
Duplex Lot	5,000 / 10,800 max	35 / 90 max	60% / 90%	80%	not permitted	not permitted	5	15	20 / 30	not permitted	not permitted	not permitted	
Cottage House Lot	2,400 / 4,800 max	24 / 40 max	70% / 90%	60%	not permitted	not permitted	3	15	20 / 30	not permitted	not permitted	not permitted	
Sideyard House Lot	3,000 / 7,200 max	30 / 60 max	60% / 90%	50%	not permitted	not permitted	0 / 10 ⁶	15	20 / 30	not permitted	not permitted	800	
House Lot	4,000 / 8,400 max	40 / 70 max	60% / 80%	50%	not permitted	not permitted	5	15	20 / 30	not permitted	not permitted	800	
Civic Building Lot	no min / no max	no min / no max	no min / no max	no max	no min / no max	no min / no max	0	0	20 / 30	not permitted	not permitted	1,250	
Civic Space Lot	no min / no max	no min / no max	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	not permitted	

¹ Minimum rear yards apply to lots with alleys or lanes and to lots with neither alleys nor lanes; rear yards do not apply to through lots or to double-frontage lots.

² Minimum rear yards in this column apply to principal buildings. When alleys or lanes are provided, garages and accessory dwelling units must be built with one wall placed 3' from the property line which is adjacent to the alley or lane.

³ Intracoastal waterway and bays – 30'; all other waterfront yards – 20'

⁴ Buildings must comply with both maximum heights, as measured in stories and in feet. Building heights above 7 stories and 85 feet may not be approved as design variations, and building heights may not exceed any limitations in adopted Town Center or Village Center plans. Mezzanines that exceed the percentage of floor area for a mezzanine defined in the Florida Building Code are counted as a story for the purpose of measuring height. Habitable space within a roofline that is entirely non-habitable is not counted as a story with a 12:12 pitch or less counts as 1/2 story. For heights measured in feet, see Section 6.2.4 for details and exceptions.

⁵ See requirements for accessory dwelling units in Sections 5.3.2.a and 6.1.1.5.e. The maximum sizes in this column supersede those in Section 5.3.2.a.

⁶ One step-back of at least 20' must occur between the second through the fifth floor levels. Step-back is defined as at least 70% of a pedestal building's primary facade being built at least 20' further from all streets than the story below.

⁷ On Courtyard Building Lots, the longer dimension of the central garden or courtyard must be at least 30' long if oriented east-west or 40' if oriented north-south. If the longer dimension is less than 35', architectural projections such as porches and balconies may only extend into the courtyard from one side. Elevator access is allowed only up to the courtyard level. Maximum lot coverage is measured immediately above the courtyard level.

⁸ One side yard must be 10' min; the opposite side yard may be 0' if the adjacent lot is a Sideyard House Lot or if the adjacent lot provides a maintenance easement, otherwise the opposite side yard must 3' min.

Core
General
Edge
Preserve

- 5. FRONT PORCHES:** Front porches may extend up to 10 feet into street yards provided they are at least 8 feet deep. Partial walls, screened areas, and railings on porches that extend into the street yard may be no higher than 42 inches. Porches must remain set back at least the following distances from a public right-of-way:

 - i.** In the Core transect zone, 0 feet.
 - ii.** In the General transect zone, 2 feet.
 - iii.** In the Edge transect zone, 5 feet.
- 6. STOOPS:** Stoops may extend into street yards in the Core and General transect zones provided their upper platform is no higher than 42 inches above the sidewalk. Partial walls and railings on stoops may be no higher than 42 inches. If requested during the PMI application process, stoops may extend into the right-of-way to the extent specifically provided by the Board of County Commissioners during the PMI approval process, based on its determination as to the adequacy of sidewalk widths to allow encroachment by stoops.
- 7. SHADING OF SIDEWALKS:** Each building on a Mixed-Use or Live-Work Building Lot, and each building on a Pedestal Building or Lined Building Lot with non-residential uses on the ground story, is required to have awnings, balconies, colonnades, or arcades facing all streets. When providing a required awning, balcony, colonnade, or arcade, or one that extends over a street right-of-way, the following design requirements apply:

 - i.** Awnings over ground-story doors or windows must have a depth of at least 5 feet and a clear height of at least 8 feet above the sidewalk. Awnings must extend over at least 25% of the width of each primary facade. Back-lit, high-gloss, or plasticized fabrics are prohibited.
 - ii.** Second-story balconies must have a depth of at least 6 feet and a clear height below of at least 10 feet above the sidewalk. These balconies must extend over at least 25% of the width of each primary facade. These balconies may have roofs but must be open toward the street.
 - iii.** Colonnades and arcades must have a clear width from their support columns to the building's primary facade of at least 8 feet and a clear height above the sidewalk of at least 10 feet. Support columns can be spaced no farther apart than they are tall and must be placed to allow at least 2 feet and up to 3 feet from their outer face to the curb. Colonnades or arcades must extend over at least 75% of the width of each primary facade.
 - iv.** Any of these features may extend into the street yard and over public sidewalks provided they maintain two feet of horizontal clearance from a parking lane or travel lane. When colonnades and arcades are to extend over public sidewalks, the property owner may be required to enter into a right-of-way agreement establishing the property owner's sole responsibility for repairing any damage that may result from public maintenance or improvements. The form of this agreement must be acceptable to the County Attorney.
- 8. WINDOWS ON PRIMARY FACADES:** Primary facades on all Pedestal Building, Lined Building, and Mixed-Use Building Lots must have between 30% and 75% of the primary facade of each story in transparent windows. For windows to be considered transparent, the window glass, whether integrally tinted or with applied film, must transmit at least 50% of visible daylight. In addition, retail stores must comply with the following:

 - i.** The ground story's primary facade must have transparent storefront windows covering no less than 75% of its principle plane in order to provide clear views of merchandise in stores and to provide natural surveillance of exterior street spaces.
 - ii.** Storefronts must remain unshuttered at night to provide views of display spaces and are encouraged to remain lit from within until 10:00 PM to provide security to pedestrians.

- iii. Doors allowing public access to streets must be provided at intervals no greater than 75 feet to maximize street activity, to provide pedestrians with frequent opportunities to enter buildings, and to minimize any expanses of inactive wall.
9. **LINER BUILDINGS:** The character of some uses of land, such as theaters and parking structures, would preclude their buildings from complying with the door and window requirements for primary facades. Such buildings may be constructed only on Pedestal Buildings, Lined Building, Mixed-Use Building, Apartment Building, and Courtyard Building Lots and in a manner that they will be separated from adjacent streets (but not alleys) by liner buildings:
- i. Liner buildings must be at least two stories in height with no less than 20 feet in depth;
 - ii. Liner buildings may be detached from or attached to the buildings they are concealing;
 - iii. Liner buildings may be used for any purpose allowed on the lot on which they are located except for parking; and
 - iv. Liner buildings must meet the primary facade transparency requirements in the preceding subsection.
10. **WIDE BUILDINGS:** Table 1 allows Pedestal Building and Lined Building Lots to be up to 500 feet wide and Mixed-Use Building Lots to be up to 300 feet wide. When one of these lot types is placed directly across a street from significantly narrower lots, the principal facade of buildings on these lots must be varied with a change of architectural expression that reflects the widths of the narrower lots.
- i. These changes in expression may be a vertical element running from sidewalk to roof, a change in fenestration or style, color, or texture, or a break in facade plane or roof line.
 - ii. These changes may be subtle or significant, but must soften the visual effect of very wide buildings directly across the street from narrower buildings.
11. **STORY HEIGHTS:** The ground story of commercial and mixed-use buildings must be from 12 feet to 18 feet tall. The ground story of residential and live-work buildings must be from 10 to 14 feet tall. Each story above the ground story in commercial and residential buildings must be from 8 feet to 12 feet tall; any upper story taller than 12 feet will count as two stories. Story heights are measured from the floor to the bottom of the lowest structural member that supports the story above.
12. **RETAIL FLOOR ELEVATION:** In areas prone to flooding, interior floor space must be elevated above adopted base flood elevations or floodproofed in an acceptable manner. Retail space should be placed at sidewalk level; if this level is below the base flood elevation, the floor space must be protected from flood damage by floodproofing in accordance with Article XVI of Chapter 54 of the Sarasota County Code.
13. **RESIDENTIAL FLOOR ELEVATION:** Residential buildings must have the floor of their first habitable story elevated at least 2½ feet above the adjacent sidewalk. If this floor is more than 5 feet above the adjacent sidewalk, the space below counts as the ground (first) story for purposes of measuring building height.
14. **ACCESSORY DWELLING UNITS:** Each Live-Work Building, Rowhouse, Sideyard House, House, and Civic Building Lot is permitted one accessory dwelling unit in addition to its principal building. Accessory dwelling units are counted for density purposes in accordance with Section 5.3.2.a. Accessory dwelling units may not exceed the size limitations in Table 1 and must maintain the same side yards as required for the principal building.

- 15. FRONT OR SIDE DRIVEWAYS:** A continuous network of rear and side alleys or lanes must serve as the primary means of vehicular ingress to individual lots in the Core and General transect zones. Rear lanes are required in the Edge transect zone for all lots narrower than 60 feet; where rear lanes are not provided, a front or side driveway is permitted to House Lots only, with the following restrictions:
- i. Detached garages must always be located in the rear of the lot. All walls of attached garages must be at least 20 feet behind the principal plane of the house's primary facade.
 - ii. Garage doors should face the side or the rear of the lot rather than the front. Where space does not permit a side- or rear-facing garage door, front-facing garage doors may be provided but each door may not exceed 10 feet in width.
 - iii. Driveways may not exceed 10 feet in width except at the garage entrance.

f. Permitted Uses by Lot Type

- 1. PERMITTED USES:** Table 2 identifies the permitted and limited uses for each lot type. There are two types of column headings in Table 2:
 - i. The first twelve columns identify specific uses or use categories that are described or defined in these zoning regulations. The letter "P" and "L" in a row below has the same meaning as when those letters are used in all other use tables in these zoning regulations (see Section 5.1.1). A blank cell indicates that a use is not allowed for the respective lot type, unless the use is specifically allowed by another column in Table 2.
 - ii. The last three columns identify entire commercial zoning districts:
 - (a) The letter "S" in a row below indicates that a particular lot type has the same rights to all permitted and limited uses that are allowable for any parcel located in that commercial zoning district, except for special exception uses which may not be approved in a PMI District.
 - (b) All other uses indicated by "P" or "L" in another column of Table 2 are also permitted.
- 2. ACCESSORY USES:** Accessory uses and structures not listed in Table 2 are regulated in the same manner as the Sarasota County zoning regulations would otherwise provide for each permitted use.
- 3. PERMITTED USES FOR ADDITIONAL LOT TYPES:** If additional lot types are proposed during the PMI application process (see Section 6.11.5.c), comparable assignments of land uses must also be proposed. The Board of County Commissioners will decide to accept, modify, or reject such assignments during the PMI approval process based on its determination as to their consistency with the planning, design, and compatibility principles set forth in the Comprehensive Plan and the PMI District.

TABLE 2
USE TABLE

Lot Type	Single-family detached	Two-family house	Upper story or attached residential	Family Day Care Home	Adult Day Care Home (up to 6)	Community Residential Home (see Section 5.3.2.b)	Guest house or accessory dwelling unit (see 5.3.2.a & d)	Live-work unit (see Section 5.3.2.f)	Bed and Breakfast	Transient accommodations	Public & Civic Use Categories (limited to 5.2.4.a, b, c, d, h, & i)	Minor utilities (see Section 5.2.4.i)	ENTIRE ZONING DISTRICTS:	Commercial Neighborhood (CN)	Office, Professional and Institutional (OPI)	Commercial General (CG)
Pedestal Building Lot			P	P	P	L		P	P	P	P	P		S	S	S
Lined Building Lot			P	P	P	L		P	P	P	P	P		S	S	S
Mixed-Use Building Lot *			P*	P*	P*	L		P	P	P	P	P		S	S	S
Apartment Building Lot			P	P	P	L		P	P			P				
Courtyard Building Lot			P	P	P	L		P	P			P				
Live-Work Building Lot			P	P	P	L	L	P	P		P	P		S	S	S
Rowhouse Lot			P	P	P	L	L	P	P			P				
Apartment House Lot			P	P	P	L	L	P	P			P				
Duplex Lot		P		P		L			P			P				
Cottage House Lot	P			P		L						P				
Sideward House Lot	P			P		L	L					P				
House Lot	P			P		L	L					P				
Civic Building Lot							L					P				
Civic Space Lot											P**					

Core General Edge Preserve

NOTES: P = Permitted use (see Section 5.1.1.a.1)
 L = Permitted with limitations (see Sec. 5.1.1.a.2)
 BLANK = Use not permitted
 S = Same permitted and limited uses as allowable for any parcel in the zoning district listed at the top of the column (see Section 6.11.5.f)
 * Residential uses in Mixed-Use Building Lots may not be placed in the ground (first) story.
 ** Civic Space Lots are not building sites; see Section 6.11.5.l for allowable uses on Civic Space Lots

g. Allowable Street Types by Transect Zone

1. **STREET TYPES BY TRANSECT ZONE:** Specific street types are allowed within the corresponding transect zones as identified by the letter "X" in the following table. These streets must comply with the street cross-sections in Section 6.11.5.i as adjusted in accordance with the streetscape standards in Section 6.11.5.j.

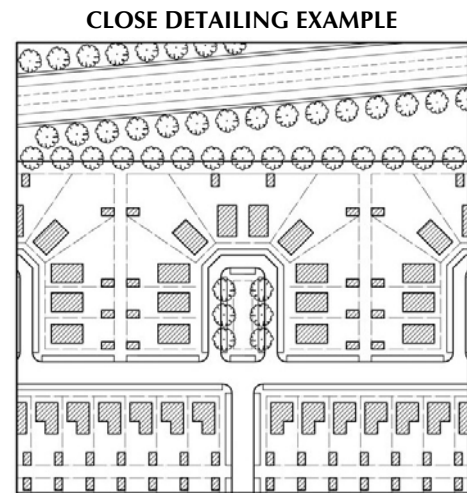
Street Type	(movement type)	Transect Zones			
		Core	General	Edge	Preserve
Boulevard	(speed / slow)	X	X		
Avenue	(slow)	X	X		
Street A	(free)	X	X		
Street B	(slow)		X	X	
Street C	(slow)	X	X		
Street D	(free)	X	X	X	
Street E	(slow)	X	X		
Street F	(slow)		X	X	
Drive	(slow)		X	X	
Road	(free)			X	
Rear Alley	(slow)	X	X		
Rear Lane	(yield)		X	X	

2. **ADDITIONAL STREET TYPES:** An applicant may propose additional street types or modified cross-sections and streetscape standards through the PMI application process. The County Engineer will review each additional street type or proposed modification and provide written comments. The Board of County Commissioners will decide to accept, modify, or reject such additions or modifications during the PMI approval process based on its determination as to the consistency of the additions or modifications with the planning, design, and compatibility principles set forth in the Comprehensive Plan and the PMI District.

h. Design of Streets, Alleys, and Blocks

1. **STREETS:** Each PMI District must provide a highly interconnected network of streets and must accommodate existing or anticipated public transit in accordance with transit standards adopted by Sarasota County.
 - i. Individual street types are classified in Section 6.11.5.g by movement type. Movement type describes the expected driver experience, as follows:
 - (a) **Speed:** Drivers can expect travel similar to conventional street design, but with continued emphasis on pedestrian safety and comfort. Design speed is 30-35 mph.
 - (b) **Free:** Drivers can expect to travel generally without delay at the design speed; street design supports safe pedestrian movement at the higher design speed. This movement type is appropriate for thoroughfares designed to traverse longer distances or connect to higher intensity locations. Design speed is 25-30 mph.
 - (c) **Slow:** Drivers can proceed carefully with an occasional stop to allow a pedestrian to cross or another car to park. The character of the street should make drivers uncomfortable exceeding design speed due to presence of parked cars, enclosure, tight turn radii, and other design elements. Design speed is 20-25 mph.
 - (d) **Yield:** Drivers must proceed slowly and with extreme care and must yield in order to pass a parked car or approaching vehicle (the functional equivalent of traffic calming). Design speed is 20 mph or less.

- ii. The interconnected network of streets must extend into adjoining areas except where the general infill goal of integration with surrounding uses is deemed inappropriate for a particular infill site by the Board of County Commissioners during the PMI approval process. Street stubs must be provided to adjoining undeveloped areas to accommodate future street connectivity.
- iii. Streets do not have to form a rectangular grid; they may be curved or bent but must connect to other streets. Intersections with designated arterials and collectors must have centerline offsets of at least 150 feet; this requirement does not apply to intersections that are limited to alleys, lanes, or local streets.
- iv. The proposed street network should respect topography and designated environmental resources and be modified accordingly to avoid damages to such resources.
- v. Sidewalks and rows of street trees must be provided on both sides of all streets; street trees may be omitted where arcades or colonnades meet the standards in Section 6.11.5.e or where a street adjoins a natural area being preserved. To allow healthy tree growth, when street trees will be planted in tree wells or in planting strips narrower than 10 feet, the developer must support the surrounding sidewalk and parking lane with structural soil or provide an equivalent soil volume using a method acceptable to the county's urban forester. See also Sections 6.11.5.i and j regarding street trees.
- vi. Dead-end streets are not permitted except where physical conditions such as highways, sensitive natural resources, or unusual topography provide no practical connection alternatives. Each dead end must be detailed as a close (a small green area surrounded by a common driveway serving adjoining lots) and should provide pedestrian connectivity to the maximum extent practicable.
- vii. All streets must be publicly dedicated. Private streets and closed or gated streets are prohibited.



- 2. **ALLEYS AND LANES:** A continuous network of rear and side alleys or lanes must serve as the primary means of vehicular ingress to individual lots in the Core and General transect zones. Rear lanes are required in the Edge transect zone for all lots narrower than 60 feet (see special requirements in Section 6.11.5.e where vehicular ingress is from the street).
 - i. Alley or lane entrances should generally align so as to provide ease of ingress for service vehicles, but internal deflections or variations in the alley/lane network are encouraged to prevent excessive or monotonous views of the rear of structures resulting from long stretches of alleys or lanes.
 - ii. All alleys and lanes must be publicly dedicated.

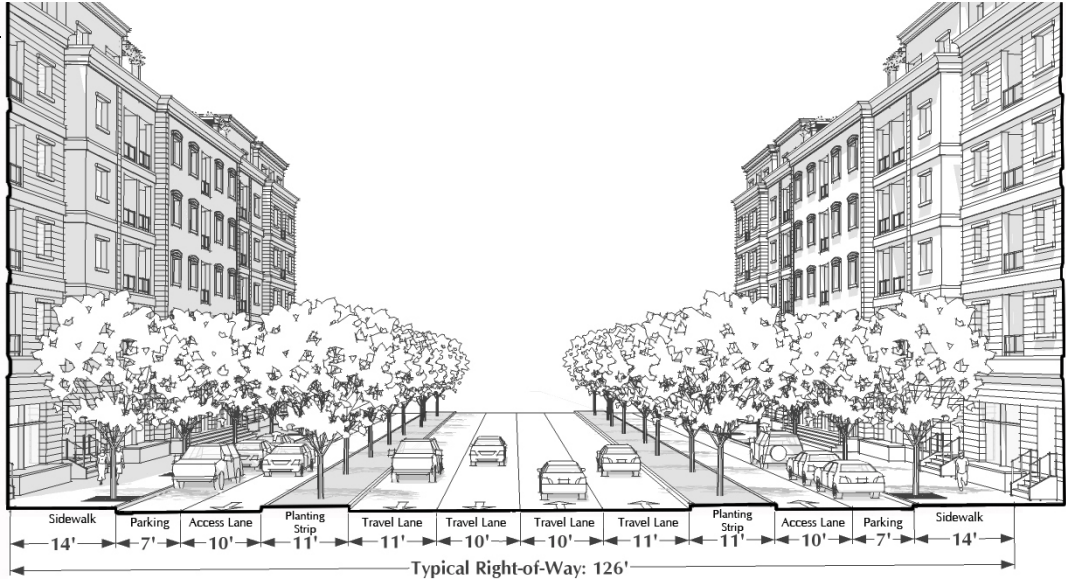
- 3. BLOCKS:** Except as otherwise provided, block perimeters may not exceed 1600 linear feet as measured along the inner edges of each street right-of-way. Blocks may also be broken by a Civic Space Lot provided that lot is at least 50 feet wide and will provide perpetual pedestrian access between the blocks and to any lots that front the Civic Space Lot. Smaller blocks are encouraged to promote walkability.
 - i.** Block perimeters may exceed this limit, up to a maximum of 2000 linear feet, only if one or more of the following conditions apply:
 - (a)** The block is assigned to the Core transect zone;
 - (b)** The block has at least one block face on an arterial street; or
 - (c)** The block contains valuable natural features or significant historic resources that should not be crossed by a street.
 - ii.** Any single block face wider than 500 feet must include a publicly dedicated sidewalk, passage, or trail at least 8 feet in width that connects to another street.
 - iii.** An applicant may propose minor modifications to these block size standards through the PMI application process. The Board of County Commissioners will decide to accept, modify, or reject such modifications during the PMI approval process based on its determination as to the consistency of the modifications with the planning and design principles set forth in the Comprehensive Plan and the PMI District.

i. Street Cross-Sections

- 1.** The function of all PMI street types is to promote walkability and pedestrian comfort, with vehicle mobility as a secondary function.
 - i.** These street types are provided for use in the PMI District with compatible lot types and transect zones.
 - ii.** In the PMI District, these standards supersede any conflicting standards in this Code or in Chapter 74 or other land development or engineering regulations of Sarasota County.
- 2.** Street types in all PMI districts must be assigned on the regulating plan in accordance with the standards in Section 6.11.5.
 - i.** The specific design of each street must follow the cross-sections illustrated below for each street type, as adjusted for the transect zone it passes through in accordance with Sections 6.11.5.j.
 - ii.** The lane widths shown include the width of horizontal extensions of curbs such as gutter pans.

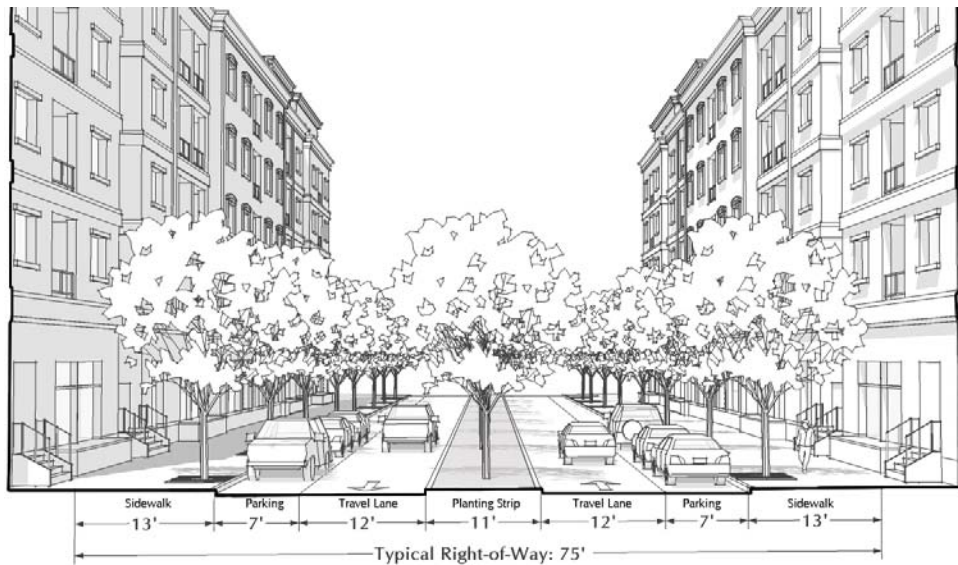
Boulevard:

Core	●
General	●
Edge	
Preserve	



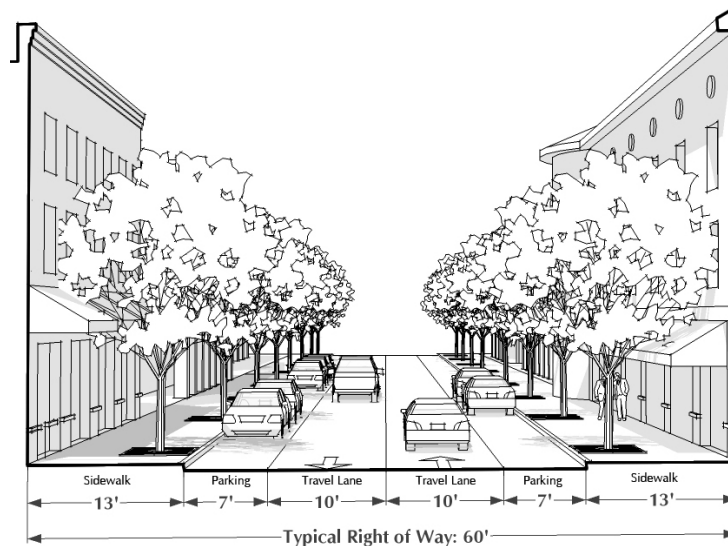
Avenue:

Core	●
General	●
Edge	
Preserve	



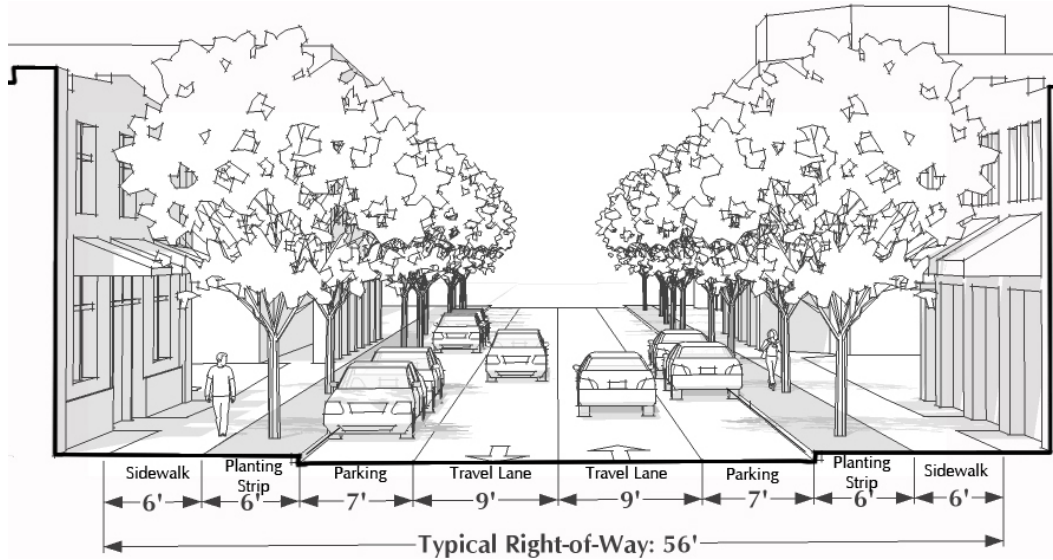
Street A:

Core	●
General	●
Edge	
Preserve	



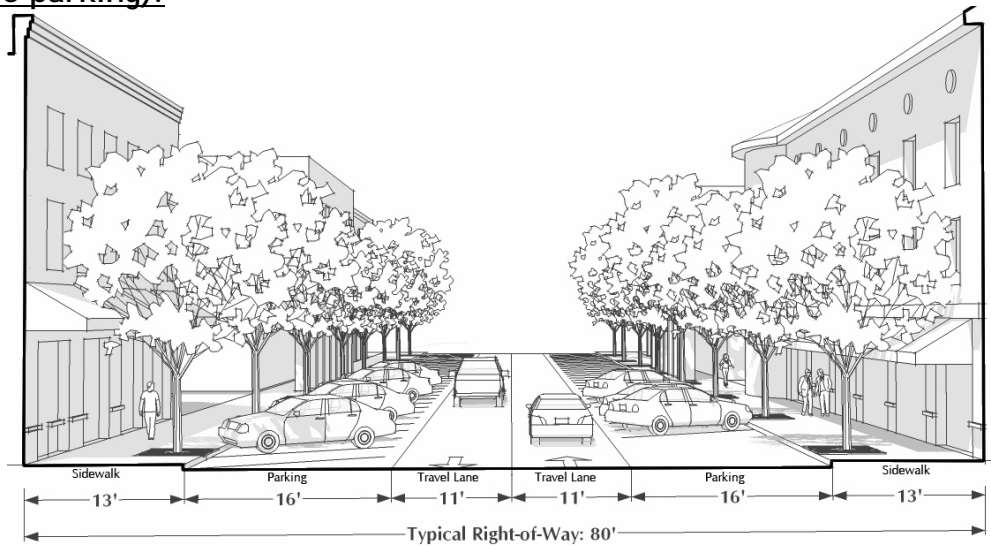
Street B:

Core	
General	●
Edge	●
Preserve	



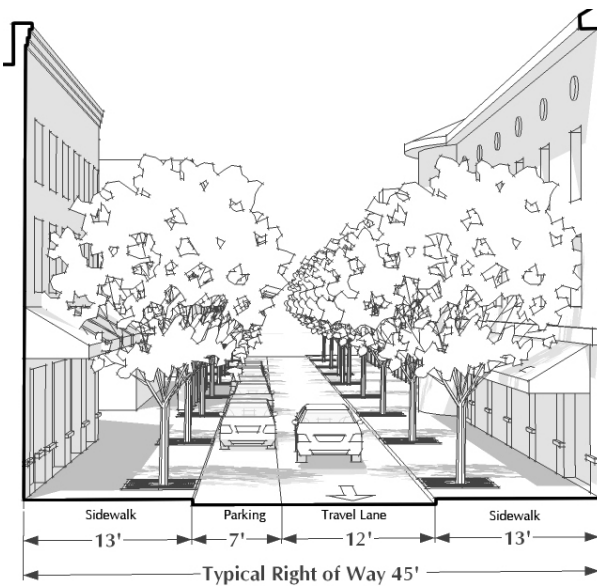
Street C (angle parking):

Core	●
General	●
Edge	
Preserve	



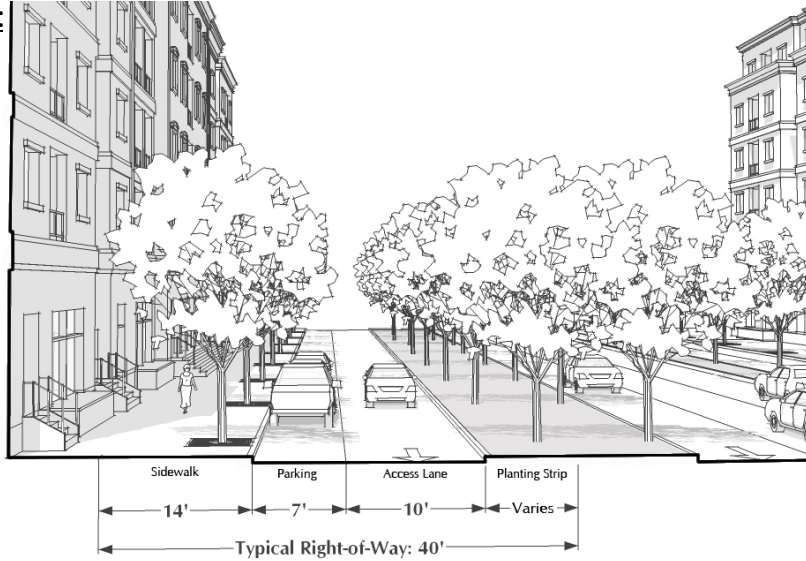
Street D (one way):

Core	●
General	●
Edge	
Preserve	



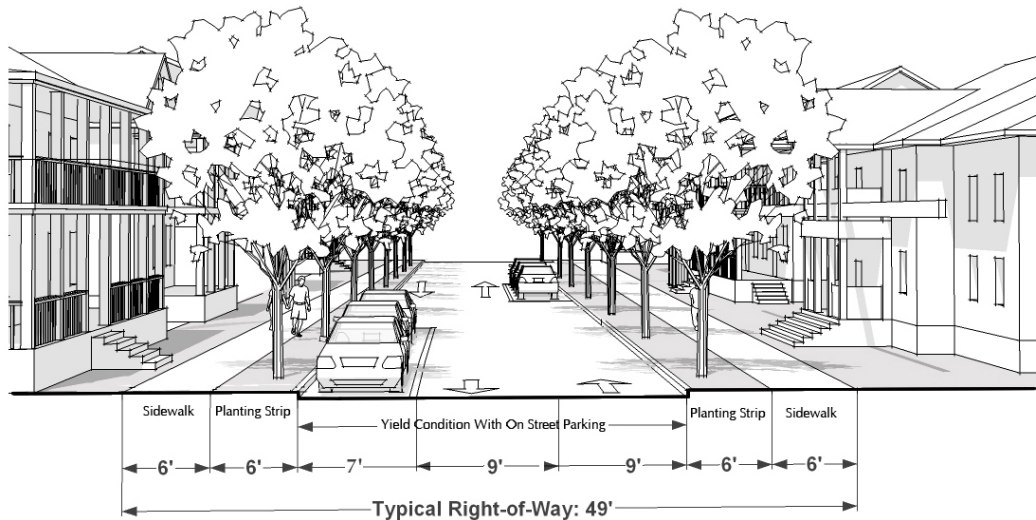
Street E (access street):

Core	●
General	●
Edge	
Preserve	



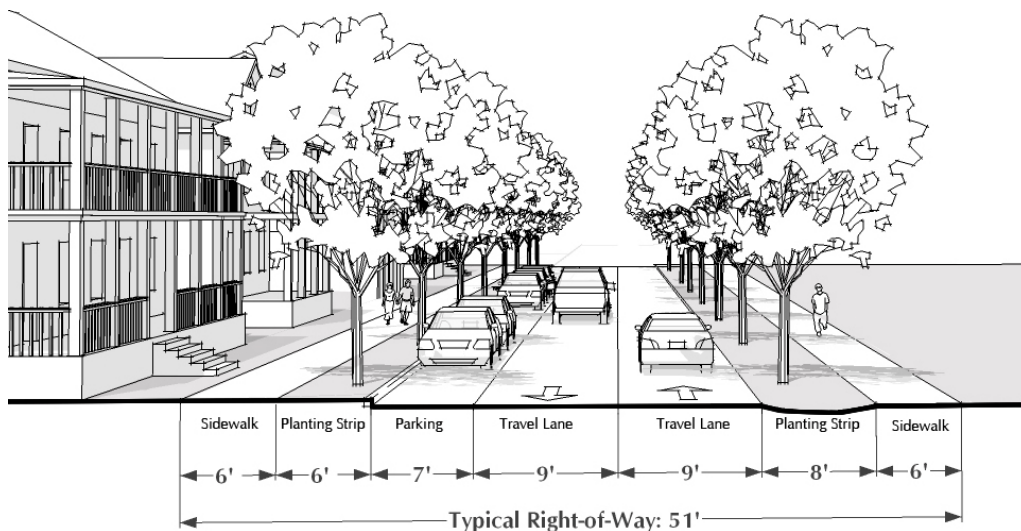
Street F:

Core	
General	●
Edge	●
Preserve	



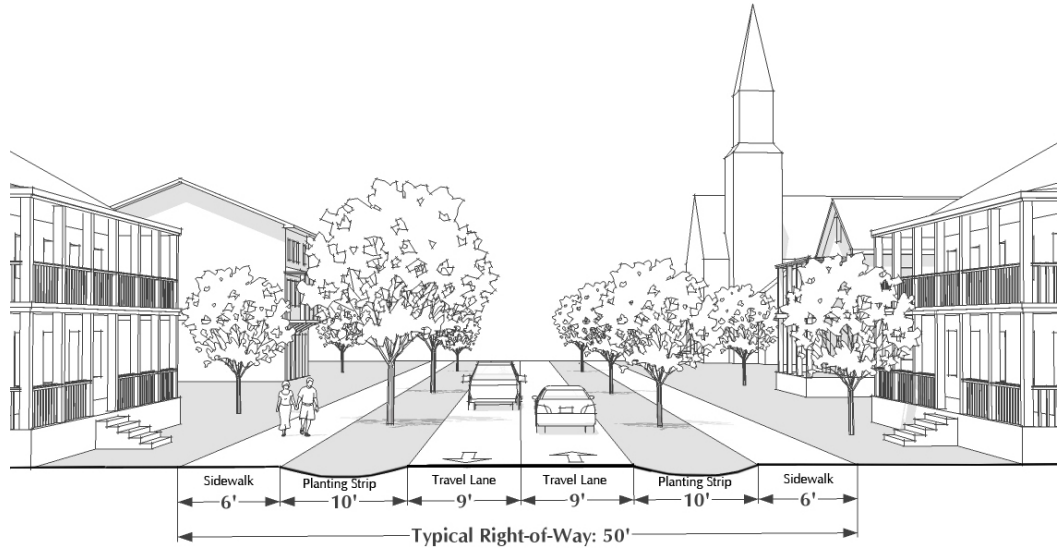
Drive:

Core	
General	●
Edge	●
Preserve	



Road:

Core
General
Edge ●
Preserve



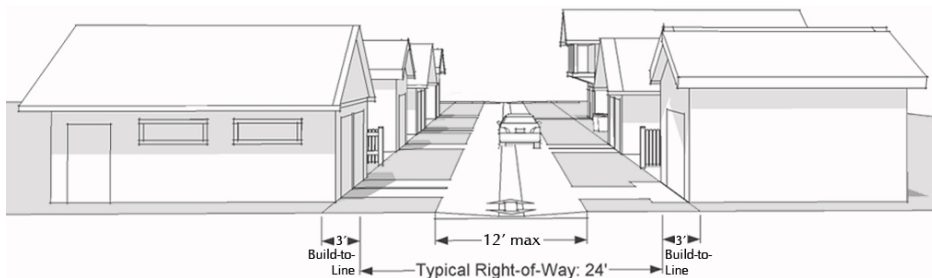
Rear Alley:

Core ●
General ●
Edge
Preserve



Rear Lane:

Core
General ●
Edge ●
Preserve



j. Streetscape Standards by Transect Zone

The following standards apply to all street types as they pass through the indicated transect zone:

Streetscape Standards	Transect Zones		
	Core	General	Edge
Street edge:			
<u>Type</u>	<u>raised curb</u>	<u>raised curb</u>	<u>raised curb or open swale</u>
<u>Corner radius¹</u>	<u>10' to 15'</u>	<u>10' to 20'</u>	<u>10' to 25'</u>
<u>Corner radius²</u>	<u>5' max.</u>	<u>5' max.</u>	<u>5' max.</u>
Street trees:			
<u>Type</u>	<u>tree wells</u>	<u>tree wells or planting strip</u>	<u>planting strip</u>
<u>Width</u>	<u>4' to 8' wells</u>	<u>4' min. wells; 6' to 12' strips</u>	<u>8' min. strips</u>
<u>Tree spacing</u>	<u>regular or clustered</u>	<u>regular</u>	<u>regular</u>
<u>Tree diversity</u>	<u>single species per block</u>	<u>single species per block</u>	<u>alternating species allowed</u>
Sidewalk:			
<u>Type</u>	<u>sidewalks required</u>	<u>sidewalks required</u>	<u>sidewalks required</u>
<u>Width</u>	<u>12' min; 16' min w/ wells</u>	<u>6' min; 10' min w/ wells</u>	<u>5' min.</u>
Rear alley/lane:	<u>alley is required</u>	<u>alley or lane is required</u>	<u>lane is desirable</u>
¹ <u>These radius standards apply to:</u> <ul style="list-style-type: none"> ● <u>swales (measured to edge of pavement);</u> ● <u>raised curbs if both on-street parallel parking and curb bulbs (curb extensions) are provided (measured to vertical face of curb); and</u> ● <u>raised curbs if on-street parallel parking is not provided (measured to vertical face of curb).</u> <u>The standards for curb bulbs may be adjusted by the County Engineer based on a technical analysis using AutoTurn or turning templates.</u>			
² <u>This radius standard applies to raised curbs if on-street parallel parking is provided without curb extensions (measured to vertical face of curb).</u>			

k. Off-Street Parking

Mixed-use infill developments provide extensive on-street parking, proximity to existing or future public transit, sidewalks on all streets, and a mix of compatible land uses that can share parking spaces. Based on these factors, the following standards will apply in the PMI District.

- 1. MINIMUM REQUIRED OFF-STREET PARKING:** The minimum off-street parking requirements shown in Section 7.1.7.b will be multiplied by the following factors to produce modified off-street parking requirements for the PMI District. This multiplication will have no effect on the maximum number of parking spaces, which will continue to be regulated by Section 7.1.8. Off-street parking may be provided on the lot it serves or within 1320 feet of the primary entrance of the building it serves; however, off-street parking may not be the principal use of a lot except in a parking structure on a Lined Building Lot.

	Transect Zones		
	Core	General	Edge
RESIDENTIAL USES (all)	<u>0.40</u>	<u>0.60</u>	<u>0.80</u>
PUBLIC AND CIVIC USES (all)	<u>0.60</u>	<u>0.70</u>	<u>0.80</u>
COMMERCIAL USES (all)	<u>0.40</u>	<u>0.60</u>	<u>n/a</u>

- 2. PARK-ONCE SYSTEM:** An owner/developer is encouraged to implement a park-once system of shared parking for part or all of a PMI District to distribute the commercial parking load between on-street parking and shared parking lots or structures. An extensive park-once system may be submitted for approval as an alternative parking plan (see subsection 6.11.5.k.6 below).

- 3. LOCATION OF OFF-STREET PARKING:** To the maximum extent practicable, off-street parking spaces must be located within buildings or behind buildings so that buildings can screen parking areas from sidewalks and streets. In no case may parking be located in the street yard in front of a building. Parking lots in side yards may be permitted provided the buildings they serve can meet the lot width and frontage percentage requirements of Table 1 and provided these lots are set back a minimum of 20 feet from lot lines adjoining rights-of-way, excluding alleys.
- 4. ACCESS TO OFF-STREET PARKING:**

 - i.** In the Core and General transect zones, rear alleys and lanes must be the primary source of access to off-street parking. In the Edge transect zone, rear lanes are the most desirable source of access to off-street parking (see special requirements in Section 6.11.5.e where vehicular ingress is from the street). Parking along alleys or lanes may be 90-degree, angle, or parallel.
 - ii.** Alleys may be incorporated into parking lots as if they were standard parking access aisles. Access to all properties adjacent to the alley must be maintained.
 - iii.** Cross-access is required between adjoining rear parking lots on any combination of these lot types: Pedestal Building Lots, Lined Building Lots, and Mixed-Use Building Lots.
- 5. PARKING STRUCTURES:** Parking structures are permitted only on Pedestal Building, Lined Building, Mixed-Use Building, Apartment Building, and Courtyard Building Lots.

 - i.** The liner building requirements of Section 6.11.5.e apply to all parking structures and to any story of a principal structure used to park vehicles.
 - ii.** Parking structures may extend below grade and may contain up to five levels of parking above grade. Parking structures may contain other uses above the parking levels provided the entire building does not exceed the height allowed by Table 1.
- 6. ALTERNATIVE PARKING PLANS:** An alternative parking plan (see Section 7.1.11) is generally reviewed as an administrative adjustment (see Section 3.8), but may also be submitted with a petition for rezoning to the PMI District, in which case it will be reviewed by the Zoning Administrator in accordance with the procedures of Section 3.8. The Zoning Administrator will forward a recommendation to the Board of County Commissioners, which may approve, modify, or reject the plan during the PMI approval process. Shared parking is strongly encouraged in the PMI District; the restrictions in Sections 7.1.11.f.1 and 2 on shared parking may be waived through approval of an alternative parking plan.

I. Civic Buildings and Civic Spaces

1. **CIVIC BUILDINGS:** Civic buildings contain public or civic uses of special significance to residents, employees, or visitors. Civic buildings are used for the following purposes: community services, day care, education, government, places of worship, or social services. Civic buildings must be designed to physically express their community prominence.
 - i. Each PMI District that is 30 acres or larger must contain at least 0.5 acres devoted to Civic Building Lots, with at least one Civic Building Lot at least 10,000 square feet. Civic Building Lots are usually sited adjoining or surrounded by civic spaces or they provide a visual landmark by being placed at the axial termination of a street (see Civic Building Lot diagrams in Section 6.11.5.d). A certificate of occupancy must be obtained for a civic building on this lot within three years after the first building in the PMI District obtains a certificate of occupancy.
 - ii. In order to provide greater flexibility in building types and to allow more distinctive architectural expression, Civic Building Lots do not have mandatory frontage percentages or street yard standards.

2. **CIVIC SPACES IN PRESERVE TRANSECT ZONES:** Civic spaces in Preserve transect zones may serve as project boundary buffers that are placed and maintained to provide a separation from adjoining land uses or they may be playgrounds, community gardens, stormwater management areas, or natural areas worthy of preservation. All land in Preserve transect zones must be designated as Civic Space Lots; this land does not qualify toward the 5% minimum civic space acreage in the Core, General, and Edge transect zones.
 - i. Project boundary buffers are not mandatory in PMI districts because the planning goal is integration with surrounding uses rather than separation. Where integration is not possible or is deemed inappropriate for a particular infill site by the Board of County Commissioners during the PMI approval process, the installation, maintenance, and use of project boundary buffers must meet the requirements of Section 7.3.8 and must be placed on land designated as the Preserve transect zone.
 - ii. Where provided, above-ground stormwater management areas must be designated as the Preserve transect zone.
 - iii. Natural areas worthy of preservation, including archaeological features, creeks, designated wetlands, and upland buffer conservation or preserve areas, should be designated as the Preserve transect zone.
 - (a) These areas are important public amenities whose edges should be easily accessible, for instance bordered by trails, neighborhood parks, streets, or commercial uses such as restaurants.
 - (b) Passive recreational activities are the only permitted uses within these areas, as provided in Sections 6.2.7.b.1. These areas must be maintained in accordance with management guidelines in the Comprehensive Plan and must be restricted by appropriate legal instrument as provided in Section 6.11.1.a.3.

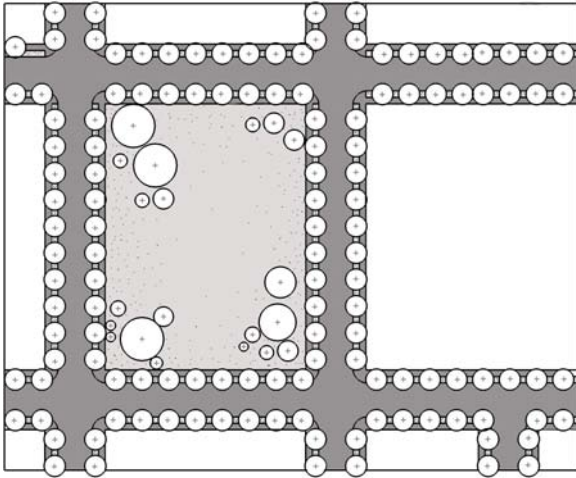
3. CIVIC SPACES IN CORE, GENERAL, AND EDGE TRANSECT ZONES: Each PMI district must contain at least one Civic Space Lot in Core or General transect zones. Civic spaces may be one of the following types, which are allowable in various transect zones as indicated by the letter “X” in the table below:

- i. **GREEN:** A green is an open space consisting of lawn and informally arranged trees and shrubs, typically furnished with paths, benches, and open shelters. Greens are spatially defined by abutting streets.
- ii. **SQUARE:** A square is a formal open space available for recreational and civic uses and spatially defined by abutting streets and building frontages. Landscaping in a square consists of lawn, trees, and shrubs planted in formal patterns and it is typically furnished with paths, benches, and open shelters.
- iii. **PLAZA:** A plaza is a formal open space available for civic and commercial uses and spatially defined by building frontages. Landscaping in a plaza consists primarily of pavement; trees and shrubs are optional.
- iv. **NEIGHBORHOOD PARK:** A neighborhood park is a natural landscape consisting of open and wooded areas, typically furnished with paths, benches, and open shelters. Neighborhood parks are often irregularly shaped but may be linear in order to parallel creeks, canals, or other corridors.
- v. **PLAYGROUND:** A playground is a fenced open space, typically interspersed within residential areas, that is designed and equipped for the recreation of children. Playgrounds may be freestanding or located within parks, greens, or school sites.
- vi. **COMMUNITY GARDEN:** A community garden is a grouping of garden plots available to nearby residents for small-scale cultivation.

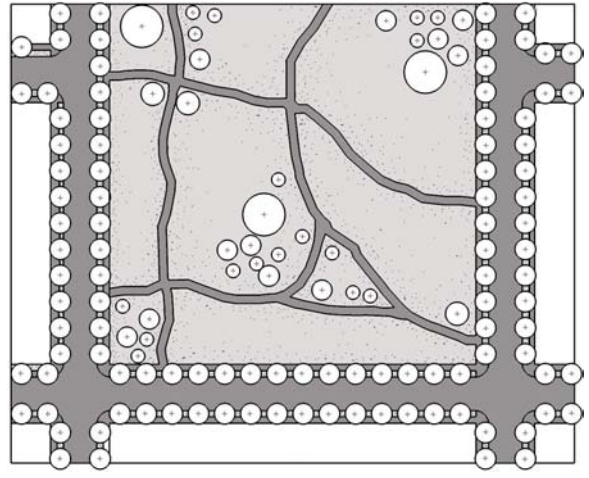
Civic Space Types	Must Front On At Least:	Typical Lot Size	Transect Zones			
			Core	General	Edge	Preserve
Green	2 streets	0.5 to 5 acres		X	X	
Square	3 streets	0.5 to 2 acres	X	X		
Plaza	1 street	0.1 to 2 acres	X	X		
Neighborhood Park	1 street	0.5 to no max.		X	X	
Playground	0 streets	0.1 to 1 acre	X	X	X	X
Community Garden	0 streets	0.1 to 1 acre		X	X	X

- vii. **COMBINED SIZE:** The combined size of all Civic Space Lots located in the Core, General, and Edge transect zones must be at least 5% of the total acreage of those zones, except where a comparable amount of civic space within 1/4-mile walking distance already exists or is committed. This 5% minimum is in addition to planting strips within street rights-of-way, open space provided on lots with private buildings, and open space in the Preserve transect zone.
- viii. **SQUARES AND PLAZAS:** Squares and plazas must be located so that building walls that will face the square or plaza will have at least 25% of their primary facade, including at least 40% of the ground story’s primary facade, in transparent windows.
- ix. **RESTRICTION ON USES:** Civic Spaces Lots in Core, General, and Edge transect zones may not be used for any other purpose unless comparable civic spaces are approved through the rezoning process. These lots will not be restricted as open space in perpetuity as provided in Section 6.11.1.a.3 or elsewhere in this Code.
- x. **DESIGN:** Civic Space Lots must be designed, landscaped, and furnished to be consistent with the character of the transect zone in which they are located. Street frontage requirements are provided in the table above. One arrangement of each type of civic space is illustrated in the diagrams below:

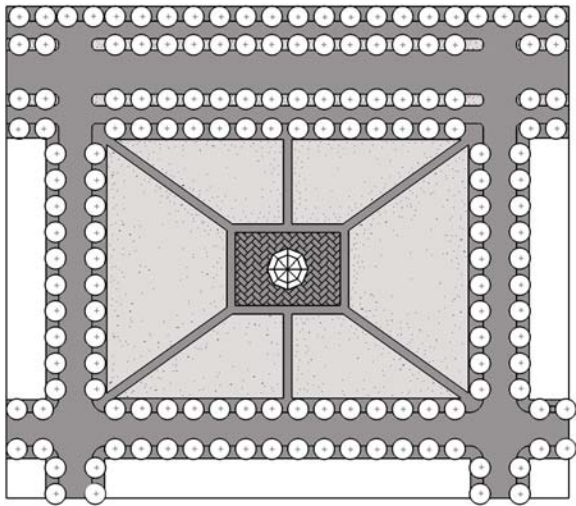
GREEN:



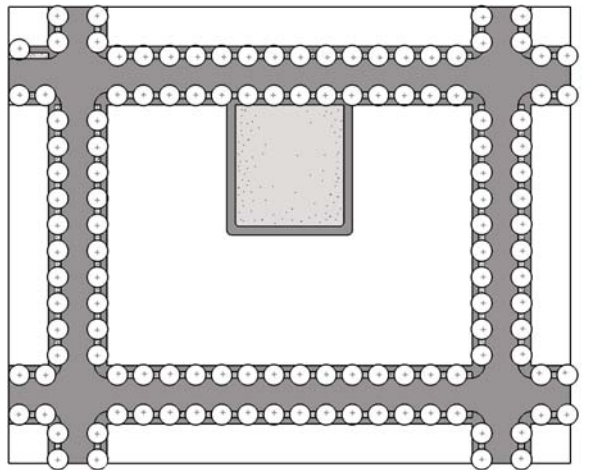
NEIGHBORHOOD PARK:



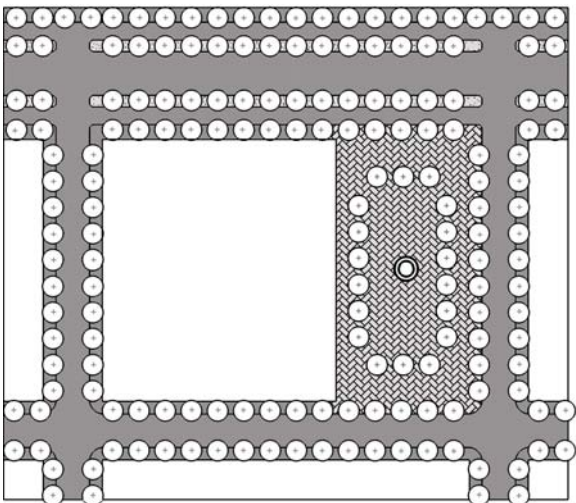
SQUARE:



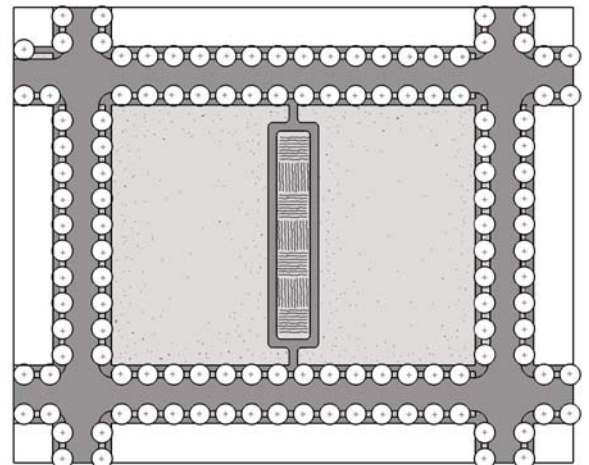
PLAYGROUND:



PLAZA:



COMMUNITY GARDEN:



m. Stormwater Management

In mixed-use infill development, some best management practices for stormwater management differ from suburban practices. Compact development creates fewer pollutants by reducing expansive lawns and parking lots. However, because less land is available for stormwater treatment, excess stormwater may be infiltrated or detained in subsurface basins and oils and greases can be removed with skimmers. This subsection allows the use of a variety of best management practices to meet stormwater management standards. The use of these practices and their functional equivalents are presumed to comply with the stormwater management standards contained in the Land Development Regulations; if this subsection conflicts with any other provision of the Land Development Regulations, the provisions of this subsection will prevail.

1. Innovative and urban stormwater management designs and techniques may be considered for addressing stormwater treatment requirements, including but not limited to porous pavement, treatment inlet boxes with skimmers or traps, subsurface basins for infiltration or detention, prefabricated multi-chamber water quality devices, green roofs, stormwater treatment mitigation, etc. All stormwater management designs and techniques must be certified by a Florida professional engineer or other appropriate professional registered under Chapters 471 or 481 F.S. who is competent in the fields of hydrology, drainage, and flood control. The submittal must include a proposed maintenance schedule for each technique, identifying the timing of inspections and the maintenance activities that will be taken such as removing debris from inlet boxes, replacing filters, pumping out accumulated sediment, mechanical sweeping, etc.
2. Up to six inches of flooding in the deepest portion of parking areas may be allowed and included as one means of meeting stormwater attenuation or floodplain compensation volume requirements.
3. To minimize the amount of site fill and the associated impacts of such fill on existing native vegetation and trees, historical wet season water table levels may be controlled at lower elevations subject to the physical limitations of the receiving drainage system and compliance with the criteria for such set forth by the Southwest Florida Water Management District.
4. Stormwater attenuation requirements may be waived for sites located between the city limits of the City of Sarasota and the City of Venice and within one mile of the east coast of bays or the intracoastal waterway provided that post-development conditions will not cause an adverse increase in flood stages off site. This consideration is granted provided the site provides stormwater treatment for 150 percent of the site and adequate downstream capacity exists for the proposed discharge rate when considered within the context of the total watershed discharge and its timing, subject to the requirements of the Florida Department of Transportation, if applicable.

n. Procedures

- 1. PREAPPLICATION REQUIREMENTS FOR THE PMI DISTRICT:** The use of the PMI District is optional. In order to qualify to apply for the PMI District, an applicant must control a qualifying site (see Section 6.11.5.a) and must commit to a charrette-based planning process.

 - i. The purpose of this planning process is to analyze the prospective PMI site and surrounding land and to generate and evaluate alternate site plans for the property that meet the requirements of the Sarasota County Comprehensive Plan and that may qualify for rezoning to the PMI District.
 - ii. An essential part of this planning process is an opportunity for public involvement in identifying issues and evaluating development alternatives for the site.
 - iii. This planning process will produce a proposed regulating plan for the site that can meet the requirements of the PMI District.

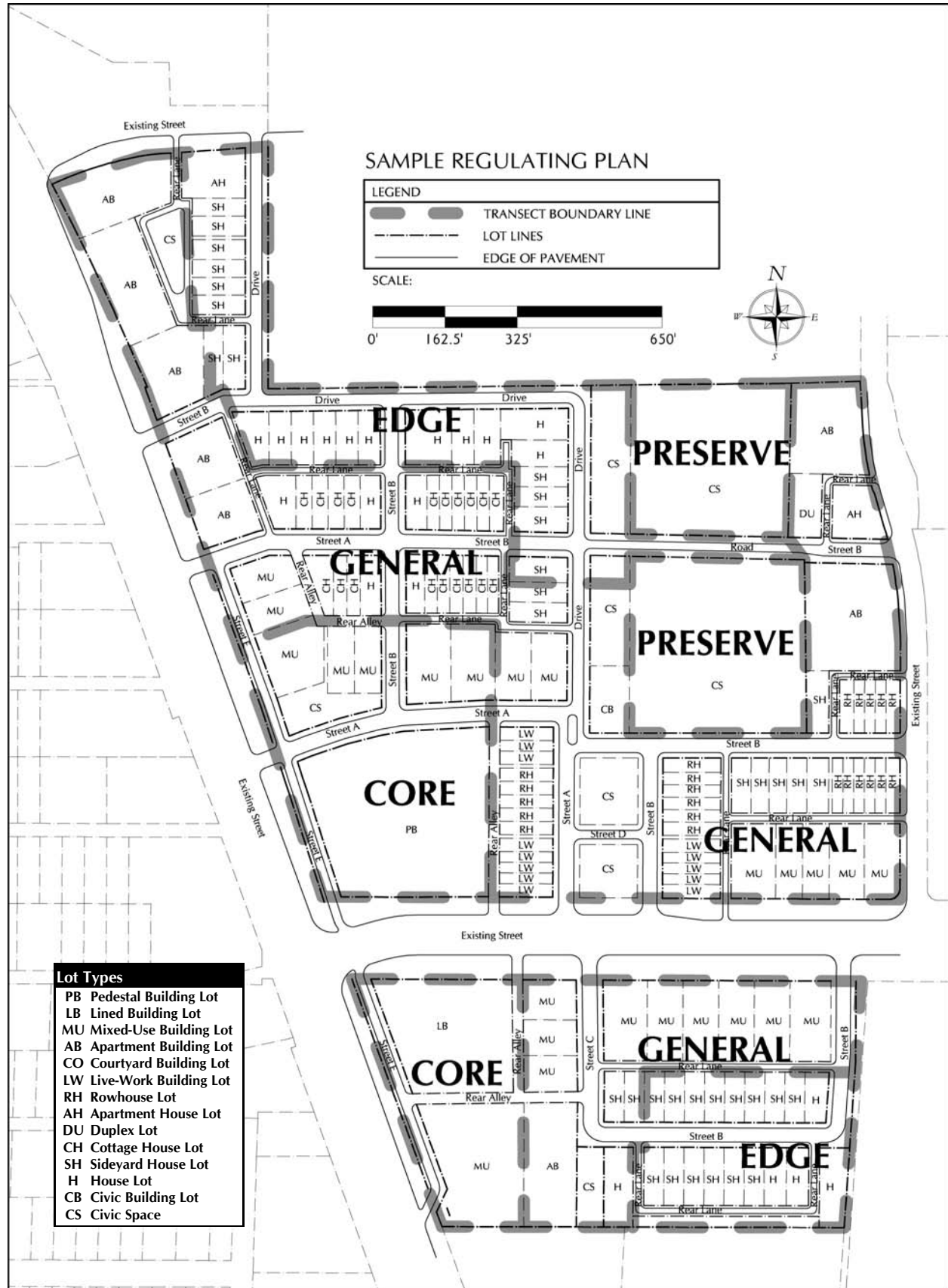
- 2. PLANNING PROCESS:** A three-phase dynamic planning process will be followed (see *Charrette Handbook: The Essential Guide for Accelerated, Collaborative Community Planning*, National Charrette Institute, 2006). The most visible public portion of this process will be a planning charrette, a multi-day collaborative design and planning workshop that will address the complex issues facing infill development. The three phases of the dynamic planning process are described below:

 - i. The first phase of this process involves research, education, and charrette preparation. Community stakeholders and other affected parties are identified whose involvement is needed to produce a plan likely to be supported by the community. Community outreach begins in this phase, including distribution of information to the public and stakeholders about the site and the upcoming charrette. Base data and information are gathered for the site. Professional disciplines necessary to produce a feasible plan are identified and any necessary preliminary studies, such as market analysis or traffic study, are begun.
 - ii. The second phase is the formal multi-day planning charrette which involves the public and multiple professional disciplines in a highly focused examination of the complex design issues inherent in mixed-use infill development on the site. All interested persons will be invited to participate in the charrette including the public, the sponsor, the professional design team, and county officials. The charrette typically includes several different avenues for input by participants, including public meetings and workshops, educational events, stakeholder meetings, and technical design meetings. The length of the charrette allow a series of short feedback loops where alternate site plans can be produced and evaluated by participants in a short period of time. Designs are tested for feasibility by the professional design team, which may include testing for market, physical, and permitting feasibility. The charrette process typically leads from multiple alternative concepts, through testing and input from participants, to a shared vision and preferred plan for sustainable development of the site.
 - iii. The third phase is the post-charrette refinement of the preferred outcome and initial implementation steps. Refinement may include additional testing for market, financial, physical, and permitting feasibility. This phase concludes with the preparation of final drawings that document and illustrates the refined version of the preferred outcome.

- 3. INITIATION OF PLANNING PROCESS AND COST RECOVERY:** A potential applicant may initiate this planning process as follows:
- i.** A letter must be filed with Sarasota County that identifies the parcels proposed to be included in a PMI District and demonstrates that these parcels meet the minimum standards in Section 6.11.5.a. The letter must also assure Sarasota County that the landowner or developer controls or will control the property as required for planned development rezoning, and must identify generally the type of development or redevelopment that is anticipated.
 - ii.** After verifying eligibility of the essential parcels, county staff will review the site and surrounding area and determine the suitability of this planning process for these parcels. County staff may reject a request without prejudice and suggest changes that could make the parcels eligible, such as including adjoining parcels to create a more developable infill tract. If the request is acceptable, county staff will advise the applicant in writing and arrange a meeting to discuss the scope of the charrette process and the precise study area, which may include nearby properties.
 - (a)** The applicant will be advised of the list of consulting firms with extensive experience using charrettes to plan mixed-use infill development that Sarasota County has approved to conduct charrettes that can lead to an application for the PMI District.
 - (b)** The applicant must choose one of the firms on this list and must submit a proposed scope of services for written verification by county staff to ensure that the planning process will meet all the requirements of Section 6.11.5.
 - iii.** Participation in this process does not obligate a landowner or developer to petition for rezoning to the PMI District after completion of the process, nor does it obligate the Sarasota County to approve such a petition.
 - iv.** Sarasota County reserves the right to expand the study area beyond the essential and nearby properties to include additional land and/or related planning issues. Such additional planning may be performed by the same consulting firm or another group of professionals and may take place during the same or concurrent charrettes; however, additional costs will be the responsibility of Sarasota County.
- 4. DENSITY AND INCENTIVES:** When the PMI District is used to qualify land for higher densities or other incentives allowable under the Comprehensive Plan, this planning process must be tailored to meet all requirements of the Critical Area Plan process and other requirements of the relevant policies of the Comprehensive Plan.

5. REZONING PROCESS:

- i. Application Procedures:** Petitions for rezoning to the PMI District must meet the same requirements and follow the same procedures as other planned development districts, except as follows:
 - (a)** The required planning charrette may serve as the mandatory neighborhood workshop.
 - (b)** A proposed regulating plan that meets the requirements below must be drawn to the same scale and provided as a separate page in addition to the regular development concept plan.
- ii. Regulating Plan:** A petitioner for the PMI District must submit a proposed regulating plan that complies with the following standards:
 - (a)** The plan must show the entire land area (including water bodies) being proposed for the PMI District and must also show the immediately adjoining roads, canals, and other rights-of-way or easements.
 - (b)** The plan must show the assignment of a transect zone to all land (including proposed streets) within the proposed PMI District. All land must be assigned one of the four transect zones described in Section 6.11.5.b; no land may be assigned two or more transect zones. Transect zone boundaries should follow proposed lot lines.
 - (c)** The plan must show the location of all streets within the proposed PMI District and must indicate the specific type of each street. Streets types must be allowed within the transect zones through which they pass (see Section 6.11.5.i) and must provide right-of-way in accordance with the standards in Section 6.11.5.i and j.
 - (d)** The plan must show proposed lot lines and lot types for all land to be subdivided into lots. Lot types must comply with the transect zones where the lots are to be located (see Section 6.11.5.c) and be able to meet the development standards for each lot type (see Section 6.11.5.e).
 - (e)** The level of detail and graphic format of the plan should be similar to the sample regulating plan shown in this section and should be produced at the same scale and sheet size as similar documents required for all other planned development districts. The plan must also be provided in a digital format acceptable to county staff.
- iii. Illustrative Plan:** A petitioner for the PMI District must also submit a non-binding illustrative plan drawn to the same scale as the proposed regulating plan. The purpose is to illustrate the likely built results of the regulating plan by showing buildings on each lot and preliminary designs for streets and civic spaces in compliance with these regulations and the proposed regulating plan.
- iv. Design Variations:** A petitioner for rezoning to the PMI District must clearly identify any design variations that are being requested from the specific standards in Section 6.11.5; county staff will present a recommendation to the Board of County Commissioners on each of the following requests:
 - (a)** Additional lot types (Section 6.11.5.c), which must be accompanied by proposed dimensional requirements (Section 6.11.5.e) and assignment of land uses (Section 6.11.5.f).
 - (b)** Modified dimensional requirements for lot types (Section 6.11.5.e).
 - (c)** Extension of stoops into the right-of-way (Section 6.11.5.e).
 - (d)** Additional street types (Section 6.11.5.g), which must be accompanied by proposed cross-sections and streetscape standards.
 - (e)** Modified cross-sections and streetscape standards for street types (Section 6.11.5.g).
 - (f)** Modified block standards (Section 6.11.5.h).
 - (g)** Alternative parking plans (Section 6.11.5.k).



- v. **Rezoning Approvals:** The approval process for the PMI District will follow the standard procedures for all other planned development districts, except as follows.
 - (a) **STAFF REPORT:** County staff must submit a formal report containing a summary of the planning process, an analysis of the compliance of the petition with the design principles in Section 6.11.5.a, the Comprehensive Plan, and the technical regulations for the PMI District, and a recommendation on the entire petition and each requested design variation.
 - (b) **RESPONSE TO REQUESTS FOR DESIGN VARIATIONS:** Prior to approving the PMI District, the Board of County Commissioners must explicitly respond to each request for a design variation from the specific standards in Section 6.11.5. Except to the extent that such requests are formally accepted or accepted with modifications, the written standards of the PMI District will apply.
 - (c) **EFFECT OF REGULATING PLAN:** If the PMI District is approved, the proposed regulating plan, subject to modification by the Board of County Commissioners during public hearings, becomes a binding part of the rezoning approval and will regulate all development and future uses of land within the PMI District.
 - (d) **EXPEDITED PROCESSING:** To effectuate Sarasota County's commitment to sustainable development practices, processing of complete PMI petitions, and where applicable, related Critical Area Plans, will be expedited to reach a final public hearing within six months in accordance with Resolution 2006-174.

6. SITE AND DEVELOPMENT PLAN APPROVALS:

- i. Plans that conform with the PMI District, any approved design variations, and the approved regulating plan and that do not conflict with any special conditions and stipulations that resulted from the PMI approval process will receive site and development and final construction plan approval from Sarasota County provided the plans conform with all other applicable county regulations. See Section 6.11.5.a.4 regarding potential conflicts among regulations. Complete applications will be processed within ten working days in accordance with Resolution 2006-174.
- ii. Notwithstanding the provisions of Section 3.15.4, modifications to an approved regulating plan may be accepted by joint agreement of the Director of Planning and the Zoning Administrator at the time of site and development plan approval, or as a later amendment, provided they conform with all of the following requirements:
 - (a) Modifications must comply with all special conditions and stipulations that resulted from the PMI approval process, including those that may limit the authority to modify specific portions of an approved regulating plan.
 - (b) Modifications must be consistent with the Sarasota County Comprehensive Plan and with the intent and the specific regulations of the PMI District.
 - (c) Modifications may not change transect zones, increase allowable building heights, increase overall density, exceed allowable block sizes, add an access point through the Edge transect zone, or reduce the diversity of lot types or street types that had been shown on the PMI regulating plan, but may substitute similar lot types or street types that are allowed in the designated transect zone and may make adjustments to comply with regulatory actions of the Florida Department of Transportation or the Southwest Florida Water Management District.
 - (d) Modifications may not increase the density or intensity of any block in the Edge transect zone.

- (e) The cumulative effect of multiple modifications to an approved regulating plan will be evaluated using the same standards in subsections (a)–(d) that apply to individual modifications.
- iii. If proposed modifications exceed the thresholds in Section 6.11.5.n.6.ii, or are deemed by the Director of Planning or the Zoning Administrator to be material changes that may have affected the original approval of the PMI District, they can be made only by the Board of County Commissioners through the rezoning process. Repeating the charrette planning process as described in Section 6.11.5.n.2 is not mandatory but may be desirable in whole or in part for significant changes. Repeating the process may also be ordered by the Board of County Commissioners before completion of the rezoning process if deemed necessary due to the magnitude of the modifications requested.
- iv. Concurrent with submittal of site and development plans, a record copy of the regulating plan must be submitted that includes the same information on the proposed regulating plan as adjusted to reflect the precise final location and dimensions of all lots and streets. The record copy of the regulating plan will be retained in Sarasota County records to govern the issuance of building permits and regulate the use of all land within the PMI District.

6.12 TDR Overlay District Development Standards *[no changes required]*

Article 7. General Development Standards

7.1 Off-Street Vehicular Facilities: Parking and Loading

7.1.1 - 7.1.9 [no changes required]

7.1.10 Location of Required Spaces

Required off-street parking facilities shall be located on the same lot or parcel of land they are intended to serve, except as set forth in Section 6.11.5.k for the PMI zoning district and in Section 7.1.11 below for all zoning districts.

7.1.11 Alternative Parking Plans

The Zoning Administrator shall be authorized to review and approve alternative plans for providing off-street parking spaces required by this Section in accordance with this Section.

a. General

1. Procedures

- i. Alternative Parking Plans shall be reviewed and approved in accordance with the procedures of Section 3.8, Administrative Adjustment.
- ii. Alternative Parking Plans may also be submitted with a petition for the PMI District. Such plans will be reviewed by the Zoning Administrator in accordance with the procedures of Section 3.8. The Zoning Administrator will forward a recommendation to the Board of County Commissioners, which may approve, modify, or reject the plan in accordance with Section 6.11.5.k.

2. Recordation of Approved Plans [no changes required]

3. Violations [no changes required]

b. - g. [no changes required]

7.1.12 - 7.1.17 [no changes required]

7.2 Access and Circulation [no changes required]

7.3 Landscaping and Buffering

7.3.1 - 7.3.5 [no changes required]

7.3.6 Street Buffers

The following types of street buffers shall be required (see Comprehensive Plan Future Thoroughfare Map to determine your street designation). A street or road along a designated Canopy Road shall be subject to Chapter 98, Article IV of the Sarasota County Code. No vegetation shall interfere with a required clear sight triangle at a driveway or intersection. Any shrubs located within a required clear sight triangle at a driveway or intersection shall be maintained at under 24 inches in height. Berms constructed in accordance with Section 7.3.11.b are encouraged as a component of any street buffer.

a. Interstate I-75 Buffers [no changes required]

b. Arterial or Collector Street Buffers

All development located along either an arterial or a collector street shall be required to provide one of the following buffers along the entire street frontage.

1. Three canopy trees per 100 linear feet of property frontage, located within a ten-foot landscape buffer; or
2. Two canopy trees and two accent trees per 100 linear feet of property frontage, located within a ten-foot landscape buffer; or
3. Under utility lines only, four accent trees per 100 linear feet of property frontage, located within a ten-foot landscape buffer. No trees under utility lines shall have a natural height over 25 feet.
4. Arterial or collector street buffers may average ten feet in width provided that no portion of the street buffer shall be less than five feet in width.
5. In lieu of these requirements, all development in the PMI zoning district shall meet the street tree standards in Section 6.11.5.

c. Local Streets

1. Nonresidential development shall provide a buffer with a minimum opacity of 0.1 and a minimum width of six feet.
2. Residential development is exempt from a local street buffer.
3. In lieu of these requirements, development in the PMI zoning district shall meet the street tree standards in Section 6.11.5.

d. Measurements *[no changes required]*

7.3.7 Parking Buffers *[no changes required]*

7.3.8 Project Boundary Buffers

a. Plant Units *[no changes required]*

b. Required Project Boundary Buffer Table *[add underlined sentence to commentary; no other changes required]*

COMMENTARY:

**See Section 4.12.4 for the project boundary buffer standards for the PRD District.
See Section 4.12.5 for the project boundary buffer standards for the PID District.
See Section 6.11.3 for the project boundary buffer standards for the PRD District.
See Section 6.11.5.l for the project boundary buffer standards for the PMI District.
The project boundary buffer standards for the HPIOD, RCTOD and MSOD
Overlay Districts shall be based on the underlying zone district, unless modified by
specific overlay district landscape buffer standards.**

c. Minimum Project Boundary Buffers *[no changes required]*

d. Use of Interactive Bufferyard Model *[no changes required]*

7.3.9 - 7.3.21 *[no changes required]*

7.4 Signs

7.4.1 - 7.4.8 [no changes required]

7.4.9 Nonresidential District Signs

COMMENTARY:

The nonresidential districts include: CN, OPI, CG, CI, CHI, CM, IR, ILW, PID, OPI/PD, PCD, CM/PD, PMI, TR and PRD.

- a. Types of Signs Permitted [no changes required]
- b. Ground Sign Dimensional Standards [no changes required]
- c. Building Sign Dimensional Standards [no changes required]
- d. Signature Signs in the CHI and PCD Districts [no changes required]
- e. Gasoline Station Signs [no changes required]
- f. Master Sign Plans [no changes required]
- g. Large Shopping Center Signs [no changes required]

7.4.10 Special District Sign Regulations [no changes required]

7.5 Outdoor Lighting [no changes required]

7.6 Outdoor Display and Storage [no changes required]

7.7 Architectural and Design Standards

7.7.1 General Purpose and Intent [no changes required]

7.7.2 Applicability

- a. Table of Requirements [no changes required]
- b. Exceptions for Approved Critical Area Plans
 1. A critical area plan may define a specific architectural style. Where the application of that style conflicts with the requirements of this Section. 7.7.4, the requirements of Section. 7.7.4 shall apply unless expressly in conflict with the architectural requirements implementing the adopted critical area plan.
 2. A critical area plan pursuant to Section 6.11.5.n may result in approvals for multi-story commercial or mixed-use buildings. For multi-story buildings constructed in the PMI zoning district:
 - i. If architectural standards are approved by the Board of County Commissioners as a condition of approval, those standards will supersede the building massing and articulation standards in Section 7.7.4.b if the condition clearly indicates such intent.
 - ii. In the absence of superseding architectural standards, the standards in Section 7.7.4.b will be modified so that the 40,000-square-foot limit for a distinct building mass applies to the size of the building footprint only and does not include the square footage of upper stories.
- c. Exception for Developments of Regional Impact [no changes required]

7.7.3 Duplicate Buildings [no changes required]

7.7.4 Large-Scale Commercial [no changes required]

Article 10. Definitions

10.1 General *[no changes required]*

10.2 Defined Terms

10.2.1 Defined Terms

ARCADE. A series of piers topped by arches that support a permanent roof over a sidewalk.

BALCONY. An open portion of an upper floor extending beyond a building's exterior wall that is not supported from below by vertical columns or piers.

CHARRETTE. A multi-day collaborative workshop that involves the public and multiple professional disciplines to create solutions to complex development problems.

CIVIC BUILDING. Civic buildings contain public or civic uses of special significance to residents, employees, or visitors. Civic buildings are used for the following purposes: community services, day care, education, government, places of worship, or social services. Civic buildings do not include retail buildings, residential buildings, or buildings with private offices.

CIVIC SPACE. Civic spaces are commonly owned open spaces that are strategically placed to serve a specialized community function. An urban civic space is for active use and may be configured as a formal green, square, plaza, park, playground, or community garden. A preserve civic space allows only passive recreational uses and may be a project boundary buffer or above-ground stormwater management area or a natural area worthy of preservation. See Section 6.11.5.l.

COLONNADE. Similar to an arcade but supported by vertical columns without arches.

FRONTAGE PERCENTAGE: The percentage of the width of a lot that is required to be occupied by its building's primary facade. See 6.11.5.e.

LINER BUILDING. A building or portion of a building constructed in front of a parking garage, cinema, supermarket etc., to conceal large expanses of blank wall area and to face the street space with a facade that has ample doors and windows opening onto the sidewalk.

LIVE-WORK BUILDING. An attached or detached building that can accommodate permitted residential uses, commercial uses, or a combination of the two within individually occupied live-work units. All permitted uses may occupy any story of a live-work building.

MAJOR EMPLOYMENT CENTER. Major Employment Centers are areas designated on the Comprehensive Plan's Future Land Use Map as locations for employment and economic development.

MAXIMUM EXTENT PRACTICABLE. No feasible or practical alternative exists and all possible efforts to comply with the regulation or minimize potential adverse impacts have been undertaken. Economic considerations may be taken into account but cannot be the overriding factor in determining "maximum extent practicable."

MIXED-USE CENTER. A concentration of non-residential and higher density residential land uses, as defined in the Comprehensive Plan.

PLANTING STRIP. A grassed strip of land with a row of street trees that is located between a sidewalk and a travel or parking lane. In urban areas, planting strips are often replaced by street trees planted in tree pits, wells, or vaults that are recessed into a sidewalk that extends to the curb.

PORTE COCHERE. A roofed porch or portico-like structure extending from the side entrance of a building over an adjacent driveway to shelter those getting in or out of vehicles. A porte cochere has no front or rear wall and differs from a carport in that it is not used to store parked vehicles.

REDEVELOPMENT CORRIDOR. Land fronting certain roadways in the Urban Service Area, as defined in the Comprehensive Plan's Resource Management Area (RMA) definitions.

REGULATING PLAN. A particular type of development concept plan that must be submitted to Sarasota County with an application for rezoning to the PMI District. A regulating plan identifies proposed transect zones, lot types, and street types to define the character of the proposed development. If approved, a regulating plan becomes an integral part of a PMI approval. See Section 6.11.5.n.

STOOP. A staircase on the facade of a building that leads either to a small unwallled entrance platform or directly to the main entry door.

TRANSECT ZONE. A distinct category of physical form ranging from the most urban to the least urban. The PMI District requires the application of one of four transect zones: Core, General, Edge, and Preserve. See Sections 6.11.5.b. and c.

TRANSECT ZONE, CORE. One of the four zones that may comprise a cross-section or transect of a mixed-use center or corridor. The Core transect zone is the most intensely occupied zone, with mostly attached buildings that create a continuous street facade within walking distance of surrounding primarily residential areas. See Sections 6.11.5.b. and c.

TRANSECT ZONE, EDGE. One of the four zones that may comprise a cross-section or transect of a mixed-use center or corridor. The Edge transect zone has lots for homes that are similar in scale to adjoining neighborhoods with suburban character. See Sections 6.11.5.b. and c.

TRANSECT ZONE, GENERAL. One of the four zones that may comprise a cross-section or transect of a mixed-use center or corridor. The General transect zone has a mixture of uses and a wide variety of lot types. Buildings may be attached or detached and are typically separated from the street with small street yards. See Sections 6.11.5.b. and c.

TRANSECT ZONE, PRESERVE. One of the four zones that may comprise a cross-section or transect of a mixed-use center or corridor. The Preserve transect zone denotes land that will not be developed, either for environmental protection or to provide a permanent buffer area. See Sections 6.11.5.b. and c.

Article 11. 2050 Regulations

11.1 Planned Economic Development (PED District) *[no changes required]*

11.2 Village, Hamlet & Settlement Area Regulations *[no changes required]*

11.3 Application/Submittal Requirements

11.3.1 - 11.3.15 *[no changes required]*

11.3.16 Modified CAP Procedures For A Proposed Development To A Planned Economic Development (PED) District *[no changes required]*

11.3.17 Modified CAP Procedures For A Proposed Development To A Planned Mixed-Use Infill (PMI) District

As an alternative to the modified CAP procedures in Section 11.3.16 and a concurrent application for Planned Economic Development (PED) zoning, landowners in Economic Development Resource Management Areas (see Policy ED1.2) may initiate the modified CAP procedures in Section 6.11.5.n which could lead to Planned Mixed-Use Infill (PMI) zoning for their property.

11.4 Definitions *[no changes required]*

Exhibit B

Changes to Chapter 74 of the Sarasota County Code

Sec. 74-92. Modifications.

The standards and requirements set out in these regulations may be modified by the Board in the case of a planned unit development (PUD), or planned industrial development (PID), or planned commerce development (PCD), or planned mixed-use infill (PMI) as defined in the Sarasota County zoning regulations.

DEVELOPMENT IMPROVEMENTS TECHNICAL MANUAL

C. Stormwater management.

1. **General.** A complete stormwater management system shall be provided for the treatment and control of stormwater runoff that originates within the development, or that flows onto or across the development from adjacent lands. Said stormwater management system shall be designed in accordance with Southwest Florida Water Management District criteria provided in the District's Permit Information Manual and modified as necessary to comply with Sarasota County Stormwater Management regulations. The designs shall be based on a 100-year, 24 hour storm and the level of service criteria given in Appendix C14. The system shall be designed for long life, low cost, and ease of maintenance by normal methods. Drainage calculations shall be based on appropriate hydrologic design methods as approved by the County.

A Redevelopment Plan submitted in conjunction with a Site and Development Plan and Construction Engineering Plan shall be subject to the stormwater management regulations contained in Section 6.10.5.1. of the Zoning Ordinance and the stormwater management regulations provided below. In the event that the regulations in Section 6.10.5.1. of the Zoning Ordinance are in conflict with the regulations provided below, Section 6.10.5.1. shall prevail.

A Site and Development Plan and Construction Engineering Plan for development authorized by the Planned Mixed-Use Infill (PMI) zoning district shall be subject to the stormwater management regulations contained in Section 6.11.5.m of the Zoning Ordinance and the stormwater management regulations provided below. In the event that the regulations in Section 6.11.5.m. of the Zoning Ordinance are in conflict with the regulations provided below, Section 6.11.5.m shall prevail.

- a. The rational method may be used for developments of ten acres or less.
 - b. For developments greater than ten acres, runoff hydrographs shall be developed and routed through the proposed stormwater management system.
 - c. Predevelopment peak discharges and flood stages shall be consistent with those determined through the most recent County basin model or best available data based on a 100-year 24-hour storm. In areas of known stormwater problems or with restrictive downstream conveyances, allowable peak outflows shall be as determined by the most recent County study or best available data.
 - d. Post-development peak discharges and hydrographs shall be based on a 100-year, 24-hour storm for the proposed conditions.
2. – 11. *[no changes required]*

Exhibit C

Changes to Chapter 94 of the Sarasota County Code

Sec. 94-1. Collection and processing of development review fees.

(a) **Findings.** The Board of County Commissioners makes the following findings:

- (1) It is the intent of the Board of County Commissioners wherever possible and equitable to transfer the cost of development review to the developer in an attempt to limit the collection of ad valorem taxes to pay for such review.
- (2) The most practical and consistently accurate method of defraying the costs of development review functions is through a system of fees based upon the actual time spent by County employees and directly associated expenses, including advertising, consulting, and legal fees.
- (3) Sarasota County Ordinance Nos. 75-38 (Appendix A to this Code), 81-130 (Section 94-62 of this Code) and 83-53 (Section 94-141 of this Code) authorize the establishment of fee schedules to defray the costs incurred by the County in processing and reviewing rezone petitions, special exception petitions, transfer permit petitions, planned unit developments, comprehensive plan amendments, sector plans, development agreement applications and applications for development approval for developments of regional impact. Section 6.11.5.n of Appendix A to this Code authorizes landowners or developers to advance the costs that will be incurred by Sarasota County for conducting certain Critical Area Plans that they request.
- (4) The administration of fees set forth in this section represents a more accurate and refined method of assessing the costs of development review functions than the method presently employed under the existing fee system.
- (5) The staff of County departments participating on and in support of the Development Review Committee perform functions essential to the development review process.

(b) **Establishment of administrative procedures.** The following administrative procedures shall be utilized when collecting and processing all development review fees paid to Sarasota County and collected by the Sarasota County Planning Department pursuant to this section:

- (1) **Fees.** Fees will be collected from the petitioner by the Planning Department at the time of filing rezone petitions, special exception petitions, transfer permit petitions, comprehensive plan amendments, sector plans, applications for planned unit developments, development agreement applications, and applications for development approval for developments of regional impact. Fees will also be collected at the time a valid request is made for a Critical Area Plan in accordance with Section 6.11.5.n. No action of any kind shall be taken until the fee is paid in full, except that the Board may, prior to or at the time of application, establish an alternate method of payment of the applicable fees and charges. Upon payment of the required fee, a project number will be assigned and a project account established.
- (2) **Project account.** Once the project fee is credited to the project account, the account will be maintained throughout the entire review process until final action by the Board of County Commissioners, or until no further involvement of County Planning Department staff is required to process a project, whichever is the later occurrence. County staff time expended and directly related expenses, including legal and consulting costs and advertising, will be charged to the account. At no time will the account reflect a deficit balance.
- (3) **Supplemental fees.** The project account will be monitored on a weekly basis. If the account balance is reduced to 25 percent of the initial fee, a supplemental fee will be required before any further processing continues. Petitioners will be notified in writing by the Planning Department when the balance of the initial fee is reduced to 25 percent. Petitioners will have ten working days after the notice is mailed to pay a supplemental fee. The amount of the supplemental fee will be 50 percent of the initial fee amount. Several supplemental fees may be necessary

depending upon the complexity of an individual project. Upon closing the project account, any remaining fee balance will be returned to the petitioner.

- (4) **County employee time accounting.** County employees involved in the review and processing of rezone petitions, special exception petitions, transfer permit petitions, comprehensive plan amendments, sector plans, critical area plans pursuant to Section 6.11.5.n of Appendix A to this Code, applications for planned unit developments, development agreement applications, and applications for development approval for developments of regional impact shall maintain weekly records of their time expended upon specific projects. County employee hourly rates will be established by pay grades. A debit based upon the time expended and the applicable hourly rate shall be charged against the project account.
- (c) **Exemption from fees.** *[no changes required]*
- (d) **Severability.** *[no changes required]*

Sec. 94-113. Adoption of amended critical area planning regulations.

- (a) The document entitled "Regulations for the Preparation, Processing and Administration of Critical Area Plans" attached to Ordinance No. 97-074 as Exhibit A, and by this reference made a part hereof, is hereby adopted as regulation for preparing, processing and administering critical area plans in the unincorporated areas of Sarasota County.
- (b) Two other methods for conducting critical area plans are authorized by the Zoning Regulations in Appendix A of this code (see Sections 6.11.5.n and 11.3.16–17). In case of conflicts, the provisions of Sections 6.11.5.n and 11.3.16–17 will prevail.