

**ORDINANCE NO. 9149-18**

AN ORDINANCE OF THE CITY OF CLEARWATER, FLORIDA MAKING AMENDMENTS TO THE COMMUNITY DEVELOPMENT CODE BY AMENDING ARTICLE 2, CHART 2-100 TO UPDATE THE USES PERMITTED IN THE DOWNTOWN DISTRICT CONSISTENT WITH NEW APPENDIX C; CREATING A NEW APPENDIX C, DOWNTOWN ZONING DISTRICT & DEVELOPMENT STANDARDS; AMENDING ARTICLE 2, DIVISION 9 DOWNTOWN DISTRICT ("D"), TO MODIFY THE INTENT AND PURPOSE CONSISTENT WITH NEW APPENDIX C, TO UPDATE MAXIMUM DEVELOPMENT POTENTIAL TO REFLECT CHANGES IN THE COUNTYWIDE PLAN MAP CATEGORIES APPLICABLE TO THE CITY'S CENTRAL BUSINESS DISTRICT AND TO LIMIT RESIDENTIAL DENSITY WITHIN THE COASTAL STORM AREA, TO ESTABLISH A NEW SECTION 2-901.2 DOWNTOWN ZONING DISTRICT PERMITTED USES AND DEVELOPMENT STANDARDS, AND TO DELETE SECTIONS 2-902 FLEXIBLE STANDARD DEVELOPMENT AND 2-903 FLEXIBLE DEVELOPMENT; AMENDING ARTICLE 3, SECTION 3-502, DOWNTOWN [RESERVED], TO RENAME SECTION TO REMOVE "RESERVED" AND INDICATING THAT THE NEW DESIGN STANDARDS FOR DEVELOPMENT IN THIS DISTRICT ARE LOCATED IN APPENDIX C; AMENDING ARTICLE 3, SECTION 3-903, TO REPLACE "DESIGN GUIDELINES" AND "CLEARWATER DOWNTOWN REDEVELOPMENT PLAN" REFERENCES WITH "DEVELOPMENT STANDARDS" AND "DOWNTOWN ZONING DISTRICT AND DEVELOPMENT STANDARDS"; AMENDING ARTICLE 3, SECTION 3-909 TO REMOVE REFERENCE TO PROPERTIES LOCATED IN THE COMMERCIAL DISTRICT WITHIN DOWNTOWN FROM THE OUTDOOR CAFÉ STANDARDS; AMENDING ARTICLE 3, SECTION 3-1411, BICYCLE PARKING, TO MODIFY EXISTING STANDARDS AND RENAME AS SHORT-TERM BICYCLE PARKING, TO ESTABLISH NEW STANDARDS FOR LONG-TERM BICYCLE PARKING, AND TO INCORPORATE A NEW BICYCLE PARKING DIAGRAM; AMENDING ARTICLE 6, SECTION 6-109, TO UPDATE LANGUAGE AND REMOVE OUTDATED REFERENCE; CERTIFYING CONSISTENCY WITH THE CITY'S COMPREHENSIVE PLAN AND PROPER ADVERTISEMENT; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City Council adopted the updated and amended Clearwater Downtown Redevelopment Plan as the Special Area Plan for Downtown Clearwater on March 1, 2018 which reaffirmed the City's vision for Downtown Clearwater as the urban core and heart of the City which will be an attractive place to live, work, shop and play; and

WHEREAS, to achieve this vision, the Clearwater Downtown Redevelopment Plan policies call for new development standards to be adopted into the Community Development Code to ensure Downtown redevelops with quality urban design, a high quality public realm, and a dense and livable pattern of development; and

WHEREAS, form-based zoning codes are intended to foster economically vibrant, transit- and pedestrian-supportive mixed-use environments; and

WHEREAS, the City Council seeks to make Clearwater a more livable and economically robust community that provides a variety of new housing types while preserving the unique features of Downtown’s community and neighborhoods; and

WHEREAS, the proposed Downtown District and Development Standards, which are based on the design guidelines established in the 2004 Downtown Clearwater Redevelopment Plan, also provide regulatory clarity and predictability for property owners, investors, residents, and business owners; and

WHEREAS, the City of Clearwater recognizes that many existing buildings and properties in Downtown have no existing off-street parking spaces and that parking should be treated as infrastructure, thereby reducing the need for use-by-use on-site parking, consistent with the policies in the Clearwater Downtown Redevelopment Plan; and

WHEREAS, the Community Development Board, pursuant to its responsibilities as the Local Planning Agency, has reviewed this amendment, conducted a public hearing, considered all public testimony and has determined that this amendment is consistent with the City of Clearwater’s Comprehensive Plan; and

WHEREAS, the City Council has fully considered the recommendations of the Community Development Board and testimony submitted at its public hearing; now, therefore,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLEARWATER, FLORIDA:

Section 1. That Article 2, Zoning Districts, Chart 2-100, Permitted Uses, Community Development Code, be amended to read as follows:

| Use Categories              | CHART 2-100 PERMITTED USES |      |     |      |     |     |   |   |   |   |       |   |     |     |   |        |        |
|-----------------------------|----------------------------|------|-----|------|-----|-----|---|---|---|---|-------|---|-----|-----|---|--------|--------|
|                             | LDR                        | LMDR | MDR | MHDR | HDR | MHP | C | T | D | O | US 19 | I | IRT | OSR | P | CRNCOD | IENCOD |
| <b>Residential</b>          |                            |      |     |      |     |     |   |   |   |   |       |   |     |     |   |        |        |
| Accessory dwellings         |                            |      |     |      |     |     | X | X | X | X |       | X | X   |     |   |        |        |
| Attached dwellings          | X                          | X    | X   | X    | X   |     |   | X | X |   | X     |   |     |     |   |        |        |
| Community residential homes | X                          | X    | X   | X    | X   |     |   |   | X | X |       |   |     |     |   | X      | X      |
| Detached dwellings          | X                          | X    | X   | X    | X   | X   |   |   | X |   |       |   |     |     |   | X      | X      |
| Mobile homes                |                            |      |     |      |     | X   |   |   |   |   |       |   |     |     |   |        |        |
| Mobile home parks           |                            |      |     |      |     | X   |   |   |   |   |       |   |     |     |   |        |        |
| Residential infill projects | X                          | X    | X   | X    | X   |     |   |   |   |   |       |   |     |     |   | X      | X      |
| <b>Nonresidential</b>       |                            |      |     |      |     |     |   |   |   |   |       |   |     |     |   |        |        |
| Adult uses                  |                            |      |     |      |     |     | X |   |   |   | X     |   | X   |     |   |        |        |
| Airport                     |                            |      |     |      |     |     |   |   |   |   |       | X |     |     |   |        |        |
| Alcoholic beverage sales    |                            |      |     |      |     |     | X | X | X |   | X     |   |     |     |   |        |        |
| Animal boarding             |                            |      |     |      |     |     | X |   | X |   | X     |   | X   |     |   |        |        |
| Assisted living facilities  |                            |      | X   | X    | X   |     |   |   | X |   | X     | X |     |     |   |        |        |

| Use Categories                                    | CHART 2-100 PERMITTED USES |      |     |      |     |     |   |   |   |   |       |   |     |     |   |        |        |
|---|----------------------------|------|-----|------|-----|-----|---|---|---|---|-------|---|-----|-----|---|--------|--------|
|   | LDR                        | LMDR | MDR | MHDR | HDR | MHP | C | T | D | O | US 19 | I | IRT | OSR | P | CRNCOD | IENCOD |
| Automobile service stations                       |                            |      |     |      |     |     | X |   |   |   | X     |   | X   |     |   |        |        |
| Bars  |                            |      |     |      |     |     | X | X | X |   | X     |   | X   |     |   |        |        |
| Brewpubs  |                            |      |     |      |     |     | X | X | X |   | X     |   |     |     |   |        |        |
| Cemeteries  |                            |      |     |      |     |     |   |   |   |   |       | X |     |     |   |        |        |
| Community gardens                                 | X                          | X    | X   | X    | X   |     | X |   | X |   | X     | X |     |     |   |        |        |
| Comprehensive infill redevelopment project (CIRP) |                            |      |     |      |     |     | X | X | X | X |       | X | X   | X   |   |        |        |
| Congregate care                                   |                            |      | X   | X    | X   |     |   |   | X |   | X     | X |     |     |   |        |        |
| Convention center                                 |                            |      |     |      |     |     |   |   | X |   |       |   |     |     |   |        |        |
| Educational facilities                            |                            |      |     |      |     |     | X |   | X | X | X     | X |     |     |   |        |        |
| Environmental park                                |                            |      |     |      |     |     |   |   |   |   |       |   |     |     |   | X      |        |
| Funeral homes                                     |                            |      |     |      |     |     | X |   |   | X |       | X |     |     |   |        |        |
| Governmental uses                                 |                            |      |     |      |     |     | X | X | X |   | X     | X | X   | X   |   |        |        |
| Halfway houses                                    |                            |      |     |      |     |     |   |   |   |   |       | X |     |     |   |        |        |
| Hospitals   |                            |      |     |      |     |     |   |   |   |   |       | X |     |     |   |        |        |
| Indoor recreation/entertainment                   |                            |      |     |      |     |     | X | X | X |   | X     |   | X   |     |   |        |        |
| Light assembly                                    |                            |      |     |      |     |     | X |   | X |   | X     |   |     |     |   |        |        |
| Manufacturing                                     |                            |      |     |      |     |     |   |   |   |   |       |   | X   |     |   |        |        |
| Marinas   |                            |      |     |      |     |     |   |   |   |   |       |   |     |     |   | X      |        |
| Marinas and marina facilities                     |                            |      |     |      |     |     | X | X | X |   | X     | X |     |     |   |        |        |
| Medical clinic                                    |                            |      |     |      |     |     | X | X | X | X | X     | X |     |     |   |        |        |
| Microbreweries                                    |                            |      |     |      |     |     | X |   | X |   | X     |   | X   |     |   |        |        |
| Mixed use   |                            |      |     |      |     |     | X | X | X | X |       |   |     |     |   |        |        |
| Museums   |                            |      |     |      |     |     |   | X | X |   |       | X |     |     |   |        |        |
| Nightclubs  |                            |      |     |      |     |     | X | X | X |   | X     |   | X   |     |   |        |        |
| Non-residential off-street parking                |                            | X    | X   | X    |     |     |   |   |   |   |       |   |     |     |   |        |        |
| Nursing homes                                     |                            |      |     | X    | X   |     |   |   |   | X | X     | X |     |     |   |        |        |
| Offices   |                            |      |     |      |     | X   | X | X | X | X | X     |   | X   |     |   |        |        |
| Off-street parking                                |                            |      |     |      |     |     | X |   |   | X |       |   |     |     |   |        |        |
| Open space  |                            |      |     |      |     |     |   |   | X |   |       |   |     |     | X |        |        |
| Outdoor recreation/entertainment                  |                            |      |     |      |     |     | X | X |   |   | X     |   | X   | X   |   |        |        |
| Outdoor storage                                   |                            |      |     |      |     |     |   |   |   |   |       |   | X   |     |   |        |        |
| Overnight accommodations                          | X                          |      | X   | X    | X   |     | X | X | X |   | X     |   | X   |     |   |        |        |
| Parking garages and lots                          |                            |      |     |      | X   |     |   | X | X |   | X     | X | X   | X   |   |        |        |
| Parks and recreation facilities                   | X                          | X    | X   | X    | X   |     | X | X | X | X | X     | X | X   | X   |   |        |        |
| Places of worship                                 |                            |      |     |      |     |     | X |   | X | X | X     | X |     |     |   |        |        |
| Planned medical campus                            |                            |      |     |      |     |     |   |   |   |   |       | X |     |     |   |        |        |
| Planned medical campus project                    |                            |      |     |      |     |     |   |   |   |   |       | X |     |     |   |        |        |
| Problematic uses                                  |                            |      |     |      |     |     | X |   |   |   | X     |   |     |     |   |        |        |
| Public facility                                   |                            |      |     |      |     |     |   |   | X |   |       |   | X   |     |   |        |        |

| Use Categories                            | CHART 2-100 PERMITTED USES |      |     |      |     |     |   |   |   |   |       |   |     |     |   |        |        |
|---|----------------------------|------|-----|------|-----|-----|---|---|---|---|-------|---|-----|-----|---|--------|--------|
|   | LDR                        | LMDR | MDR | MHDR | HDR | MHP | C | T | D | O | US 19 | I | IRT | OSR | P | CRNCOD | IENCOD |
| Publishing and printing                   |                            |      |     |      |     |     |   |   |   |   |       |   | X   |     |   |        |        |
| Public transportation facilities          |                            |      |     |      |     | X   | X | X | X | X | X     | X | X   |     |   |        |        |
| Research and technology use               |                            |      |     |      |     |     | X |   | X |   | X     |   | X   |     |   |        |        |
| Residential shelters                      |                            |      |     |      |     |     |   |   |   |   |       | X | X   |     |   |        |        |
| Resort Attached Dwellings                 |                            |      |     |      |     |     |   | X |   |   |       |   |     |     |   |        |        |
| Restaurants                               |                            |      |     |      |     |     | X | X | X | X | X     |   | X   | X   |   |        |        |
| Retail plazas                             |                            |      |     |      |     |     | X | X | X |   | X     |   |     |     |   |        |        |
| Retail sales and services                 |                            |      |     |      |     | X   | X | X | X | X | X     | X | X   | X   |   |        |        |
| RV parks                                  |                            |      |     |      |     |     | X |   |   |   |       |   |     |     |   |        |        |
| Salvage yards                             |                            |      |     |      |     |     |   |   |   |   |       |   | X   |     |   |        |        |
| Schools                                   | X                          | X    | X   | X    | X   |     | X |   | X | X | X     | X |     |     |   |        |        |
| Self-storage warehouse                    |                            |      |     |      |     |     | X |   | X |   | X     |   | X   |     |   |        |        |
| Social and community centers              |                            |      |     |      |     |     | X | X | X |   | X     | X |     |     |   |        |        |
| Social/public service agencies            |                            |      |     |      |     |     | X |   | X |   | X     | X | X   |     |   |        |        |
| Telecommunications towers                 |                            |      |     |      |     |     | X |   | X | X | X     | X | X   |     |   |        |        |
| TV/radio studios                          |                            |      |     |      |     |     |   |   | X | X | X     |   | X   |     |   |        |        |
| Urban farms                               |                            |      |     |      |     |     |   |   |   |   |       |   | X   |     |   |        |        |
| Utility/infrastructure facilities         | X                          | X    | X   | X    | X   | X   | X | X | X | X | X     | X | X   | X   |   | X      | X      |
| Vehicle sales/displays                    |                            |      |     |      |     |     | X |   |   |   | X     |   | X   |     |   |        |        |
| Vehicle sales/displays, limited           |                            |      |     |      |     |     |   | X | X |   | X     |   |     |     |   |        |        |
| Vehicle sales/displays, major             |                            |      |     |      |     |     |   |   |   |   |       |   | X   |     |   |        |        |
| Vehicle service                           |                            |      |     |      |     |     |   |   |   |   |       |   | X   |     |   |        |        |
| Vehicle service, limited                  |                            |      |     |      |     |     | X |   |   |   | X     |   |     |     |   |        |        |
| Vehicle service, major                    |                            |      |     |      |     |     |   |   |   |   |       |   | X   |     |   |        |        |
| Veterinary offices                        |                            |      |     |      |     |     | X |   | X | X | X     |   | X   |     |   |        |        |
| Wholesale/distribution/warehouse facility |                            |      |     |      |     |     |   |   |   |   |       |   | X   |     |   |        |        |

Section 2. That Article 2, Zoning Districts, Division 9, Downtown District, Community Development Code, be amended by adding new subsections 2-901.1.A and B and a new Section 2-901.2, and by deleting Sections 2-902 and 2-903 in their entirety, to read as follows:

**DIVISION 9. – DOWNTOWN DISTRICT ("D")**

**Section 2-901. - Intent and purpose.**

The intent and purpose of the Downtown District is to establish a mixed use downtown where citizens can work, live, and shop in a place which is the economic, governmental, entertainment and cultural focal point of a liveable city.

The intent and purpose of the Downtown District and Development Standards is to encourage mixed use, pedestrian-oriented development, promote context-sensitive forms, patterns, and intensities of development, support a variety of new housing types to provide for a range of affordability and mix of incomes, preserve and celebrate the unique features of Downtown's community and neighborhoods, encourage the renovation, restoration and/or reuse of existing

historic structures, and provide for the design of safe, attractive, and accessible places for working, living, and shopping consistent with the vision, guiding principles, goals, objectives and policies in the Clearwater Downtown Redevelopment Plan.

**Section 2-901.1. – Maximum development potential.**

~~It is the intent of the Downtown District (“D”) that development be consistent with the Countywide Future Land Use Plan as required by state law. The uses and development potential of a parcel of land within the D District shall be determined by the standards found in this Development Code as well as the Countywide Future Land Use Designation of the property. For those parcels within the D District that have a Future Land Use of Central Business District (“CBD”), maximum development potential shall be as set forth for each classification of use and location in the approved redevelopment plan.~~

A. The Downtown District (“D”) shall be located in the Central Business District (CBD) land use category and the Activity Center (AC) Countywide Plan Map Category, Special Center Subcategory. The uses and development potential of a parcel of land shall be determined by the standards found in Appendix C of this Development Code, consistent with the approved Clearwater Downtown Redevelopment Plan.

B. Residential density on those portions of property located within the Coastal Storm Area (CSA) shall be limited to the density in place prior to the adoption of the Clearwater Downtown Redevelopment Plan, as depicted on Figure 7 in Appendix C of this Development Code. However, if development is located entirely outside of those portions of property located within the CSA, this provision shall not apply.

**Section 2-901.2. – Downtown District Permitted Uses and Development Standards.**

Permitted uses and applicable approval requirements are established in the Downtown District and Development Standards set forth in Appendix C of this Development Code. All development pursuant to this Division 9 shall be governed by the zoning and development standards contained therein.

~~Section 2-902. Flexible standard development.~~

~~The following uses are Level One permitted uses in the Downtown District subject to the standards and criteria set out in this section and other applicable provisions of Article 3.~~

| <b>Use</b>               | <b>Max. Height (ft.)</b> | <b>Min. Off-Street Parking</b>  |
|--------------------------|--------------------------|---|
| Accessory Dwellings      | n/a                      | n/a   |
| Alcoholic Beverage Sales | 30—50                    | 3—5 per 1,000 GFA   |
| Attached Dwellings       | 30—50                    | 1-1.5 per unit  |
| Bars                     | 30—50                    | 3—10 per 1,000 GFA  |
| Brewpubs                 | 30—50                    | 1/1,000 GFA dedicated to brewery operations and support services; and 5—10/1,000 GFA for all other use area (1) |

|  |           |   |
|--|-----------|---|
| Community Gardens                        | n/a       | n/a   |
| Convention Center                        | 30—<br>50 | 5 per 1,000 GFA   |
| Indoor Recreation/Entertainment Facility | 30—<br>50 | 3—5 per 1,000 GFA(1)  |
| Microbreweries                           | 30—<br>50 | 1/1,000 GFA dedicated to brewery operations and support services; and 5-10/1,000 GFA for all other use area (1) |
| Mixed Use                                | 30—<br>50 | Based upon specific use requirements  |
| Museums                                  | 30—<br>50 | 1-3 per 1,000 GFA(1)  |
| Nightclubs                               | 30—<br>50 | 3—10 per 1,000 GFA  |
| Offices                                  | 30—<br>50 | 1—3 per 1,000 GFA(1)  |
| Overnight Accommodations                 | 30—<br>50 | .75—1 per unit  |
| Parking Garages and Lots                 | 50        | n/a   |
| Parks and Recreation Facilities          | 50        | 1 per 20,000 SF or as determined by the community development coordinator based on ITE Manual standards         |
| Places of Worship                        | 30—<br>50 | .5—1 per 2 seats  |
| Public Transportation Facilities         | 40        | n/a   |
| Restaurants                              | 30—<br>50 | 5—10 per 1,000 GFA(1)   |
| Retail Plazas                            | 30—<br>50 | 4 per 1,000 GFA   |
| Retail Sales and Service                 | 30—<br>50 | 2—4 per 1,000 GFA(1)  |
| Social and Community Centers             | 30—<br>50 | 2—4 per 1,000 GFA   |
| Utility/Infrastructure Facilities        | n/a       | n/a   |

(1) ~~For those existing buildings/properties with frontage on Cleveland Street that are located between Osceola Avenue and Myrtle Avenue that have no existing off-street parking spaces, nor the ability to provide any off-street parking spaces, the use(s) of the buildings/properties may be changed without the off-street parking that would otherwise be required for the change of use being provided.~~

**Flexibility criteria:**

A. ~~Accessory dwellings. One accessory dwelling, which is subordinate and accessory to a principal permitted use provided that:~~

- ~~1. Title to the accessory dwelling is vested in the ownership of the principal use;~~
- ~~2. The floor area of the accessory dwelling does not exceed 25 percent of the floor area of the principal use.~~

B. ~~Alcoholic beverage sales.~~

- ~~1. *Height:* The increased height results in an improved site plan and/or improved design and appearance;~~
  - ~~2. *Off-street parking:*~~
    - ~~a. The physical characteristics of a proposed building are such that the likely uses of the property will require fewer parking spaces per floor area than otherwise required or the physical context, including adjacent buildings and uses, are such that there is a high probability that patrons will use modes of transportation other than the automobile to access the use;~~
    - ~~b. Adequate parking is available on a shared basis as determined by all existing land uses within 1,000 feet of the parcel proposed for development or parking is available through any existing or planned and committed parking facilities or the shared parking formula in Article 3, Division 14;~~
  - ~~3. *Design:*~~
    - ~~a. All street frontage is designed and used for commercial purposes;~~
    - ~~b. The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~
- ~~C. *Attached dwellings:*~~
- ~~1. *Height:* The increased height results in an improved site plan and/or improved design and appearance;~~
  - ~~2. All street frontage is designed and used for commercial purposes or is designed so that the use functions in a way which will contribute to an active urban street environment;~~
  - ~~3. *Off-street parking:* Adequate parking is available on a shared basis as determined by all existing land uses within 1,000 feet of the parcel proposed for development or parking is available through any existing or planned and committed parking facilities or the shared parking formula in Article 3, Division 14;~~
  - ~~4. The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~
- ~~D. *Bars:*~~
- ~~1. *Height:* The increased height results in an improved site plan and/or improved design and appearance;~~
  - ~~2. *Off-street parking:*~~
    - ~~a. The physical characteristics of a proposed building are such that the likely uses of the property will require fewer parking spaces per floor area than otherwise required or the physical context, including adjacent buildings and uses are such that there is a high probability that patrons will use modes of transportation other than the automobile to access the use;~~
    - ~~b. Adequate parking is available on a shared basis as determined by all existing land uses within 1,000 feet of the parcel proposed for development or parking is available through any existing or planned and committed parking facilities or the shared parking formula in Article 3, Division 14;~~
  - ~~3. *Design:*~~
    - ~~a. All street frontage is designed and used for commercial purposes;~~
    - ~~b. The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~
- ~~E. *Brewpubs:*~~
- ~~1. No more than 50 percent of the total gross floor area of the establishment shall be used for the brewery function including, but not limited to, the brewhouse, boiling and water treatment areas, bottling and kegging lines, malt milling and storage, fermentation tanks, conditioning tanks and serving tanks;~~

- ~~2. Any overhead loading doors shall be located perpendicular to the abutting streets and screened from adjacent properties by landscaped walls or fences.~~
  - ~~3. *Off-street parking:*~~
    - ~~a. Adequate off-street parking is available on a shared basis as determined by all existing land uses within 1,000 feet of the parcel proposed for development, or parking is available through any existing or planned and committed parking facilities or the shared parking formula in Article 2, Division 14; or~~
    - ~~b. The reduction in off-street parking is justified by the reasonably anticipated automobile usage of visitors to the subject property; and~~
    - ~~c. The availability of transportation modes other than the automobile, specifically that there is access to mass transit within 1,000 feet of the subject property.~~
  - ~~4. The design of all accessory buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~
- ~~F. *Community gardens:*~~
- ~~1. The design of all accessory buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~
- ~~G. *Convention center:*~~
- ~~1. The convention center is located on a parcel of land which is at least two acres in size;~~
  - ~~2. *Height:* The convention center building will not obscure overwater vistas of any existing individual residential unit with a floor height of 35 feet;~~
  - ~~3. *Design:*~~
    - ~~a. The façades of the convention center building or off-street parking facilities which serve the convention center are designed and used for commercial purposes;~~
    - ~~b. The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~
- ~~H. *Indoor recreation/entertainment facility:*~~
- ~~1. The parcel proposed for development does not abut any property designated as residential in the Zoning Atlas.~~
  - ~~2. *Front setback:* The reduction in front setback results in an improved site plan or improved design and appearance.~~
  - ~~3. *Side and rear setback:* The reduction in side and/or rear setback is necessary to preserve protected trees and/or results in an improved site plan or more efficient design and appearance and results in landscaping in excess of the minimum required.~~
- ~~I. *Microbreweries:*~~
- ~~1. The parcel proposed for development is not contiguous to a parcel of land which is designated as residential in the Zoning Atlas;~~
  - ~~2. No more than 75 percent of the total gross floor area shall be used for the brewery function including, but not limited to, the brewhouse, boiling and water treatment areas, bottling and kegging lines, malt milling and storage, fermentation tanks, conditioning tanks and serving tanks;~~
  - ~~3. Any overhead loading doors shall be located perpendicular to the abutting streets and screened from adjacent properties by landscaped walls or fences.~~
  - ~~4. *Off-street parking:*~~
    - ~~a. Adequate off-street parking is available on a shared basis as determined by all existing land uses within 1,000 feet of the parcel proposed for development, or parking is available through any existing or planned and committed parking facilities or the shared parking formula in Article 2, Division 14; or~~
    - ~~b. The reduction in off-street parking is justified by the reasonably anticipated automobile usage of visitors to the subject property; and~~
    - ~~c. That there is access to mass transit within 1,000 feet of the subject property.~~

5. ~~The design of all accessory buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~
- J. ~~Mixed use.~~
1. ~~Height: The increased height results in an improved site plan and/or improved design and appearance;~~
  2. ~~Off-street parking:~~
    - a. ~~The physical characteristics of a proposed building are such that the likely uses of the property will require fewer parking spaces per floor area than otherwise required or the physical context, including adjacent buildings and uses are such that there is a high probability that patrons will use modes of transportation other than the automobile to access the use;~~
    - b. ~~Adequate parking is available on a shared basis as determined by all existing land uses within 1,000 feet of the parcel proposed for development or parking is available through any existing or planned and committed parking facilities or the shared parking formula in Article 2, Division 14.~~
  3. ~~Design: The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~
- K. ~~Museums.~~
1. ~~Height: The increased height results in an improved site plan, landscaping areas in excess of the minimum required or improved design and appearance.~~
  2. ~~Off-street parking: The physical characteristics of a proposed building are such that the likely uses of the property will require fewer parking spaces per floor area than otherwise required or that the use of significant portions of the building for storage or other non-parking demand generating purposes or the physical context, including adjacent buildings and uses are such that there is a high probability that patrons will use modes of transportation other than the automobile to access the use.~~
  3. ~~Design: The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~
- L. ~~Nightclubs.~~
1. ~~Height: The increased height results in an improved site plan and/or improved design and appearance;~~
  2. ~~Off-street parking:~~
    - a. ~~The physical characteristics of a proposed building are such that the likely uses of the property will require fewer parking spaces per floor area than otherwise required or the physical context, including adjacent buildings and uses are such that there is a high probability that patrons will use modes of transportation other than the automobile to access the use;~~
    - b. ~~Adequate parking is available on a shared basis as determined by all existing land uses within 1,000 feet of the parcel proposed for development or parking is available through any existing or planned and committed parking facilities or the shared parking formula in Article 3, Division 14;~~
  3. ~~Design:~~
    - a. ~~All street frontage is designed and used for commercial purposes;~~
    - b. ~~The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~
- M. ~~Offices.~~
1. ~~Height: The increased height results in an improved site plan and/or improved design and appearance;~~
  2. ~~Off-street parking:~~
    - a. ~~Adequate parking is available on a shared basis as determined by all existing land uses within 1,000 feet of the parcel proposed for development, or parking is~~

~~available through any existing or planned and committed parking facilities or the shared parking formula in Article 2, Division 14;~~

~~b. The physical characteristics of a proposed building are such that the likely uses of the property will require fewer parking spaces per floor area than otherwise required or that the use of significant portions of the building will be used for storage or other non-parking demand-generating purposes.~~

~~3. Design:~~

~~a. All street frontage is designed and used for commercial purposes;~~

~~b. The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~

~~N. Overnight accommodations.~~

~~1. Height: The increased height results in an improved site plan and/or improved design and appearance;~~

~~2. All street frontage is designed and used for commercial purposes;~~

~~3. Off-street parking: Adequate parking is available on a shared basis as determined by all existing land uses within 1,000 feet of the parcel proposed for development or parking is available through any existing or planned and committed parking facilities or the shared parking formula in Article 3, Division 14;~~

~~4. The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~

~~O. Parking garages and lots.~~

~~1. The parcel proposed for development is not contiguous to land designated as residential in the Zoning Atlas;~~

~~2. Access to and from the parking garage or lot shall be based on the findings of a transportation analysis approved by the city;~~

~~3. The stacking spaces available for cars waiting to pass through a parking ticket dispenser or booth to enter the garage or lot shall be based on the design and size of the garage or lot;~~

~~4. Any frontage along a public street is designed and improved to be similar in character and use to other uses and structures fronting on each street for a distance of 250 feet in either direction along the street or the nearest intersections, whichever is less;~~

~~5. Parking structures are designed, constructed and finished so that the structure of the garage is architecturally compatible with the design and character of adjacent principal uses;~~

~~6. The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~

~~P. Parks and recreation facilities.~~

~~1. The proposed use is compatible with the surrounding properties.~~

~~2. Off-street parking is screened from adjacent parcels of land and any street by a landscaped wall or fence of at least four feet in height.~~

~~3. All outdoor lighting is designed so that no light fixtures cast light directly on adjacent land used for residential purposes.~~

~~4. Adequate parking is available on a shared basis as determined by all existing land uses within 1,000 feet of the parcel proposed for development, or parking is available through any existing or planned and committed parking facilities or the shared parking formula in Article 2, Division 14.~~

~~Q. Places of worship.~~

~~1. Access: The use of the parcel proposed for development will not involve direct access to a major arterial street;~~

~~2. Height:~~

- a. ~~The increased height results in an improved site plan, landscaping areas in excess of the minimum required and/or improved design and appearance;~~
  - b. ~~The increased height will not reduce the vertical component of the view from any adjacent residential property;~~
- 3. ~~Off street parking: The total number of off street parking spaces including off site parking spaces within 600 feet of the parcel proposed for development will be available on a shared basis to meet the peak period demands of the facility;~~
- 4. ~~The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~
- R. ~~Public transportation facilities.~~
  - 1. ~~The public transportation facilities are not located within 1,000 feet of another public transportation facility unless necessary to serve established transit stops with demonstrated ridership demand;~~
  - 2. ~~The public transportation facilities are designed, located and landscaped so that the structure of the facilities are screened from view from any residential use or land designated as residential in the Zoning Atlas;~~
  - 3. ~~Any lighting associated with the public transportation facilities is designed and located so that no light is cast directly on any residential use or land designated as residential in the Zoning Atlas;~~
  - 4. ~~The design of all buildings complies with the Downtown District design guidelines in Division 4 of Article 3.~~
- S. ~~Restaurants.~~
  - 1. ~~Height: The increased height results in an improved site plan and/or improved design and appearance;~~
  - 2. ~~All street frontage is designed and used for commercial purposes;~~
  - 3. ~~Off street parking:~~
    - a. ~~The physical characteristics of a proposed building are such that the likely uses of the property will require fewer parking spaces per floor area than otherwise required or the physical context, including adjacent buildings and uses are such that there is a high probability that patrons will use modes of transportation other than the automobile to access the use;~~
    - b. ~~Adequate parking is available on a shared basis as determined by all existing land uses within 1,000 feet of the parcel proposed for development, or parking is available through any existing or planned and committed parking facilities or the shared parking formula in Article 3, Division 14.~~
  - 4. ~~The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~
- T. ~~Retail plazas.~~
  - 1. ~~Height: The increased height results in an improved site plan and/or improved design and appearance;~~
  - 2. ~~The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~
  - 3. ~~Restaurants within the shopping center may occupy up to 25 percent of the total gross floor area of the shopping center. Any restaurant, or fraction thereof, that exceeds 25 percent must provide off street parking at a rate consistent with the parking requirement for the restaurant use in the district.~~
  - 4. ~~All shopping center buildings, including outbuildings, must be unified in terms of color, materials, and architectural style.~~
  - 5. ~~Medical marijuana treatment center dispensing facilities: Shall comply with the requirements set forth in F.S. § 381.986, as amended.~~
- U. ~~Retail sales and service.~~

- ~~1. *Height:* The increased height results in an improved site plan and/or improved design and appearance;~~
- ~~2. *Off-street parking:*~~
  - ~~a. The physical characteristics of a proposed building are such that the likely uses of the property will require fewer parking spaces per floor area than otherwise required or the physical context, including adjacent buildings and uses are such that there is a high probability that patrons will use modes of transportation other than the automobile to access the use;~~
  - ~~b. Adequate parking is available on a shared basis as determined by all existing land uses within 1,000 feet of the parcel proposed for development or parking is available through any existing or planned and committed parking facilities or the shared parking formula in Article 2, Division 14;~~
- ~~3. The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~
- ~~4. *Medical marijuana treatment center dispensing facilities:* Shall comply with the requirements set forth in F.S. § 381.986, as amended.~~
- ~~V. *Social and community centers.*~~
  - ~~1. The parcel proposed for development does not abut any property designated as residential in the Zoning Atlas.~~
  - ~~2. *Front setback:* The reduction in front setback results in an improved site plan or improved design and appearance.~~
  - ~~3. *Side and rear setback:* The reduction in side and/or rear setback is necessary to preserve protected trees and/or results in an improved site plan or more efficient design and appearance and results in landscaping in excess of the minimum required.~~
- ~~W. *Utility/infrastructure facilities.*~~
  - ~~1. Any above ground structure other than permitted telecommunication towers and utility distribution lines located on or along a rear lot line shall be screened from view by a landscaped opaque wall or fence which is at least two thirds the height of the above ground structure and shall be landscaped with trees which will five years after installation substantially obscure the fence or wall and the above ground structure;~~
  - ~~2. Any above ground structure other than permitted telecommunication towers and utility distribution lines located on or along a rear lot line shall be screened from view by a wall which is an extension of an architectural treatment of a principal building;~~
  - ~~3. The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~

~~Section 2-903. – Flexible development.~~

~~The following uses are Level Two permitted uses in the Downtown District subject to the standards and criteria set out in this section and other applicable provisions of Article 3.~~

| <del>Use</del>  | <del>Max. Height (ft.)</del> | <del>Min. Off-Street Parking</del>   |
|---|------------------------------|--|
| <del>Alcoholic Beverage Sales</del>                   | <del>30–100</del>            | <del>3–5 per 1,000 GFA</del>   |
| <del>Animal Boarding</del>                            | <del>30</del>                | <del>4 per 1,000 GFA</del>   |
| <del>Attached Dwellings</del>                         | <del>30–100</del>            | <del>1–1.5 per unit</del>  |
| <del>Comprehensive Infill Redevelopment Project</del> | <del>n/a</del>               | <del>Determined by the community development coordinator based on the specific use and/or ITE Manual standards</del> |
| <del>Educational Facilities</del>                     | <del>30–100</del>            | <del>4/1000 GFA</del>  |

|  |                         |                                      |
|--|-------------------------|--------------------------------------|
| Governmental Uses                        | 30—100                  | 3—5 per 1,000 GFA                    |
| Indoor Recreation/Entertainment Facility | 30—100                  | 3—5 per 1,000 GFA(1)                 |
| Limited Vehicle Sales and Display        | 30                      | 2—4 per 1,000 GFA                    |
| Marinas and Marina Facilities            | 30                      | 1 space per 2 slips                  |
| Mixed Use                                | 30—100                  | Based upon specific use requirements |
| Nightclubs                               | 30—100                  | 3—10 per 1,000 GFA                   |
| Offices                                  | 30—100                  | 1—3 per 1,000 GFA(1)                 |
| Overnight Accommodations                 | 50—100                  | .75—1 per unit                       |
| Public Facilities                        | 30—100                  | 1—2 per 1,000 GFA                    |
| Restaurants                              | 30—100                  | 5—10 per 1,000 GFA(1)                |
| Retail Sales and Service                 | 30—100                  | 2—4 per 1,000 GFA(1)                 |
| Social/Public Service Agencies           | 30—100                  | 3—4 per 1,000 GFA                    |
| Telecommunication Towers                 | Refer to Section 3-2004 | n/a                                  |
| Veterinary Offices                       | 30                      | 4 per 1,000 GFA                      |

~~(1) For those existing buildings/properties with frontage on Cleveland Street that are located between Osceola Avenue and Myrtle Avenue that have no existing off-street parking spaces, nor the ability to provide any off-street parking spaces, the use(s) of the buildings/properties may be changed without the off-street parking that would otherwise be required for the change of use being provided.~~

**Flexibility criteria:**

~~A. Alcoholic beverage sales:~~

~~1. Height:~~

- ~~a. The parcel proposed for development is located to the west of Myrtle, south of Drew and north of Court;~~
- ~~b. The increased height results in an improved site plan and/or improved design and appearance;~~

~~2. All street frontage is designed and used for commercial purposes;~~

~~3. Off-street parking:~~

- ~~a. The physical characteristics of a proposed building are such that the likely uses of the property will require fewer parking spaces per floor area than otherwise required or the physical context, including adjacent buildings and uses are such that there is a high probability that patrons will use modes of transportation other than the automobile to access the use;~~
- ~~b. Adequate parking is available on a shared basis as determined by all existing land uses within 1,000 feet of the parcel proposed for development, or any parking is available through any existing or planned and committed parking facilities or the shared parking formula in Article 2, Division 14.~~

~~4. The design of all buildings complies with the Downtown District design guidelines in Division 4 of Article 3.~~

~~B. Animal Boarding.~~

- ~~1. The parcel is not contiguous to a parcel of land which is designated as residential in the Zoning Atlas.~~
- ~~2. The use of the parcel does not involve animal confinement facilities that are open to the outside.~~

- ~~3. Animals may have supervised outdoor exercise but only between 7:00 a.m. — 9:00 p.m. In no case shall animals be left unsupervised while outdoors.~~
- ~~4. Accessory boarding facilities shall contain waste control facilities and an air handling system for disinfection and odor control.~~
- ~~5. The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~

~~C. Attached dwellings:~~

- ~~1. Height:
 
  - ~~a. The parcel proposed for development is located to the west of Myrtle, south of Drew and north of Court;~~
  - ~~b. The increased height results in an improved site plan and/or improved design and appearance;~~
  - ~~c. The height may be increased to one hundred and fifty feet (150') if the parcel proposed for development fronts on Clearwater Bay or is only separated from Clearwater Bay by a public open space or right-of-way.~~~~
- ~~2. All street frontage is designed and used for commercial purposes or is designed so that the attached dwellings function in a way which will contribute to an active urban street environment;~~
- ~~3. Off-street parking:
 
  - ~~a. The physical characteristics of the proposed building are such that the likely uses of the property will require fewer parking spaces per floor area than otherwise required or that the use of significant portions of the building for storage or other non-parking demand-generating purposes or that the nature of the individual dwelling units and their location is likely to lead to dependency on non-automobile modes of transportation;~~
  - ~~b. Adequate parking is available on a shared basis as determined by all existing land uses within one thousand (1,000) feet of the parcel proposed for development, or parking is available through any existing or planned and committed parking facilities or the shared parking formula in Article 3, Division 14.~~~~
- ~~4. The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~

~~D. Comprehensive infill redevelopment projects:~~

- ~~1. The development or redevelopment is otherwise impractical without deviations from the use and/or development standards set forth in this zoning district;~~
- ~~2. The development or redevelopment will be consistent with the goals and policies of the Comprehensive Plan, as well as with the general purpose, intent and basic planning objectives of this Code, and with the intent and purpose of this zoning district;~~
- ~~3. The development or redevelopment will not impede the normal and orderly development and improvement of surrounding properties;~~
- ~~4. Adjoining properties will not suffer substantial detriment as a result of the proposed development;~~
- ~~5. The proposed use shall otherwise be permitted by the underlying future land use category, be compatible with adjacent land uses, will not substantially alter the essential use characteristics of the neighborhood; and shall demonstrate compliance with one or more of the following objectives:
 
  - ~~a. The proposed use is permitted in this zoning district as a minimum standard, flexible standard or flexible development use;~~
  - ~~b. The proposed use would be a significant economic contributor to the city's economic base by diversifying the local economy or by creating jobs;~~
  - ~~c. The development proposal accommodates the expansion or redevelopment of an existing economic contributor;~~~~

- d. ~~The proposed use provides for the provision of affordable housing;~~
  - e. ~~The proposed use provides for development or redevelopment in an area that is characterized by other similar development and where a land use plan amendment and rezoning would result in a spot land use or zoning designation; or~~
  - f. ~~The proposed use provides for the development of a new, and/or preservation of a working waterfront use.~~
6. ~~Flexibility with regard to use, lot width, required setbacks, height and off-street parking are justified based on demonstrated compliance with all of the following design objectives:~~
- a. ~~The proposed development will not impede the normal and orderly development and improvement of the surrounding properties for uses permitted in this zoning district;~~
  - b. ~~The proposed development complies with applicable design guidelines adopted by the city;~~
  - c. ~~The design, scale and intensity of the proposed development supports the established or emerging character of an area;~~
  - d. ~~In order to form a cohesive, visually interesting and attractive appearance, the proposed development incorporates a substantial number of the following design elements:~~
    - ~~Changes in horizontal building planes;~~
    - ~~Use of architectural details such as columns, cornices, stringcourses, pilasters, porticos, balconies, railings, awnings, etc.;~~
    - ~~Variety in materials, colors and textures;~~
    - ~~Distinctive fenestration patterns;~~
    - ~~Building setbacks; and~~
    - ~~Distinctive roofs forms.~~
  - e. ~~The proposed development provides for appropriate buffers, enhanced landscape design and appropriate distances between buildings.~~
- E. ~~Educational facilities.~~
- 1. ~~The parcel proposed for development fronts on a road with at least four lanes.~~
  - 2. ~~The proposed development does not have an accessway which connects to a local street at a point more than 100 feet from the four lane road on which the parcel proposed for development fronts.~~
  - 3. ~~Height: The increased height results in an improved site plan and/or improved design and appearance.~~
- F. ~~Governmental uses.~~
- 1. ~~Height:~~
    - a. ~~The parcel proposed for development is located to the west of Myrtle, south of Drew and north of Court;~~
    - b. ~~The increased height results in an improved site plan and/or improved design and appearance;~~
  - 2. ~~All street frontage is designed and used for commercial purposes or comparable governmental service purposes;~~
  - 3. ~~Off-street parking:~~
    - a. ~~The physical characteristics of a proposed building are such that the likely uses of the property will require fewer parking spaces per floor area than otherwise required or that the use of significant portions of the building for storage or other non-parking demand-generating purposes or the physical context, including adjacent buildings and uses are such that there is a high probability that patrons will use modes of transportation other than the automobile to access the use;~~



- ~~3. The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~
- ~~4. All marina facilities shall comply with the commercial dock requirements set forth in Section 3-601.C.3 and the marina and marina facilities requirements set forth in Section 3-603.~~

~~J. Mixed use:~~

- ~~1. Height: The increased height results in an improved site plan and/or improved design and appearance;~~
- ~~2. Off-street parking:~~
  - ~~a. The physical characteristics of a proposed building are such that the likely uses of the property will require fewer parking spaces per floor area than otherwise required or the physical context, including adjacent buildings and uses are such that there is a high probability that patrons will use modes of transportation other than the automobile to access the use;~~
  - ~~b. Adequate parking is available on a shared basis as determined by all existing land uses within 1,000 feet of the parcel proposed for development or parking is available through any existing or planned and committed parking facilities or the shared parking formula in Article 2, Division 14;~~
- ~~3. The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~

~~K. Nightclubs:~~

- ~~1. Height:~~
  - ~~a. The parcel proposed for development is located to the west of Myrtle, south of Drew and north of Court;~~
  - ~~b. The increased height results in an improved site plan and/or improved design and appearance;~~
- ~~2. All street frontage is designed and used for commercial purposes;~~
- ~~3. Off-street parking:~~
  - ~~a. The physical characteristics of a proposed building are such that the likely uses of the property will require fewer parking spaces per floor area than otherwise required or the physical context, including adjacent buildings and uses are such that there is a high probability that patrons will use modes of transportation other than the automobile to access the use;~~
  - ~~b. Adequate parking is available on a shared basis as determined by all existing land uses within 1,000 feet of the parcel proposed for development or parking is available through any existing or planned and committed parking facilities or the shared parking formula in Article 3, Division 14.~~
- ~~4. The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~

~~L. Offices:~~

- ~~1. Height:~~
  - ~~a. The parcel proposed for development is located to the west of Myrtle, south of Drew and north of Court;~~
  - ~~b. The increased height results in an improved site plan and/or improved design and appearance;~~
- ~~2. All street frontage is designed and used for commercial purposes;~~
- ~~3. Off-street parking: Adequate parking is available on a shared basis as determined by all existing land uses within 1,000 feet of the parcel proposed for development, or parking is available through any existing or planned and committed parking facilities or the shared parking formula in Article 3, Division 14;~~

~~4. The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~

~~M. Overnight accommodations:~~

~~1. Height:~~

~~a. The parcel proposed for development is located to the west of Myrtle, south of Drew and north of Court;~~

~~b. The increased height results in an improved site plan and/or improved design and appearance;~~

~~2. All street frontage is designed and used for commercial purposes;~~

~~3. Off-street parking: Adequate parking is available on a shared basis as determined by all existing land uses within 1,000 feet of the parcel proposed for development, or parking is available through any existing or planned and committed parking facilities or the shared parking formula in Article 3, Division 14;~~

~~4. The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3;~~

~~N. Public facilities:~~

~~1. Height:~~

~~a. The parcel proposed for development is located to the west of Myrtle, south of Drew and north of Court;~~

~~b. The increased height results in an improved site plan and/or improved design and appearance;~~

~~2. All street frontage is designed and used for governmental customer service purposes or is designed and/or screened to contribute to an active urban street environment;~~

~~3. Off-street parking:~~

~~a. The physical characteristics of a proposed building are such that the likely uses of the property will require fewer parking spaces per floor area than otherwise required or the physical context, including adjacent buildings and uses are such that there is a high probability that patrons will use modes of transportation other than the automobile to access the use;~~

~~b. Adequate parking is available on a shared basis as determined by all existing land uses within 1,000 feet of the parcel proposed for development, or parking is available through any existing or planned and committed parking facilities or the shared parking formula in Article 3, Division 14.~~

~~4. The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~

~~O. Restaurants:~~

~~1. Height:~~

~~a. The parcel proposed for development is located to the west of Myrtle, south of Drew and north of Court;~~

~~b. The increased height results in an improved site plan and/or improved design and appearance;~~

~~2. All street frontage is designed and used for commercial purposes;~~

~~3. Off-street parking:~~

~~a. The physical characteristics of a proposed building are such that the likely uses of the property will require fewer parking spaces per floor area than otherwise required or the physical context, including adjacent buildings and uses are such that there is a high probability that patrons will use modes of transportation other than the automobile to access the use;~~

~~b. Adequate parking is available on a shared basis as determined by all existing land uses within 1,000 feet of the parcel proposed for development, or parking is~~

~~available through any existing or planned and committed parking facilities or the shared parking formula in Article 3, Division 14.~~

~~4. The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~

~~P. Retail sales and services:~~

~~1. Height:~~

~~a. The parcel proposed for development is located to the west of Myrtle, south of Drew and north of Court;~~

~~b. The increased height results in an improved site plan and/or improved design and appearance.~~

~~2. Off-street parking:~~

~~a. The physical characteristics of a proposed building are such that the likely uses of the property will require fewer parking spaces per floor area than otherwise required or the physical context, including adjacent buildings and uses are such that there is a high probability that patrons will use modes of transportation other than the automobile to access the use;~~

~~b. Adequate parking is available on a shared basis as determined by all existing land uses within 1,000 feet of the parcel proposed for development, or parking is available through any existing or planned and committed parking facilities or the shared parking formula in Article 3, Division 14.~~

~~3. The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~

~~4. Medical marijuana treatment center dispensing facilities:~~

~~a. Shall comply with the requirements set forth in F.S. § 381.986, as amended;~~

~~b. May be permitted to be located within 500 feet of a public or private school, if the location of such dispensing facility is determined to promote the public health, safety, and general welfare of Clearwater.~~

~~Q. Social/public service agencies:~~

~~1. Height:~~

~~a. The parcel proposed for development is located to the west of Myrtle, south of Drew and north of Court.~~

~~b. The increased height results in an improved site plan and/or improved design and appearance.~~

~~2. All street frontage is designed and used for customer service purposes or is designed and/or screened to contribute to an active street environment;~~

~~3. Off-street parking:~~

~~a. The physical characteristics of a proposed building are such that the likely uses of the property will require fewer parking spaces per floor area than otherwise required or the physical context, including adjacent buildings and uses are such that there is a high probability that patrons will use modes of transportation other than the automobile to access the use.~~

~~b. Adequate parking is available on a shared basis as determined by all existing land uses within 1,000 feet of the parcel proposed for development, or parking is available through any existing or planned and committed parking facilities or the shared parking formula in Article 3, Division 14.~~

~~4. The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~

~~5. The parcel proposed for development does not abut any property designated as residential in the Zoning Atlas.~~

~~6. The social/public service agency shall not be located within 1,000 feet of another social/public service agency.~~

~~R. Telecommunication towers.~~

- ~~1. No telecommunication tower is located on Clearwater Beach.~~
- ~~2. If the telecommunication tower is located within a scenic corridor designated by the City of Clearwater or a scenic noncommercial corridor designated by the Pinellas Planning Council, the applicant must demonstrate compliance with the design criteria in those designations.~~
- ~~3. The design and construction of the telecommunication tower complies with the standards in Article 3 Division 21.~~

~~S. Veterinary offices.~~

- ~~1. The parcel proposed for development is not contiguous to a parcel of land, which is designated as residential in the Zoning Atlas;~~
- ~~2. Boarding of animals shall only be allowed if accessory to a veterinary office and/or grooming business;~~
- ~~3. The use of the parcel proposed for development does not involve animal confinement facilities that are open to the outside;~~
- ~~4. Animals may have supervised outdoor exercise but only between 7:00 a.m.—9:00 p.m. In no case shall animals be left unsupervised while outdoors;~~
- ~~5. Accessory boarding facilities shall contain waste control facilities and an air handling system for disinfection and odor control; and~~
- ~~6. Design: The design of all buildings complies with the Downtown District design guidelines in Division 5 of Article 3.~~

Section 3. That Article 3, Development Standards, Division 5, Design Standards, Section 3-502, Downtown [Reserved], Community Development Code, be amended and renamed to read as follows:

**Section 3-502. – Downtown [Reserved].**

~~A. The Design Guidelines for development in the Clearwater Downtown Redevelopment Plan, as adopted on February 4, 2004 and as subsequently amended, are hereby incorporated by reference. The Design Guidelines apply to all properties within the Clearwater Downtown Redevelopment Plan Area regardless of Zoning District.~~

~~B. No metal fabricated buildings shall be permitted to be established in the Downtown District.~~

The design standards for development in the Downtown (D) District are established in Appendix C, Downtown District and Development Standards.

Section 4. That Article 3, Development Standards, Division 9, General Applicability Standards, Section 3-903, Required Setbacks, Community Development Code, be amended to read as follows:

\* \* \* \* \*

F. Except for driveway access to garages, vehicular cross-access and shared parking, all of which are regulated by Subsection A., above; parking lots shall be set back from front property lines a distance of 15 feet, and shall be set back from all other property lines a distance that is consistent with the required perimeter landscape buffer width.

\* \* \* \* \*

2. As perimeter landscape buffers are not required in the Downtown (D) District, compliance with the above provision is not required. However, compliance with the applicable ~~Design Guidelines~~ Development Standards as set forth in the ~~Clearwater Downtown Redevelopment Plan~~ Downtown District and Development Standards in this Development Code must still be achieved.

\* \* \* \* \*

Section 5. That Article 3, Development Standards, Division 9, General Applicability Standards, Section 3-909, Outdoor Cafes Located within Public Right(s)-of-Way, be amended to read as follows:

- A. *Applicability.* A bar, brewpub, indoor recreation/entertainment facility, microbrewery, museum, nightclub, restaurant, take-out food establishment with no indoor seating, or other use which includes the sale and or consumption of food or drink as determined by the Community Development Coordinator, may establish an outdoor café. Outdoor cafés shall be exempt from parking requirements.

1. Outdoor cafés are allowed only in/on:
  - a. The Downtown District;
  - ~~b. Those properties located in the Commercial District subject to the Clearwater Downtown Redevelopment Plan;~~
  - ~~eb.~~ Those properties located in the Tourist District on Clearwater Beach; and
  - ~~dc.~~ The east side of that area known as Beach Walk as existing on the east side of Gulfview Boulevard between the northerly terminus of Beachwalk south of the Gulfview/Coronado confluence and the southern terminus of Beach Walk approximately 330 feet south of Fifth Street and as located within the Beach Walk District as provided in Beach by Design and further located in the Open Space/Recreation [OS/R] District on Clearwater Beach provided the outdoor café is in conjunction with a permitted restaurant in the adjacent Tourist District.

2. Special provisions of this section apply to outdoor cafés located within the Cleveland Street Café District.

\* \* \* \* \*

6. Outdoor cafes pursuant to Section 3-909.A.1.~~dc.~~ above, are restricted to sidewalk frontage of the subject business applying for a permit and may extend no more than 25 feet from the façade of the subject business. Under no circumstances may any portion of an outdoor café extend into or obstruct any portion of the main pedestrian thoroughfare (promenade) of Beach Walk.

\* \* \* \* \*

Section 6. That Article 3, Development Standards, Section 3-1411, Bicycle Parking, be amended by revising subsection A; adding new subsection B; relettering the subsequent subsections as appropriate; and adding a new diagram in subsection D as relettered, to read as follows:

- A. Short-term bicycle parking. ~~Short-term bicycle parking encourages employees, shoppers, customers and other visitors to ride bicycles by providing a convenient, easily identifiable, and readily accessible location to park bicycles. Short term bicycle parking shall comply with the following standards:~~ Location. ~~All provided bicycle parking shall comply with the following locational standards:~~

1. Bicycle racks shall be installed in highly-visible locations along pedestrian walkways, and near main building entries and be publicly accessible at all hours of the day.
2. Bicycle racks shall be installed at the same grade as the abutting sidewalk, or at a location that is ADA accessible.
3. Bicycle rack locations shall not impede and/or obstruct ADA accessible routes, pathways or minimum clear widths of a sidewalk.
4. Bicycle racks shall not be placed closer than 30 inches from each other and not closer than 36 inches from walls, edge of pavement, or any other obstructions.

**B. Long-term bicycle parking.** Long-term bicycle parking provides a secure and weather-protected place to park bicycles for employees, students, residents, commuters and others who generally stay at a location for several hours. Long-term bicycle parking shall comply with the following standards:

1. Long-term bicycle parking shall be provided on-site and shall not be located between the right-of-way and the principal structure except as may otherwise be approved by the Community Development Coordinator based on use characteristics.
2. Long-term bicycle parking spaces shall be covered and may be located inside buildings; under roof overhangs, awnings, canopies or columnades; in bicycle lockers; or within or under other architecturally finished structures that are designed consistent with and complementary to the exterior façade of the primary building. Where the required covered bicycle parking is not within a building or locker, under roof overhangs, awnings, canopies or columnades, in bicycle lockers, or within under other structures, the covering provided shall be:
  - a. Designed to protect the bicycle from exposure to sun and rainfall;
  - b. Attached to permanent framing and include a permanent and solid roof deck constructed with material such as asphalt shingles, metal, concrete tile, or wood. Fabric, canvas and canvas/fabric-like materials are prohibited; and
  - c. At least eight feet in height above the floor or ground.
3. To provide security, long-term bicycle parking must provide the ability to lock individual bicycles and be in an area that is visible from an entry to the building, excluding service entries, an employee work area, or monitored by a security camera.
4. Long-term bicycle parking shall be in an area lighted during non-daylight hours of business operations.
5. Bicycle parking areas required by this section shall only be used for the parking of bicycles. Any other use of these areas is a violation of this Development Code.

**BC. Bicycle racks standards.**

1. Ground or floor mounted bicycle racks shall be designed to allow ~~contact~~ and support of a bicycle frame in at least two places and shall allow locking of the frame and one or both wheels with a U-shaped lock, as depicted in the following figure. The inverted "U" style bicycle rack that can hold two bicycles is the preferred type of rack (also known as a "staple", "hoop", or "U" rack).

**INSERT DIAGRAM**

**INVERTED U**  
also called  
staple, loop



Common style appropriate for many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities. Available in many variations.

Figure Source: APBP *Bicycle Parking Guidelines*, 2<sup>nd</sup> edition, page 6, [www.apbp.org](http://www.apbp.org), used with permission from the copyright holder.

2. Bicycle racks and lockers shall be ~~permanently affixed to the ground~~ securely mounted on the ground, floor, wall, or ceiling.
3. Bicycle rack design shall include materials and forms that are consistent with any required streetscape furnishings.
4. Bicycle racks shall be constructed using durable finishes that cannot be damaged by the constant abrasion from the bicycles.
5. The following styles of bicycle racks as depicted in the following figure shall be prohibited.

## Prohibited Bicycle Rack

### **WAVE**

also called undulating  
or serpentine



Not intuitive or user-friendly; real-world use of this style often falls short of expectations; supports bike frame at only one location when used as intended.

### **SCHOOLYARD**

also called  
comb. grid



Does not allow locking of frame and can lead to wheel damage. Inappropriate for most public uses, but useful for temporary attended bike storage at events and in locations with no theft concerns. Sometimes preferred by recreational riders, who may travel without locks and tend to monitor their bikes while parked.

### **COATHANGER**



This style has a top bar that limits the types of bikes it can accommodate.

### **WHEELWELL**



Racks that cradle bicycles with only a wheelwell do not provide suitable security, pose a tripping hazard, and can lead to wheel damage.

### **BOLLARD**



This style typically does not appropriately support a bike's frame at two separate locations.

### **SPIRAL**



Despite possible aesthetic appeal, spiral racks have functional downsides related to access, real-world use, and the need to lift a wheel to park.

### **SWING ARM SECURED**



These racks are intended to capture a bike's frame and both wheels with a pivoting arm. In practice, they accommodate only limited bike types and have moving parts that create unneeded complications.

Figure Source: APBP *Bicycle Parking Guidelines*, 2<sup>nd</sup> edition, page 10, [www.apbp.org](http://www.apbp.org), used with permission from the copyright holder.

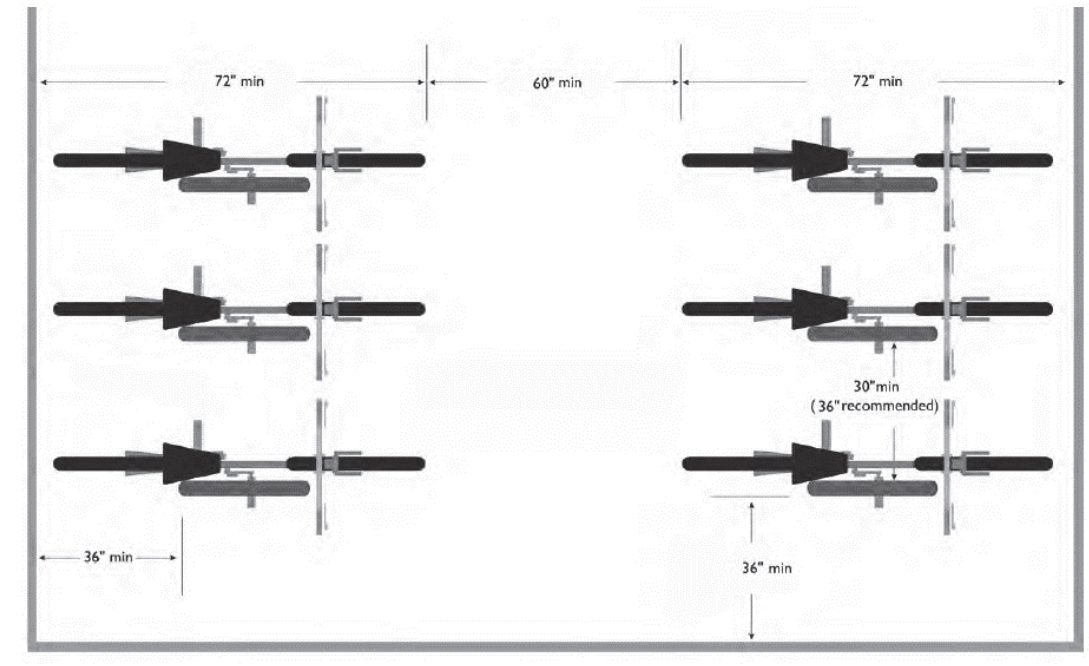
### GD. Parking and maneuverability standards.

1. Bicycle parking spaces shall be accessible without moving another bicycle.
2. Each bicycle parking space shall be at least six feet long with a minimum vertical clearance of seven feet.

3. An access aisle at least five feet wide shall be provided and maintained beside or between each row of bicycle parking.
4. Bicycle parking spaces shall be on a hard surface constructed of asphalt or concrete material, brick, decorative pavers or similar materials.
5. Bicycles racks shall be protected from motorized vehicles by location and/or physical barriers.

INSERT DIAGRAM

**Bicycle Parking Diagram**



Section 7. That Article 6, Nonconformity Provisions, Section 6-109, Termination of Status as a Nonconformity, be amended to read as follows:

\* \* \* \* \*

D. Any property located in the Downtown District that has been subject to a termination of nonconformity with regard to building height may reconstruct such height if approved by the Community Development Board as Level Two approval in accordance with the following criteria:

1. The reconstruction complies with all other requirements of this Community Development Code and the Clearwater Downtown Redevelopment Plan; and

\* \* \* \* \*

3. The design of the proposed project creates a form and function which enhances the community character of the immediate vicinity of the parcel proposed for development and complies with the Downtown Design Guidelines; and

\* \* \* \* \*

Section 8. That a new Appendix C, Downtown District and Development Standards, Community Development Code, be added to read as follows:

## Division 1. General Provisions

### SECTION C-101. INTENT & PURPOSE

The intent and purpose of the Downtown District and Development Standards is to guide the development and redevelopment of sites in Downtown Clearwater consistent with the vision, guiding principles, goals, objectives and policies in the Clearwater Downtown Redevelopment Plan to achieve quality urban and architectural design throughout Downtown and provide regulatory clarity and predictability for property owners, investors, residents, and business owners. The standards are designed to accomplish the following:

- Encourage mixed use, pedestrian-oriented development;
- Promote context-sensitive forms, patterns, and intensities of development;
- Support a variety of new housing types to provide for a range of affordability and mix of incomes;
- Preserve and celebrate the unique features of Downtown's community and neighborhoods;
- Encourage the renovation, restoration and/or reuse of existing historic structures; and
- Provide for the design of safe, attractive, and accessible places for working, living, and shopping.

### SECTION C-102. RELATION TO THE COMMUNITY DEVELOPMENT CODE

The Downtown District and Development Standards are part of Community Development Code (CDC) Article 2, Division 9 and Article 3, Division 5. Wherever there appears to be a conflict between the Downtown District and Development Standards and other sections of the CDC, the standards set forth in the Downtown District and Development Standards shall prevail. For conditions not covered by these standards, other applicable sections of the CDC shall apply.

### SECTION C-103. ORGANIZATION OF STANDARDS

Standards regulating development in the Downtown District are organized as follows:

#### A) Regulating Plans

The Regulating Plans included in Division 2 determine how the Downtown District and Development Standards are applied by character district and street type. The Character District Regulating Plan defines the limits of five different character districts which determine the applicability of requirements in Division 3. The Street Type Regulating Plan defines six street types which determine the applicability of requirements in Division 4. The Street Type Regulating Plan also identifies the location of key corners which are subject to special requirements.

#### B) Development Standards

Standards regulating development in the Downtown District are included in Divisions 3, 4, 5, 6, and 7 as described below:

1. The Character District Standards in Division 3 regulate development potential, building heights, permitted uses, and parking requirements.
2. The Frontage Standards in Division 4 regulate building setbacks, front setback improvements, ground floor facades and entries, and certain locational requirements for parking and vehicular circulation.
3. The Site Design Standards in Division 5 regulate development patterns in Downtown, site access, circulation, parking design, service area location and design, garage location for residential uses, landscaping, fencing and walls, location of stormwater facilities, waterfront lots, and the design of drive-through facilities.
4. The Building Design Standards in Division 6 regulate the treatment of front building facades and other features related to the architectural design of buildings.

5. The Sign Standards in Division 7 regulate signage in the Downtown District.

### C) Flexibility Provisions

Division 8 provides processes and standards for the approval of flexibility in the application of Downtown District and Development Standards.

## SECTION C-104. APPLICABILITY OF DEVELOPMENT STANDARDS

### A) General

The Development Standards in Appendix C, Divisions 3, 4, 5, and 6 are intended to ensure that new development and significant renovations and additions to existing developments are designed in accordance with the vision described in the Clearwater Downtown Redevelopment Plan, while allowing for incremental improvements to existing buildings and sites. Provisions addressing flexibility in the application of these Development Standards are included in Appendix C, Division 8.

### B) Exemptions

The following types of development are exempt from all or a portion of the Development Standards as follows:

1. Change of Use. Projects involving only a change in use are exempt from the Development Standards in Appendix C, Divisions 4, 5 and 6 and bicycle parking requirements in Section C-303.B of these standards.
2. Detached Dwellings. Detached dwellings lawfully existing on the date of adoption of these Development Standards may be expanded. The location of any new floor area shall be compliant with all setback requirements in Division 4 of these standards. Existing driveways or parking that does not comply with the parking location standards for the applicable frontage type may remain. Existing carports may be enclosed, but new garages shall comply with Section C-505.

3. Improvement or Remodel. Building improvement and remodel projects, including projects with up to 7.5 percent or 5,000 square feet of additional gross floor area, whichever is less, excluding detached dwellings, shall be exempt from the Development Standards as follows.

- a. Building improvement or remodel projects valued at less than 25 percent of the total assessed building value as reflected in the Property Appraiser's current records at the time of application or as established by a qualified independent appraiser using a recognized appraisal method are exempt from the Development Standards in Appendix C, Divisions 4, 5 and 6.
- b. Building improvement or remodel projects valued at 25 percent or more of the total assessed building value as reflected in the Property Appraiser's current records at the time of application or as established by a qualified independent appraiser using a recognized appraisal method are exempt from all but Sections C-502.A, C-503.C, C-504, and C-506 of these standards.

4. Historic Designated Structures. The Community Development Coordinator may waive the Development Standards for the renovation or development of structures which have been designated historic in accordance with the provisions of Section 4-607. Changes to such structures shall comply with the standards for historic preservation in Article 2, Division 10.

### C) Not Applicable CDC Sections

The landscaping standards set forth in Sections 3-1202.A.2 and 3-1202.A.3, and the parking standards set forth in Sections 3-1401.B.2 and 3-1401.B.3 shall not apply.

## Division 2. Regulating Plan

### SECTION C-201. GENERAL

Development within the Downtown District is regulated by character district and street type, as shown in Figure 1. Character Districts and Figure 2. Regulating Plan – Street Types and Key Corners.

### SECTION C-202. CHARACTER DISTRICT REGULATING PLAN

Standards and regulations in Appendix C, Division 3 related to land use and parking, development density and intensity, and building height within the Downtown District apply to properties falling within one of five character districts illustrated in Figure 1. Character Districts.

#### A) Downtown Core Character District

The Downtown Core Character District is intended for high intensity mixed-use, office, and residential development in buildings with active ground floor uses opening onto pedestrian-friendly streetscapes. Standards are designed to support a dense urban pattern of development with buildings facades aligned along public sidewalks and parking primarily located within buildings behind active uses and behind buildings. Properties adjacent to the Pinellas Trail are designed to provide pedestrian and bicycle connections to the trail.

#### B) Old Bay Character District

The Old Bay Character District is intended for moderate intensity residential development and mixed-use development in buildings with entire openings onto pedestrian-friendly streetscapes. Standards are designed to preserve the District's unique and charming character, while providing a transition between the high intensity mixed-use areas in the Downtown Core Character District and residential neighborhoods to the north outside of the Downtown District boundaries. Buildings with active ground floor uses along North Fort Harrison Avenue are designed with facades aligned along public sidewalks and parking and service areas primarily located behind buildings. In the remainder of the District, buildings are designed with facades

aligned along streets with modest setbacks and with parking and service areas primarily located behind buildings. Properties adjacent to the Pinellas Trail are designed to provide pedestrian and bicycle connections to the Trail.

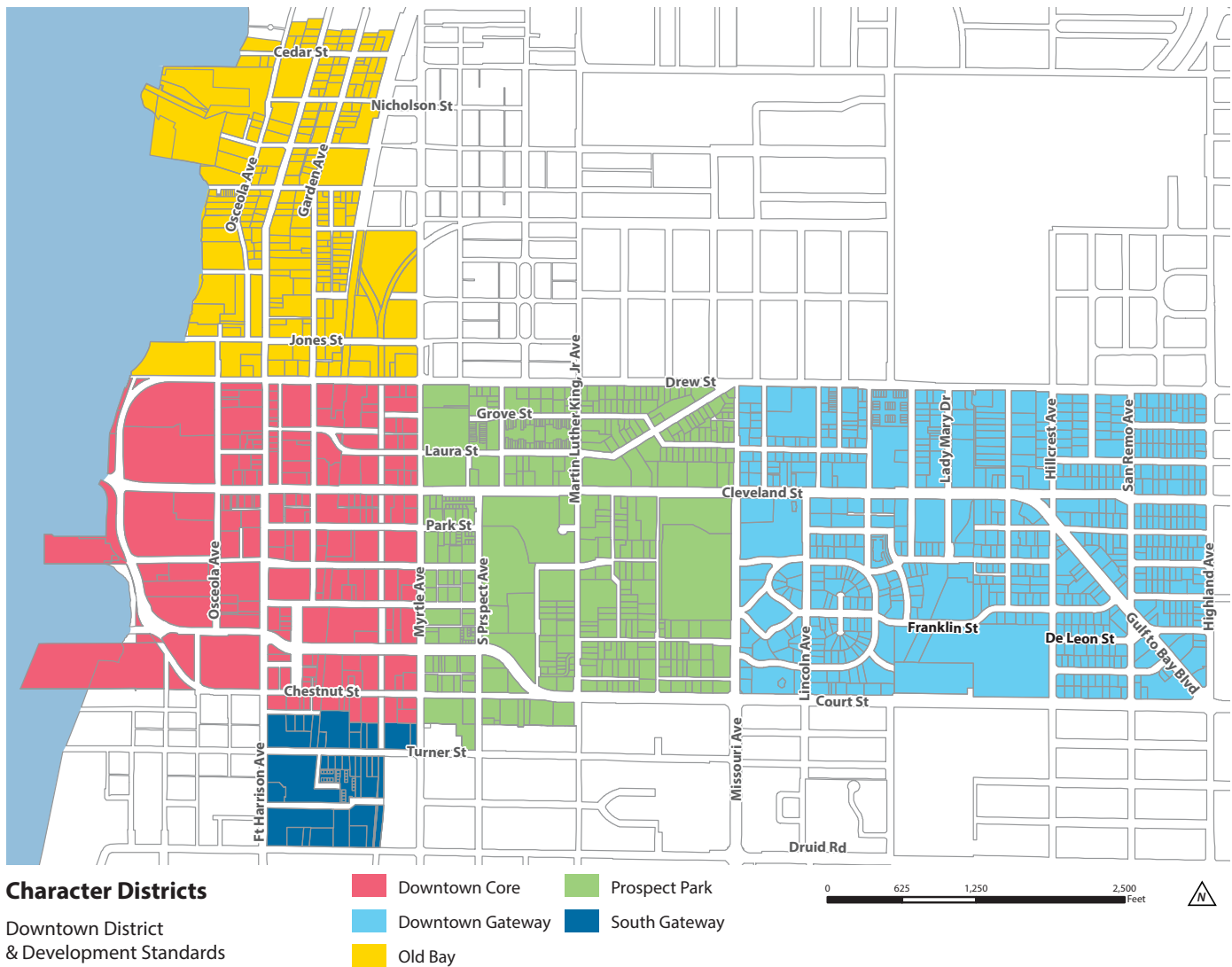
#### C) South Gateway Character District

The South Gateway Character District is intended for moderate intensity residential and mixed-use development in buildings with active ground floor uses opening onto pedestrian-friendly streetscapes. Buildings are designed with facades aligned along public sidewalks with parking and service areas primarily located behind buildings. Properties adjacent to the Pinellas and Druid Trails are designed to provide pedestrian and bicycle connections to the Trail(s). This character district is intended to create a transition between higher intensity mixed-use areas in the Downtown Core Character District and residential neighborhoods to the southeast and Morton Plant Hospital farther south.

#### D) Prospect Lake Character District

The Prospect Lake Character District is intended for high-intensity residential and mixed-use development in buildings with street-facing entries opening onto pedestrian-friendly streetscapes and with active ground floor uses along many streets. Buildings are designed with facades aligned along public sidewalks with parking and service areas primarily located behind buildings. This character district is intended to create a transition between higher intensity mixed-use areas in the Downtown Core Character District and residential areas to the east in the Downtown Gateway Character District.

Figure 1. Character Districts



Sources: City of Clearwater Planning & Development Department; Engineering Department; Pinellas County Property Appraiser  
 Prepared by: City of Clearwater Planning & Development Department, May 2018

### **E) Downtown Gateway Character District**

The Downtown Gateway Character District is intended for moderate intensity residential and mixed-use development in buildings with street-facing entries opening onto pedestrian-friendly streetscapes. Buildings are designed with facades aligned along streets, modest setbacks, and parking primarily located behind buildings. This area is intended to create a transition between higher intensity mixed-use areas to the west in the Prospect Lake Character District and lower to medium intensity residential areas outside of Downtown to the east and northeast.

## **SECTION C-203. STREET TYPE REGULATING PLAN**

### **A) Street Types & Key Corner Locations**

Figure 2. Regulating Plan – Street Types and Key Corners establishes the applicability of development standards in Appendix C, Division 4 based on a site's location along streets and at key corner locations. As shown in Figure 2. Regulating Plan – Street Types and Key Corners, streets with high levels of existing and planned pedestrian activity are assigned Street Types A, B or C; streets with modest levels of existing and planned pedestrian activity are assigned Street Type D; and streets with residential uses are assigned Street Types E and F. For sites at locations identified as key corners, specific development standards related to ground floor uses are included in Appendix C, Division 4. The Service Street Type is applied to public streets and alleys with very low levels of anticipated pedestrian activity that provide access to parking and service areas.

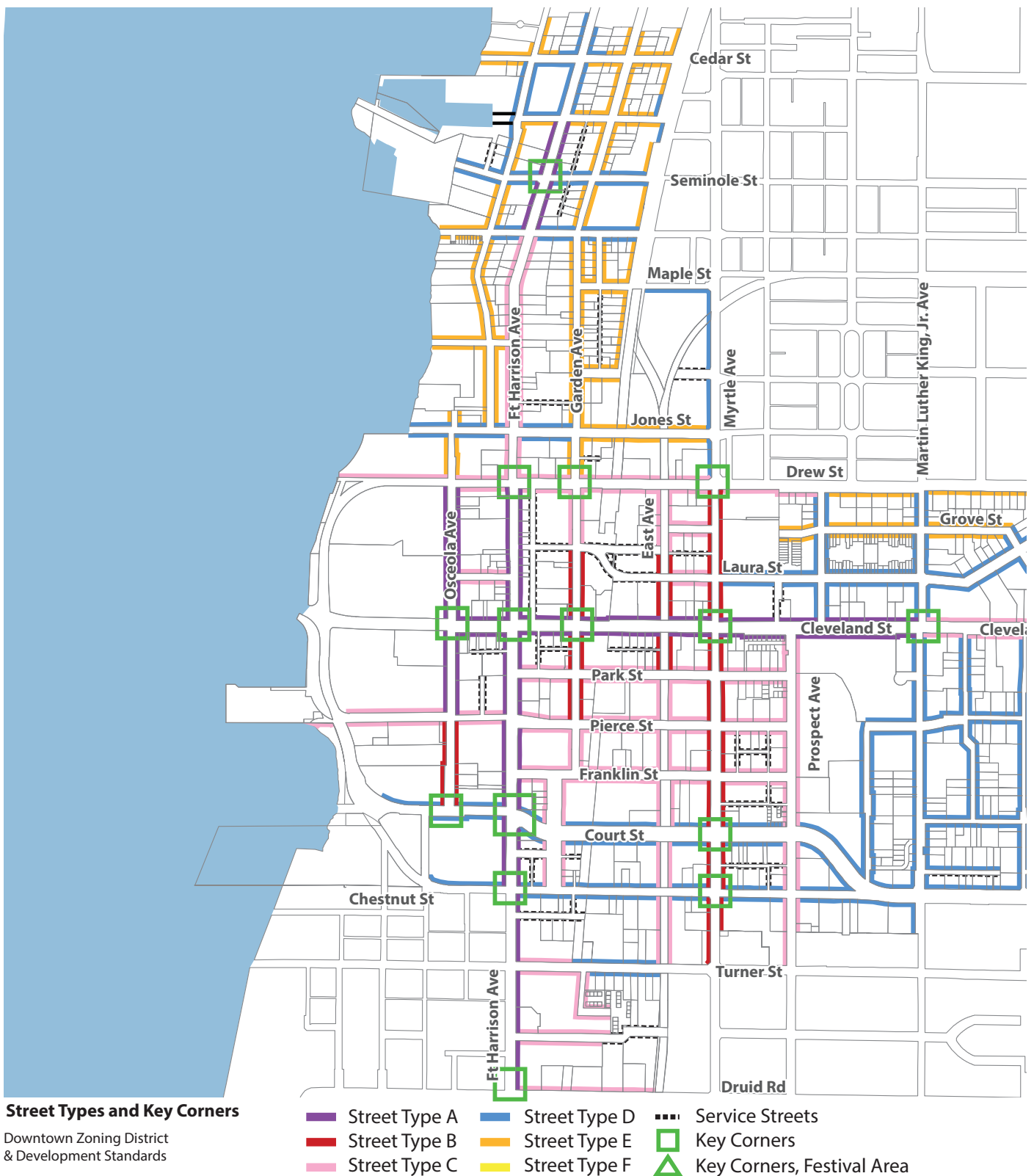
### **B) Street Types Assignment**

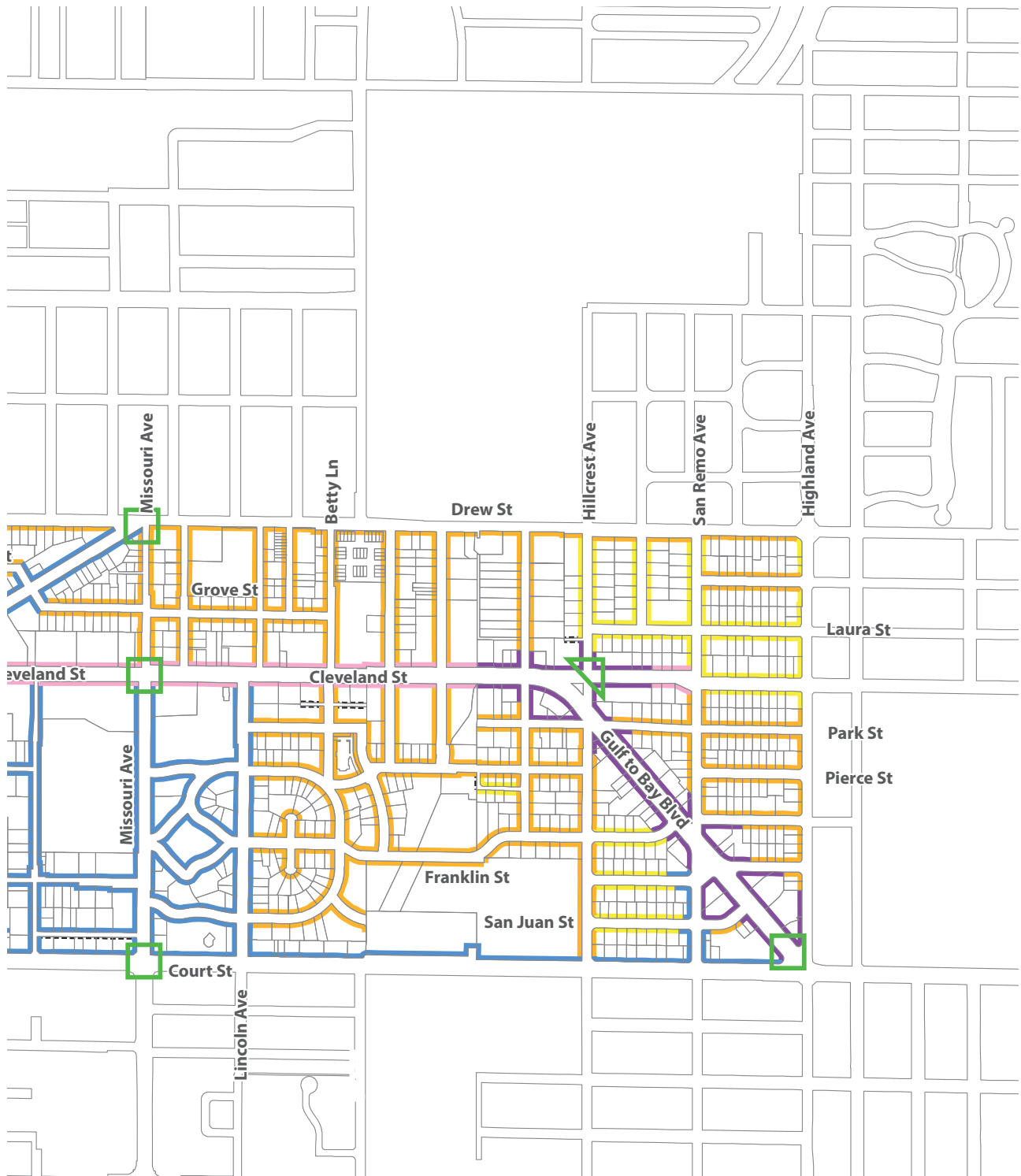
Along existing or proposed new public streets where street types are not depicted on the Regulating Plan, an appropriate street type shall be established by the Community Development Coordinator as part of an application for development approval.

### **C) View Corridors**

The view corridor at the western terminus of Nicholson Street shall be preserved through an open space corridor the width of the Nicholson Street right-of-way. The corridor shall extend to the west to the mean high water line. Hardscaping improvements may occupy this space provided the height does not exceed the average pre-development grade of the property within the open space corridor. View corridors are shown on Figure 2. Regulating Plan - Street Types and Key Corners.

Figure 2. Regulating Plan – Street Types and Key Corners





== View Corridor  
Hardscape Only



## Division 3. Character District Standards

### SECTION C-301. DEVELOPMENT POTENTIAL

#### A) Maximum Development Potential

1. Development in the Downtown District shall be consistent with the development potential set forth by location in the Clearwater Downtown Redevelopment Plan. Properties within the Downtown District shall have a future land use of Central Business District (CBD), which is consistent with the Activity Center (AC) Countywide Plan Map category and the Special Center subcategory in the Countywide Plan for Pinellas County. The maximum development potential set forth for each established character district is shown on Figures 3 through 7. Residential uses and overnight accommodation uses are regulated by density, or units per acre, while nonresidential uses are regulated by intensity, or floor area ratio (FAR). The development potential for mixed-use projects shall be determined consistent with Section 3-902.

2. Residential density on parcels proposed for development within the Downtown Gateway Character District which have frontage along Street Type F shall be limited to no more than two dwelling units.

#### B) Residential Density in Coastal Storm Area

Where residential density was increased in 2018, residential density on those portions of property located within the coastal storm area (CSA) shall be limited to the density in place prior to the adoption of the Clearwater Downtown Redevelopment Plan (adopted March 2, 2018) consistent with Figure 7. Residential Density in the Coastal Storm Area. However, if development is located entirely outside of those portions of property located within the CSA, this provision shall not apply.

### SECTION C-302. BUILDING HEIGHT

#### A) Maximum Building Heights

The maximum building height for each character district is shown on Figure 8. Maximum Height & Height Transitions.

#### B) Height Transitions

1. Buildings greater than 75 feet in height shall provide step backs consistent with the following standards.

a. Buildings shall have at least a 15-foot minimum facade step back from the lower floor facade between the 3rd and 6th floors along frontages abutting public streets. Buildings greater than 150 feet in height shall have an additional 15-foot minimum facade step back between the 12th and 15th floors along frontages abutting public streets.

b. Buildings along the boundary of the Downtown District and/or those properties within the Downtown District for which the permissible maximum height would be greater than 10 feet higher than the permissible maximum height on an abutting parcel (see Figure 8) shall have at least a 15-foot minimum facade step back from the lower floor facade between the 3rd and 6th floor along the property line(s) which abut the boundary and/or a property with a lesser permissible height.

2. To avoid a monotonous streetscape, a building shall not replicate the step back configuration of the neighboring buildings including those across rights-of-way.

3. In addition to the step back requirements above, buildings, or portions of buildings located on properties that are two acres or larger in size and located west of North Osceola Avenue and north of Seminole Street, but not fronting on Cedar Street, and are greater than 30 feet in height shall not be closer than 30 feet to any property.

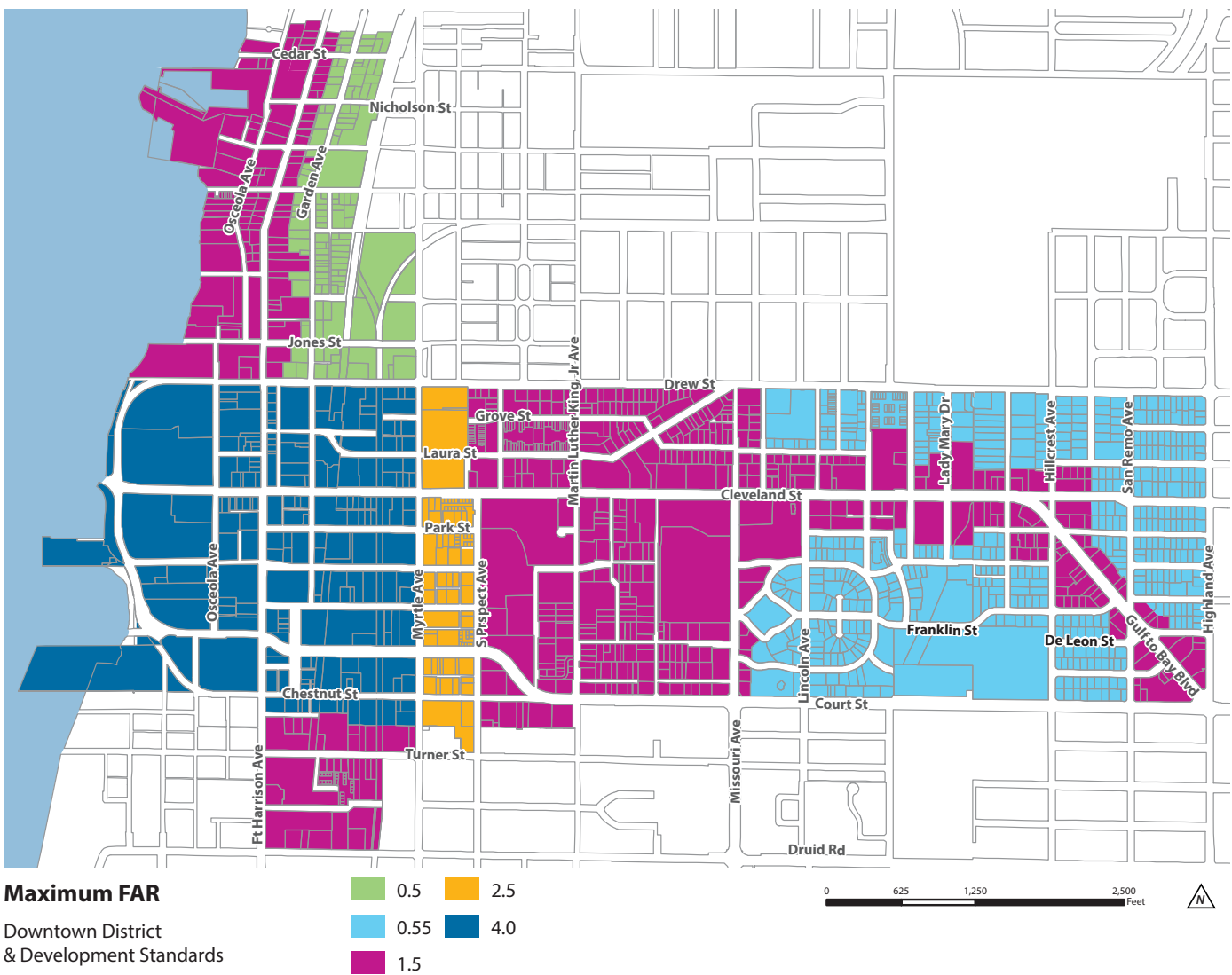
SECTION C-303. PERMITTED USES & PARKING

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A) Use & Off Street Parking Table

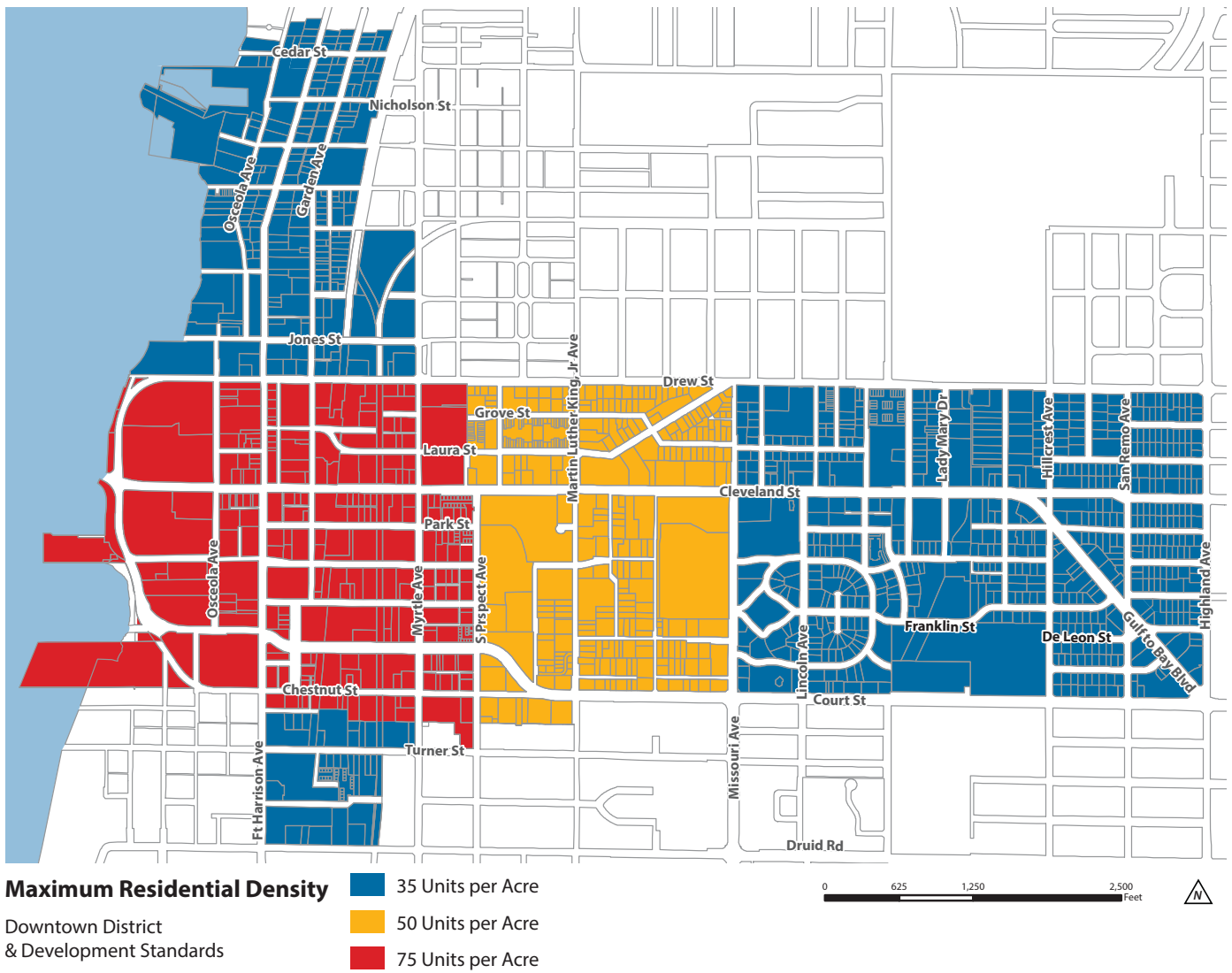
Permitted uses and approval levels by character district, along with off-street parking requirements, are listed in Table 1. Use & Off-Street Parking. In addition, only residential land uses are permitted along Street Types E and F.

Figure 3. Maximum Intensity - FAR



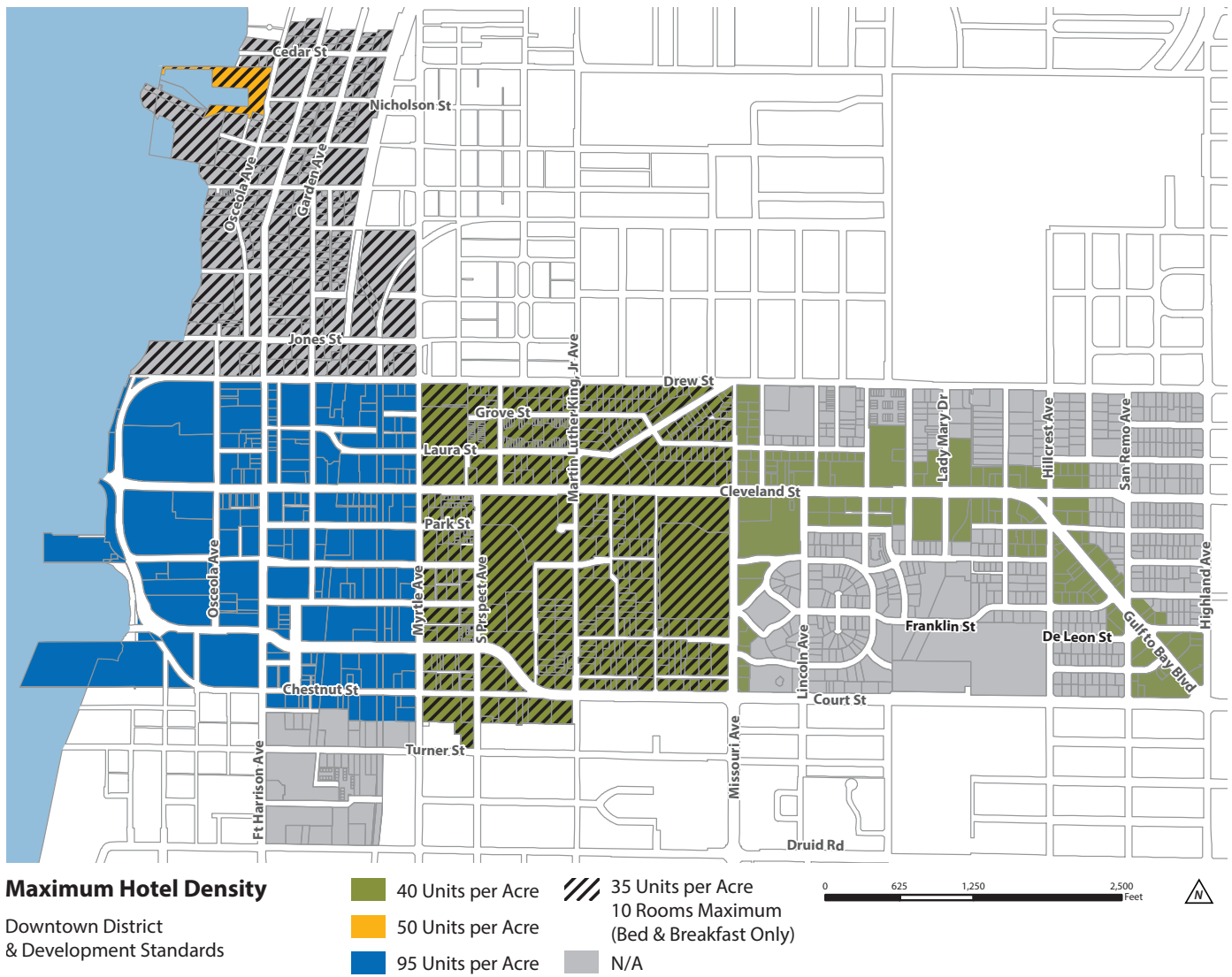
Sources: City of Clearwater Planning & Development Department; Engineering Department; Pinellas County Property Appraiser  
 Prepared by: City of Clearwater Planning & Development Department, May 2018

Figure 4. Maximum Residential Density



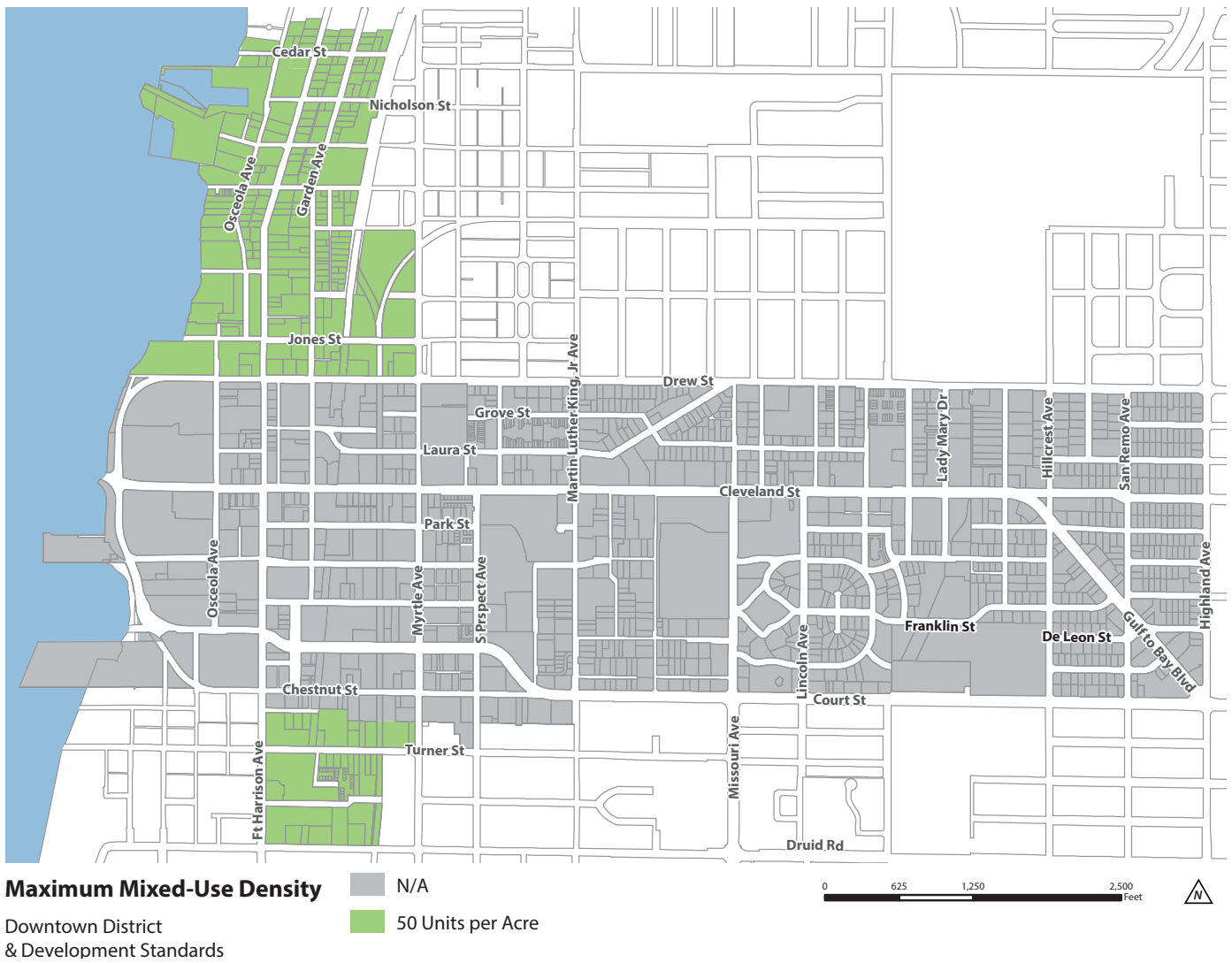
Sources: City of Clearwater Planning & Development Department; Engineering Department; Pinellas County Property Appraiser  
 Prepared by: City of Clearwater Planning & Development Department, May 2018

Figure 5. Maximum Hotel Density



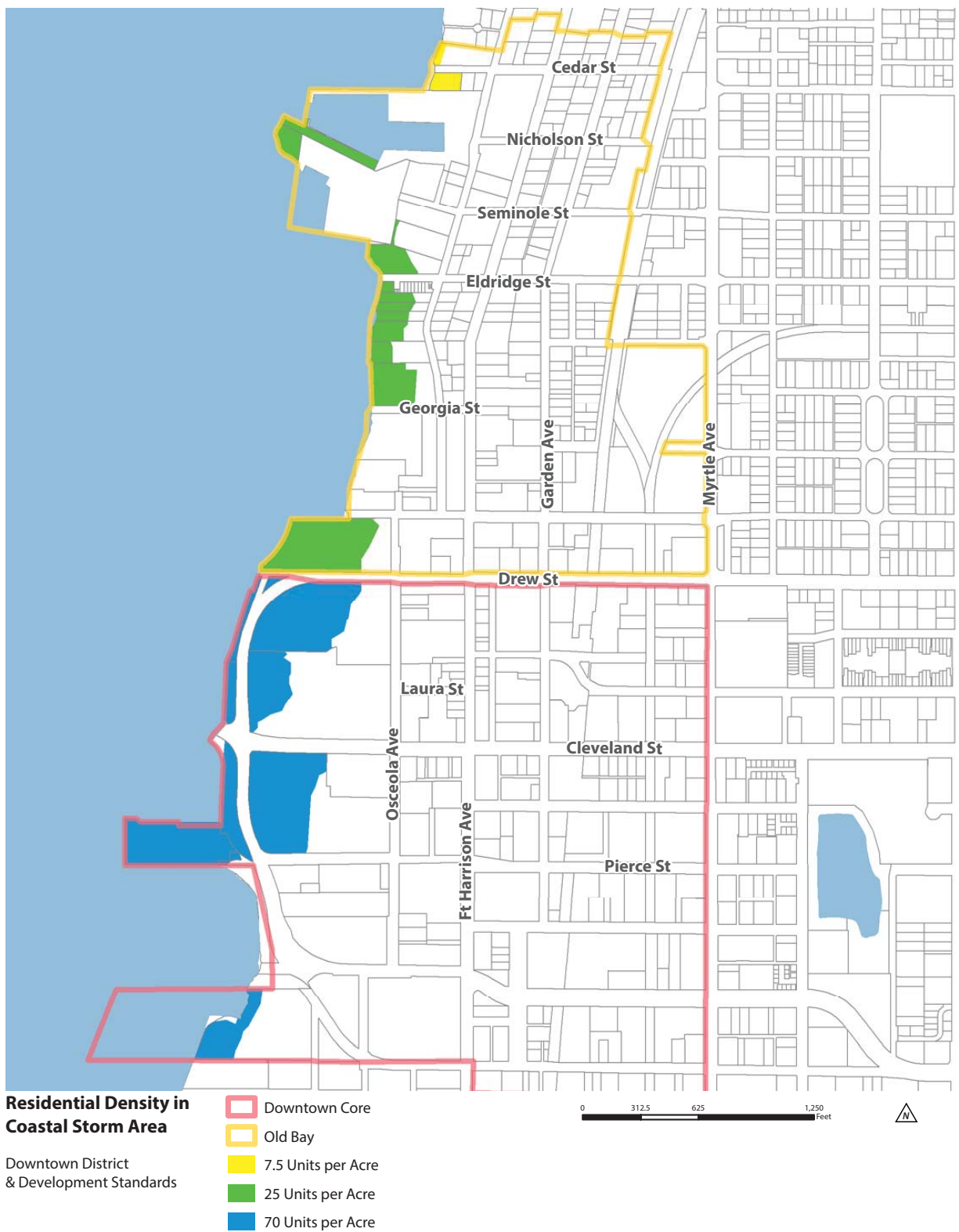
Sources: City of Clearwater Planning & Development Department; Engineering Department; Pinellas County Property Appraiser  
 Prepared by: City of Clearwater Planning & Development Department, May 2018

Figure 6. Maximum Mixed-Use Density



Sources: City of Clearwater Planning & Development Department; Engineering Department; Pinellas County Property Appraiser  
 Prepared by: City of Clearwater Planning & Development Department, May 2018

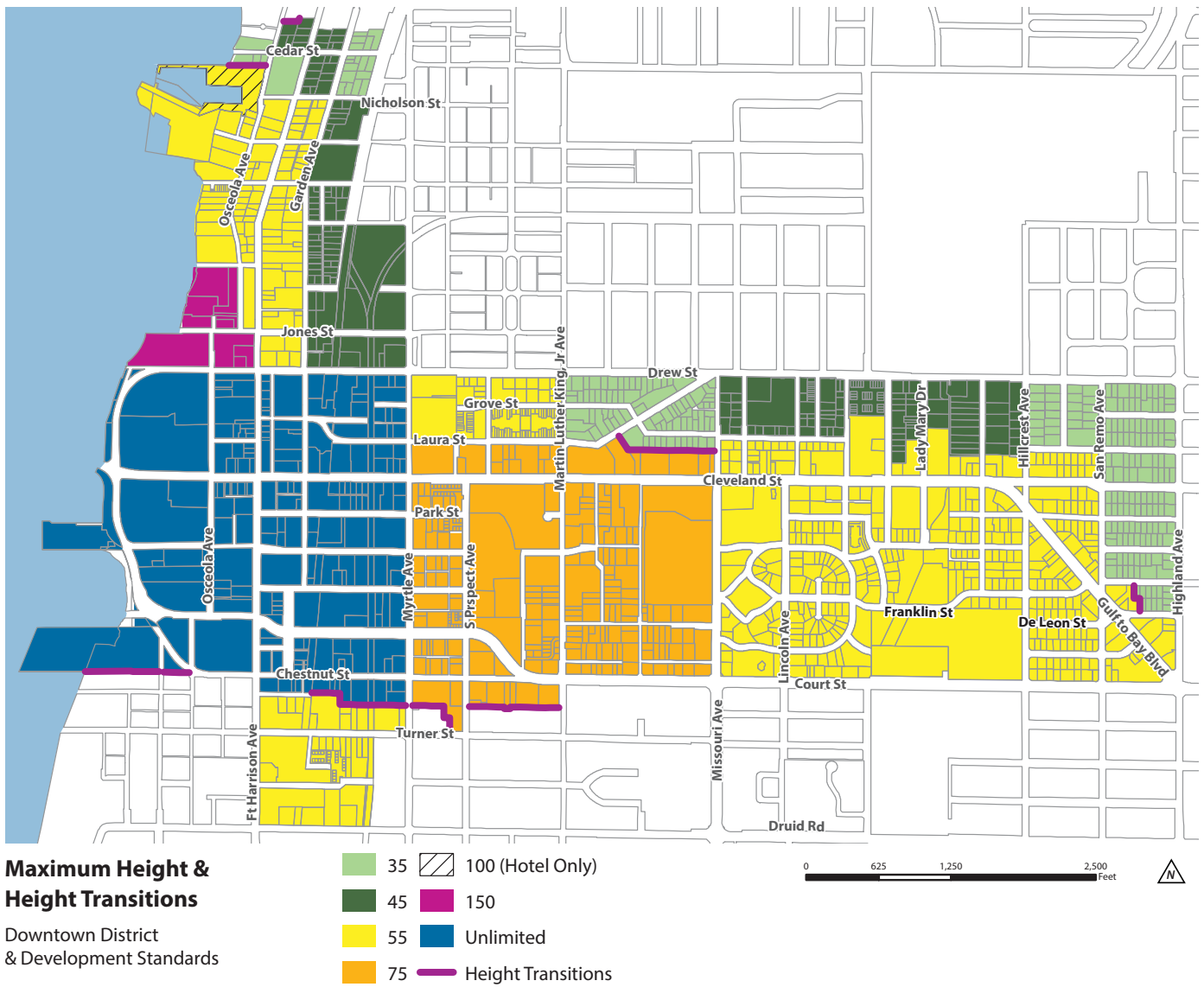
Figure 7. Residential Density in the Coastal Storm Area



Sources: City of Clearwater Planning & Development Department; Engineering Department; Pinellas County Property Appraiser; Tampa Bay Regional Planning Council

Prepared by: City of Clearwater Planning & Development Department, May 2018

Figure 8. Maximum Height & Height Transitions



Sources: City of Clearwater Planning & Development Department; Engineering Department; Pinellas County Property Appraiser  
 Prepared by: City of Clearwater Planning & Development Department, May 2018

**Table 1. Use & Off-Street Parking**

| Use   | Downtown Core | Old Bay | South Gateway | Prospect Lake | Downtown Gateway | Use Specific Criteria   | Minimum Off-Street Parking Spaces |
|---|---------------|---------|---------------|---------------|------------------|---|-----------------------------------|
| <b>RESIDENTIAL USES</b>   |               |         |               |               |                  |   |                                   |
| Attached Dwellings  | BCP           | BCP     | BCP           | BCP           | BCP              | Parking provided in excess of the minimum required may be provided as tandem parking. Handicapped parking spaces shall not be used for tandem spaces.   | 1/unit                            |
| Community Residential Homes   | X             | BCP     | X             | BCP           | BCP              | 1. See footnote 1.<br>2. No more than six residents shall be permitted.   | 1 per 2 residents                 |
| Detached Dwellings  | X             | BCP     | BCP           | BCP           | BCP              | Parking provided in excess of the minimum required may be provided as tandem parking.   | 2/unit                            |
| <b>NONRESIDENTIAL USES</b>  |               |         |               |               |                  |   |                                   |
| Alcoholic Beverage Sales  | BCP           | BCP     | BCP           | BCP           | BCP              | Permitted in Storefront 1 and Storefront 2 Frontages only.  | N/A                               |
| Animal Boarding   | FLD           | FLD     | FLD           | FLD           | FLD              | 1. The use of the parcel does not involve animal confinement facilities that are open to the outside.<br>2. Animals may have supervised outdoor exercise but only between 7:00 a.m.— 9:00 p.m. In no case shall animals be left unsupervised while outdoors.  | N/A                               |
| Assisted Living Facilities  | X             | BCP     | BCP           | X             | BCP              | None  | N/A                               |
| Bars  | BCP           | BCP     | BCP           | BCP           | BCP              | If the parcel proposed for development is abutting Street Types E or F, the following shall apply:<br>1. A landscaped wall or fence that is a minimum of six feet in height shall be constructed along property lines abutting those parcels with a Street Type of E or F.<br>2. No outdoor amplified music allowed after 11:00 pm Sunday through Thursday or 12:00 midnight Friday and Saturday. | N/A                               |
| <p><b>Footnotes:</b></p> <p>1. The use shall not be located within 1,000 feet of another like use.</p> <p>2. The parcel proposed for development is not abutting to a parcel of land which has frontage along Street Type E or F.</p> <p>3. Medical marijuana treatment center dispensing facilities shall comply with the requirements set forth in F.S. § 381.986, as amended.</p> <p><b>Key:</b></p> <p>BCP – Level 1 Minimum Standards (Building Construction Permit)</p> <p>FLS – Level 1 Flexible Standard Development (Community Development Coordinator approval required)</p> <p>FLD – Level 2 Flexible Development (Community Development Board approval required)</p> <p>X – Not Permitted</p> |               |         |               |               |                  |   |                                   |

Table 1. Use & Off-Street Parking (continued)

| Use   | <u>Downtown Core</u> | <u>Old Bay</u> | <u>South Gateway</u> | <u>Prospect Lake</u> | <u>Downtown Gateway</u> | Use Specific Criteria   | <u>Minimum Off-Street Parking Spaces</u>   |
|---|----------------------|----------------|----------------------|----------------------|-------------------------|---|--|
| Brewpubs  | BCP                  | BCP            | BCP                  | BCP                  | BCP                     | If the parcel proposed for development is abutting Street Types E or F, the following shall apply:<br>1. A landscaped wall or fence that is a minimum of six feet in height shall be constructed along property lines abutting those parcels with a Street Type of E or F.<br>2. No outdoor amplified music allowed after 11:00 pm Sunday through Thursday or 12:00 midnight Friday and Saturday. | N/A  |
| Community Gardens   | BCP                  | BCP            | BCP                  | BCP                  | BCP                     | None  | N/A  |
| Congregate Care   | X                    | BCP            | BCP                  | X                    | BCP                     | None  | N/A  |
| Convention Center   | FLS                  | X              | X                    | X                    | X                       | None  | N/A  |
| Educational Facilities  | FLS                  | FLS            | FLS                  | FLS                  | FLS                     | None  | 4/1,000 SF GFA, or as determined by the Community Development Coordinator based on a parking study |
| Governmental Uses   | FLS                  | FLS            | FLS                  | FLS                  | FLS                     | None  | N/A  |
| Indoor Recreation/ Entertainment  | BCP                  | BCP            | BCP                  | BCP                  | BCP                     | None  | N/A  |
| Light Assembly  | BCP                  | BCP            | BCP                  | BCP                  | BCP                     | None  | N/A  |
| <p><b>Footnotes:</b></p> <p>1. The use shall not be located within 1,000 feet of another like use.</p> <p>2. The parcel proposed for development is not abutting to a parcel of land which has frontage along Street Type E or F.</p> <p>3. Medical marijuana treatment center dispensing facilities shall comply with the requirements set forth in F.S. § 381.986, as amended.</p> <p><b>Key:</b></p> <p>BCP – Level 1 Minimum Standards (Building Construction Permit)</p> <p>FLS – Level 1 Flexible Standard Development (Community Development Coordinator approval required)</p> <p>FLD – Level 2 Flexible Development (Community Development Board approval required)</p> <p>X – Not Permitted</p> |                      |                |                      |                      |                         |   |  |

Table 1. Use & Off-Street Parking (continued)

| Use   | Downtown Core | Old Bay | South Gateway | Prospect Lake | Downtown Gateway | Use Specific Criteria  | Minimum Off-Street Parking Spaces |
|---|---------------|---------|---------------|---------------|------------------|--|-----------------------------------|
| Marinas & Marina Facilities   | FLD           | FLD     | X             | X             | X                | <p>1. High and dry and/or upland boat storage is prohibited.</p> <p>2. Must comply with Section 3-601.C.3 and Section 3-603 of this Development Code</p> <p>3. The parcel proposed for development is not located in areas identified in the Comprehensive Plan as areas of environmental significance including Clearwater Harbor grass beds or Clearwater Harbor spoil islands.</p> <p>4. No commercial activities other than the mooring of boats on a rental basis shall be permitted on any parcel of land which is contiguous to a parcel of land which is designated as residential in the Zoning Atlas, unless the marina facilities are totally screened from view from the contiguous land which is designated as residential and the hours of operation of the commercial activities are limited to the time period between sunrise and sunset.</p> | 1 per 2 slips                     |
| Medical Clinic  | BCP           | BCP     | BCP           | BCP           | BCP              | None   | N/A                               |
| Microbreweries  | FLS           | FLS     | FLS           | FLS           | FLS              | See footnote 2.  | N/A                               |
| Museums   | BCP           | BCP     | BCP           | BCP           | BCP              | None   | N/A                               |
| Nightclubs  | BCP           | FLS     | FLS           | FLS           | FLS              | See footnote 2.  | N/A                               |
| Offices   | BCP           | BCP     | BCP           | BCP           | BCP              | None   | N/A                               |
| Open Space  | BCP           | BCP     | BCP           | BCP           | BCP              | None   | N/A                               |
| <p>Footnotes:</p> <p>1. The use shall not be located within 1,000 feet of another like use.</p> <p>2. The parcel proposed for development is not abutting to a parcel of land which has frontage along Street Type E or F.</p> <p>3. Medical marijuana treatment center dispensing facilities shall comply with the requirements set forth in F.S. § 381.986, as amended.</p> <p>Key:</p> <p>BCP – Level 1 Minimum Standards (Building Construction Permit)</p> <p>FLS – Level 1 Flexible Standard Development (Community Development Coordinator approval required)</p> <p>FLD – Level 2 Flexible Development (Community Development Board approval required)</p> <p>X – Not Permitted</p> |               |         |               |               |                  |  |                                   |

Table 1. Use & Off-Street Parking (continued)

| Use  | Downtown Core | Old Bay | South Gateway | Prospect Lake | Downtown Gateway | Use Specific Criteria   | Minimum Off-Street Parking Spaces                    |
|--|---------------|---------|---------------|---------------|------------------|---|--|
| Overnight Accommodations (Bed & Breakfast) | X             | BCP     | BCP           | BCP           | X                | 1. The use is accessory to the use of the principal building as a private residence.<br>2. An owner or manager shall reside on the premises in the principal building.<br>3. Food service in conjunction with the overnight accommodations shall be limited to guests of the use, and shall include at a minimum service of breakfast to guests.<br>4. Off-street parking is screened to a height of four feet by a landscaped wall or fence so that headlamps from automobiles in the off-street parking area cannot project into adjacent properties and streets.<br>5. Receptions or parties of any kind are prohibited. | 2/dwelling unit plus 1/ overnight accommodation unit |
| Overnight Accommodations (Hotel)           | BCP           | BCP     | BCP           | BCP           | BCP              | None  | 0.75/unit  |
| Parking Garages                            | BCP           | BCP     | BCP           | BCP           | BCP              | None  | N/A  |
| Parks & Recreation Facilities              | BCP           | BCP     | BCP           | BCP           | BCP              | None  | N/A  |
| Places of Worship                          | BCP           | BCP     | BCP           | BCP           | BCP              | None  | N/A  |
| Public Facility                            | FLD           | X       | X             | X             | X                | None  | N/A  |
| Public Transportation Facilities           | FLS           | X       | X             | FLS           | X                | None  | N/A  |
| Research & Technology                      | BCP           | BCP     | BCP           | BCP           | BCP              | None  | N/A  |
| Restaurants                                | BCP           | BCP     | BCP           | BCP           | BCP              | Drive-through components are prohibited.  | N/A  |
| Retail Plazas                              | BCP           | BCP     | BCP           | BCP           | BCP              | See footnote 3.   | N/A  |
| Retail Sales & Services                    | BCP           | BCP     | BCP           | BCP           | BCP              | See footnote 3.   | N/A  |
| Schools                                    | BCP           | BCP     | BCP           | BCP           | BCP              | None  | N/A  |

Footnotes:

1. The use shall not be located within 1,000 feet of another like use.
2. The parcel proposed for development is not abutting to a parcel of land which has frontage along Street Type E or F.
3. Medical marijuana treatment center dispensing facilities shall comply with the requirements set forth in F.S. § 381.986, as amended.

Key:

- BCP – Level 1 Minimum Standards (Building Construction Permit)
- FLS – Level 1 Flexible Standard Development (Community Development Coordinator approval required)
- FLD – Level 2 Flexible Development (Community Development Board approval required)
- X – Not Permitted

**Table 1. Use & Off-Street Parking (continued)**

| Use   | Downtown Core | Old Bay | South Gateway | Prospect Lake | Downtown Gateway | Use Specific Criteria   | Minimum Off-Street Parking Spaces |
|---|---------------|---------|---------------|---------------|------------------|---|-----------------------------------|
| Self Storage Warehouses   | FLS           | X       | FLS           | FLS           | X                | 1. The use shall be secondary to and shall not exceed 25 percent of the gross floor area of another principal use.<br>2. Leasing office and other non-storage customer service areas shall be incorporated into the building frontage along the primary street.<br>3. Outdoor storage of any kind shall be prohibited.<br>4. All loading areas, including bays and loading zones used for the placement of personal products onto, or removal from, a transportation vehicle shall be provided along the interior side or rear of the building. | N/A                               |
| Social & Community Centers  | X             | BCP     | BCP           | BCP           | BCP              | None  | N/A                               |
| Social/Public Service Agencies  | X             | X       | FLD           | X             | FLD              | 1. See footnote 1.<br>2. See footnote 2.  | N/A                               |
| Telecommunication Towers  | BCP           | BCP     | BCP           | BCP           | BCP              | Shall meet requirements set forth in Section 3-2001.  | N/A                               |
| TV/Radio Studios  | FLS           | FLS     | FLS           | FLS           | FLS              | See footnote 2.   | N/A                               |
| Utility/Infrastructure Facilities   | BCP           | BCP     | BCP           | BCP           | BCP              | None  | N/A                               |
| Vehicle Sales/Display, Limited  | BCP           | BCP     | BCP           | BCP           | BCP              | 1. The use shall be within an enclosed structure and no outdoor display, storage, and/or sales shall be permitted.<br>2. Vehicle service of any kind shall be prohibited.   | N/A                               |
| Veterinary Offices  | BCP           | BCP     | BCP           | BCP           | BCP              | None  | N/A                               |
| <p><b>Footnotes:</b><br/>                     1. The use shall not be located within 1,000 feet of another like use.<br/>                     2. The parcel proposed for development is not abutting to a parcel of land which has frontage along Street Type E or F.<br/>                     3. Medical marijuana treatment center dispensing facilities shall comply with the requirements set forth in F.S. § 381.986, as amended.</p> <p><b>Key:</b><br/>                     BCP – Level 1 Minimum Standards (Building Construction Permit)<br/>                     FLS – Level 1 Flexible Standard Development (Community Development Coordinator approval required)<br/>                     FLD – Level 2 Flexible Development (Community Development Board approval required)<br/>                     X – Not Permitted</p> |               |         |               |               |                  |   |                                   |

**B) Bicycle Parking**

Bicycle spaces shall be provided for new development providing off-street parking as listed in Table 2. Bicycle Parking and shall comply with the bicycle parking standards in Section 3-1411 of this Development Code. Buildings with less than 5,000 square feet of gross building area and residential projects with fewer than 10 units are exempt from this requirement.

**Table 2. Bicycle Parking**

| Use  | Long Term Spaces   |
|--|--|
| <u>Attached Dwellings (10 or more units)</u> | 1 per 4 dwelling units. Units with private garage or private storage space are exempt. |
| <u>Offices</u>                               | 2 min., or 1 per 10,000 SF GFA   |
| <u>Parking Garages</u>                       | 2 min., or 1 per 20 vehicle parking spaces, whichever is greater                       |
| <u>Public Transportation Facilities</u>      | 4 min., or 1 per 10,000 SF GFA   |

## Division 4. Frontage Standards

### SECTION C-401. RELATIONSHIP BETWEEN STREET TYPES AND FRONTAGE STANDARDS

Table 3. Frontages and Street Types shows which development standards in this division apply by the street types shown in Figure 2. Regulating Plan – Street Types and Key Corners.

### SECTION C-402. PROPERTIES WITH MULTIPLE STREET FRONTAGES

#### A) Definition of Primary and Secondary Street Frontages

For project sites with multiple street frontages, including corner sites, a primary street frontage shall be defined. The primary street frontage shall be defined as the street frontage with the highest level of designated street type or the highest level of existing and planned pedestrian activity as defined in the Clearwater Downtown Redevelopment Plan.

#### B) Definition of Frontages for Corner Sites

For corner sites where the street type is the same on two frontages, the primary street frontage shall be defined as the frontage to which the majority of buildings on adjacent sites are oriented and addressed. In locations where the orientation of buildings on adjacent sites is unclear, the primary street frontage shall be defined as the frontage on which the building is addressed. As provided in Division 8. Flexibility, a limited amount of flexibility in meeting requirements for frontages defined as secondary street frontages may be approved.

#### C) Application of Setbacks on Through Lots

For project sites with frontage on two parallel streets, one of which is a Service Street Type, the side setbacks applicable to the primary street frontage shall apply.

### SECTION C-403. KEY CORNER REQUIREMENTS

For locations identified as Key Corners on Figure 2. Regulating Plan – Street Types and Key Corners, ground floor building space within 100 feet of the corner and to a depth of 20 feet minimum from the front facade (as measured along front property lines) shall be occupied only by active uses including retail sales and services, restaurants, bars, brewpubs, microbreweries, nightclubs, and/or lobbies to upper story building space. For buildings occupied only by residential uses, ground floor amenity areas such as offices, lobbies, or fitness centers shall count toward meeting this requirement only if the ground floor facade meets the requirements applicable to Storefront 1 or Storefront 2 frontages. Ground floor building space designed for open air dining or cafe use may count towards this requirement. Flexibility in meeting facade transparency requirements in these locations shall not be permitted. Key corner requirements shall not apply to publicly owned park and plaza space.

**Table 3. Frontages and Street Types**

| Frontages                        | General Character   | Front Setback      | Parking Location  | Street Types |   |   |   |   |   |
|----------------------------------|---|--------------------|---|--------------|---|---|---|---|---|
|                                  |   |                    |   | A            | B | C | D | E | F |
| <u>Storefront 1</u>              | Traditional "Main Street" conditions with continuous storefronts with high levels of storefront transparency.             | 3' max.            | Rear yard parking. No parking along street frontages.             |              |   |   |   |   |   |
| <u>Storefront 2</u>              | Traditional "Main Street" conditions with moderate levels of storefront transparency and allowance for side yard parking. | 3' max.            | Rear yard and limited side parking permitted.                     |              |   |   |   |   |   |
| <u>Workshop/ Flex</u>            | Flexible frontages with modest setbacks, discontinuous frontage and moderate transparency.                                | 5' min. - 10' max. | Rear yard and limited side parking permitted.                     |              |   |   |   |   |   |
| <u>Urban Residential 1</u>       | Urban townhouse and apartments with individual entires and front stoops.  | 3' min. - 5' max.  | Rear yard parking. No parking along street frontages.             |              |   |   |   |   |   |
| <u>Urban Residential 2</u>       | Urban townhouse and apartments with modest landscaped setbacks and allowance for front porches and shared entries         | 8' min. - 15' max. | Rear yard parking. No parking along street frontages.             |              |   |   |   |   |   |
| <u>Neighborhood Infill</u>       | Single family houses, duplexes, townhouses, and small apartments with modest landscaped setbacks.                         | 8' min. - 15' max. | Parking behind units accessed from side streets or shared drives. |              |   |   |   |   |   |
| <u>Neighborhood Conservation</u> | Single family houses and duplexes with traditional front yards.   | 20' min.           | Parking behind front facades accessed from private driveways.     |              |   |   |   |   |   |

SECTION C-404. STOREFRONT 1 FRONTAGE



Figure 9. Storefront 1 Example

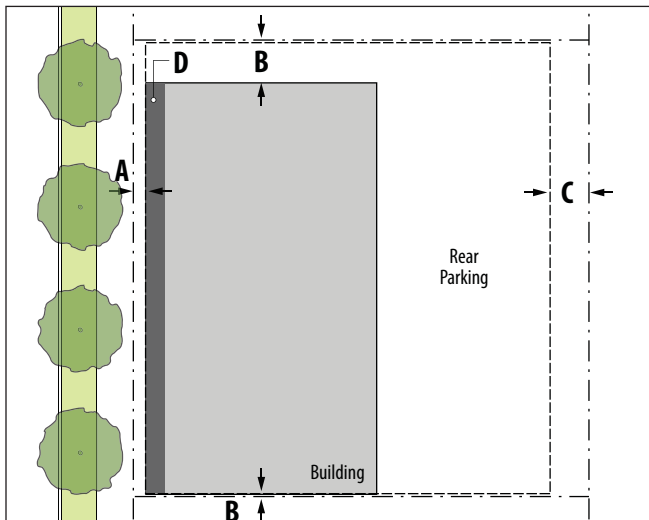


Figure 10. Storefront 1 Building Placement

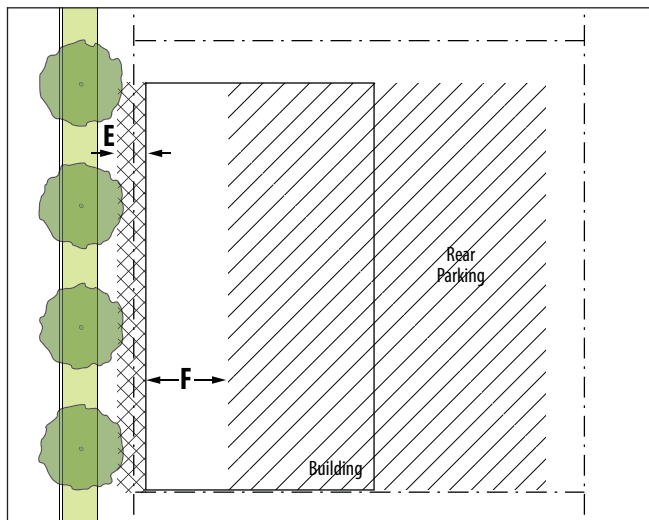


Figure 11. Storefront 1 Parking & Projections

**A) General**

The Storefront 1 Frontage Standards are intended for application along Street Types A, B, and C which are identified as appropriate for high levels of existing or planned pedestrian activity and active ground floor uses. Development standards for this type of frontage require front building facades and building entries oriented to public sidewalks with traditional storefront design treatments with large, transparent display windows, building entries at sidewalk grade, awnings or canopies, minimal front setbacks, and parking to the rear of occupied building space.

(In the sections below, the bold lettering in parentheses refers to the annotations in Figures 10 and 11.)

**B) Building Setbacks**

1. Buildings shall be placed along street frontages consistent with the following building setbacks from property lines:

- a. Front Setbacks **(A)**: 0 feet minimum, 3 feet maximum.
- b. Side Setbacks **(B)**: 0 feet maximum, or as required by applicable building and fire codes.
- c. Rear Setbacks **(C)**: 10 feet minimum.

2. Front building setbacks on Fort Harrison Avenue, Cleveland Street, and Osceola Avenue shall be increased to the extent required to allow for the creation of sidewalks widths consistent with the Master Streetscape Plan within the Clearwater Downtown Redevelopment Plan.

3. To promote continuity of frontages along front setbacks, the space between buildings on the same or adjacent sites shall be 20 feet maximum and may be occupied by a mid-block pedestrian passageway open for public use during regular business hours. Where such space is provided with no pedestrian passageway, a 6-foot minimum, 8-foot maximum high brick or other masonry wall, wall with masonry columns linked by substantial grill work, or wall designed to match the architectural design of the building shall be constructed in line with the front building facade.

### **C) Front Setback Improvements**

Where front setbacks are provided, the area within the setback shall be improved as a hardscape extension of the public streetscape with no change in elevation from adjacent sidewalks, no landscape areas, and no permanent physical obstructions such as a curbing, railing, or fencing. Movable furnishings, including tables, seats, and landscape planters, are permitted.

### **D) Ground Floor Facades & Entries**

1. Building facades along street frontages shall meet building design standards in Appendix C, Division 6.
2. Ground floor front building facades shall meet the following standards **(D)**:
  - a. Building facades shall be located along front setbacks and aligned parallel to streets and public sidewalks.
  - b. A minimum 60 percent of the area of the ground floor facade between 2 and 10 feet in height above adjacent ground level shall consist of storefront windows and doors with transparent glazing with no more than 10 percent daylight reduction (tinting) and no reflective or mirrored coating or treatment. Transom windows are encouraged above storefront display windows. Residential window types, with closely spaced mullions and recessed punched windows, are not allowed for storefront frontages. The bottom of storefront windows shall be no more than 2 feet above the adjacent ground level.
  - c. Primary entries to individual ground floor tenant spaces and entries to shared lobbies for upper story spaces shall be located along the front facade and may be recessed 18 inches maximum.
  - d. Thresholds at front building entries and the ground floor finished floor elevation shall match the elevation of the abutting public sidewalk or publicly accessible plaza.

e. The ground floor floor-to-structural-ceiling height shall be 14 feet minimum and ground floor building space shall be designed to meet Florida Building Code requirements for commercial uses.

3. Awnings, canopies, or other forms of weather protection shall be required along at least 80 percent of the front facade and shall meet the standards in Appendix C, Division 6 **(E)**.

### **E) Parking**

1. In addition to the following standards, parking location, design and access shall meet the standards in Appendix C, Division 5.
2. Parking shall be located to the rear of the property away from the primary street frontage and corner locations. Parking to the side of buildings is prohibited.
3. Parking, vehicular loading/unloading areas, and passenger drop off areas are prohibited in front setbacks.
4. Parking and vehicular circulation areas incorporated in the ground floor of a building along street frontages shall be located behind fully-enclosed, occupied building space with a depth of 20 feet minimum **(F)**.
5. Surface and structured parking shall comply with side and rear building setbacks. Side and/or rear setbacks shall not apply between surface parking areas on abutting properties which provide for shared access and use.
6. With approval from appropriate City, County or State authorities, parallel parking may be constructed within the right-of-way along streets abutting the property.

SECTION C-405. STOREFRONT 2 FRONTAGE



Figure 12. Storefront 2 Example

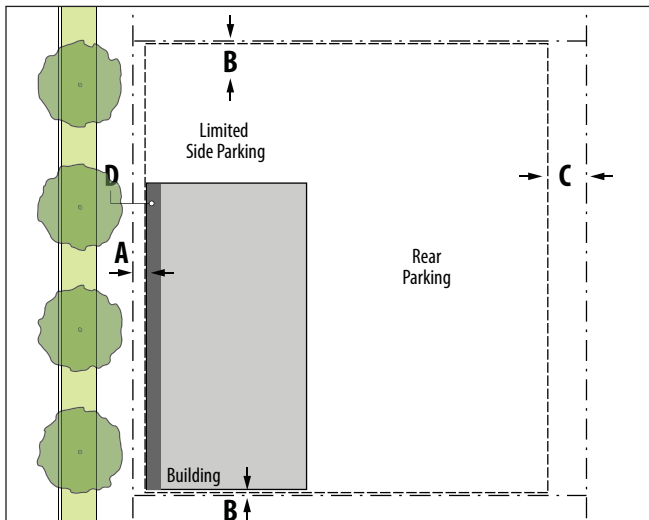


Figure 13. Storefront 2 Building Placement

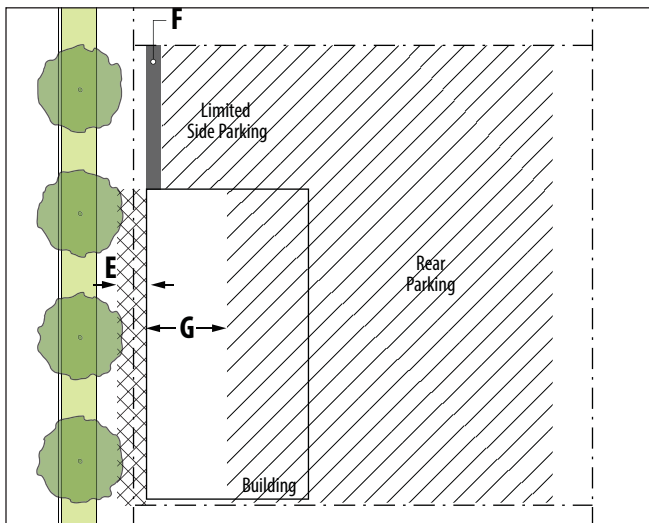


Figure 14. Storefront 2 Parking & Projections

**A) General**

The Storefront 2 Frontage Standards are intended for application along Street Type C which is identified as appropriate for moderate levels of existing or planned pedestrian activity. Development standards for this frontage require front building facades and building entries oriented to public sidewalks with traditional storefront design treatments with large, transparent display windows, building entries at sidewalk grade, awnings or canopies, minimal front setbacks, and parking to the side and rear of occupied building space.

(In the sections below, the bold lettering in parentheses refers to the annotations in Figures 13 and 14.)

**B) Building Setbacks**

1. Buildings shall be placed along street frontages consistent with the following building setbacks from property lines:

- a. Front Setbacks (A): 0 feet minimum, 3 feet maximum.
- b. Side Setbacks (B): 0 feet maximum, or as required by applicable building and fire codes.
- c. Rear Setbacks (C): 10 feet minimum.

2. Front building setbacks on Fort Harrison Avenue, Cleveland Street, and Osceola Avenue shall be increased to the extent required to allow for the creation of sidewalks widths consistent with the Master Streetscape Plan within the Clearwater Downtown Redevelopment Plan.

**C) Front Setback Improvements**

1. Where front setbacks are provided, the area within the setback shall be improved primarily as a hardscape extension of the public streetscape with no change in elevation from adjacent sidewalks.

2. Landscape areas may account for 35 percent maximum of the front setback area. Such landscaping shall comply with landscape requirements in Section 3-1202.

3. Low curbing may be used to define the edge of landscape areas but no permanent physical obstructions such as walls, railing, or fencing are permitted.

**D) Ground Floor Facades & Entries**

1. Building facades along street frontages shall meet building design standards in Appendix C, Division 6.
2. Ground floor front building facades shall meet the following standards (D):
  - a. Building facades shall be located along front setbacks and aligned parallel to streets and public sidewalks.
  - b. A minimum 50 percent of the area of the ground floor facade between 2 and 10 feet in height above adjacent ground level shall consist of storefront windows and doors with transparent glazing with no more than 10 percent daylight reduction (tinting) and no reflective or mirrored coating or treatment. Transom windows are encouraged above storefront display windows. Residential window types, with closely spaced mullions and recessed punched windows, are not allowed for storefront frontages. The bottom of storefront windows shall be no more than 2 feet above the adjacent ground level.
  - c. Primary entries to individual ground floor tenant spaces and entries to shared lobbies for upper story spaces shall be located along the front facade and may be recessed 18 inches maximum.
  - d. Thresholds at front building entries and the ground floor finished floor elevation shall match the elevation of the abutting public sidewalk or publicly accessible plaza.
  - e. The ground floor floor-to-structural-ceiling height shall be 14 feet minimum and ground floor building space shall be designed to meet Florida Building Code requirements for commercial uses.
3. Awnings, canopies, or other forms of weather protection shall be required along at least 80 percent of the front facade and shall meet the standards in Appendix C, Division 6 (E).

**E) Parking**

1. In addition to the following standards, parking location, design and access shall meet standards in Appendix C, Division 5.
2. Parking, vehicular loading/unloading areas, and passenger drop off areas are prohibited in front setbacks.
3. Surface parking located to the side of buildings along streets shall be no greater than 1 bay in width or 60 feet maximum as measured along the street frontage and shall be set back 5 feet behind front building facades and screened from public sidewalks by a opaque hedge or wall 24 to 36 inches in height (F).
4. Parking and vehicular circulation areas incorporated in the ground floor of a building along street frontages shall be located behind fully-enclosed, occupied building space with a depth of 20 feet minimum (G).
5. Surface and structured parking shall comply with side and rear building setbacks. Side and/or rear setbacks shall not apply between surface parking areas on abutting properties which provide for shared access and use.
6. With approval from appropriate City, County or State authorities, parallel parking may be constructed within the right-of-way along streets abutting the property.

SECTION C-406. WORKSHOP/FLEX FRONTAGE



Figure 15. Workshop/Flex Example

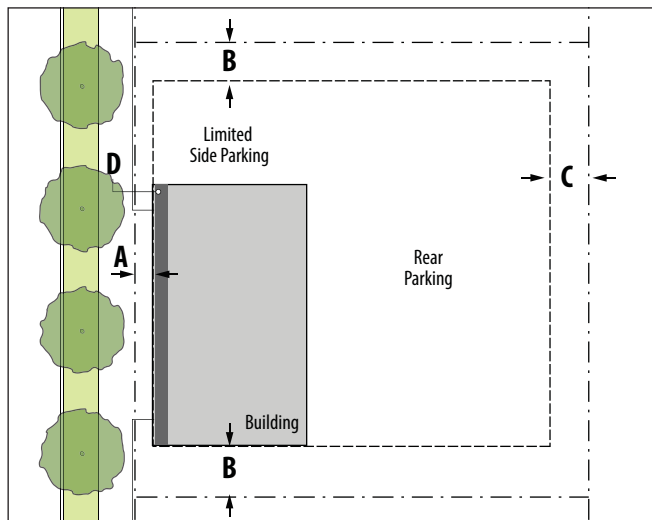


Figure 16. Workshop/Flex Building Placement

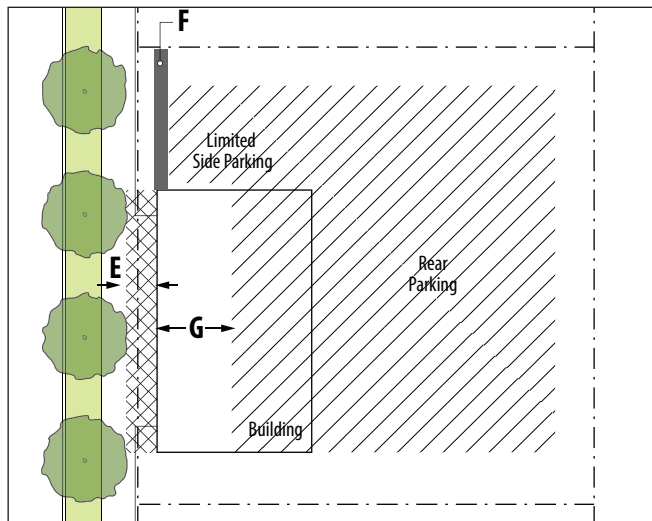


Figure 17. Workshop/Flex Parking & Projections

**A) General**

The Workshop/Flex Frontage Standards are intended for application along Street Type D which is identified as appropriate for a mix of land uses and building types. Development standards for this frontage require front building facades and building entries oriented to public sidewalks with modest front setbacks and facade transparency, and parking to the rear or side of occupied building space.

(In the sections below, the bold lettering in parentheses refers to the annotations in Figures 16 and 17.)

**B) Building Setbacks**

1. Buildings shall be placed along street frontages consistent with the following building setbacks from property lines:

- a. **Front Setbacks (A):** 5 feet minimum, 10 feet maximum.
- b. **Side Setbacks (B):** 10 feet minimum.
- c. **Rear Setbacks (C):** 10 feet minimum.

**C) Front Setback Improvements**

1. The front setback area shall be improved as a landscape area with walkway connections between sidewalks and front building entries. Low curbing may be used to define the edge of landscape areas but no permanent physical obstructions such as walls, railings, or fencing are permitted between the street and front building facade.

2. Landscaping in the front setback area shall comply with landscape requirements in Section 3-1202.

3. Hardscape areas improved as open air patio or café space may account for 50 percent maximum of the front setback area. Such areas may be defined by railings or low walls 36 inches maximum in height.

**D) Ground Floor Facades & Entries**

1. Building facades along street frontages shall meet building design standards in Appendix C, Division 6.
2. Ground floor front building facades shall be designed to meet the following standards (D):
  - a. Building facades shall be located along front setbacks and aligned parallel to streets and public sidewalks.
  - b. A minimum 40 percent of the area of the ground floor facade between 2 and 10 feet in height above adjacent ground level shall consist of windows and doors with transparent glazing with no more than 10 percent daylight reduction (tinting) and no reflective or mirrored coating or treatment.
  - c. Primary entries to individual ground floor tenant spaces and entries to shared lobbies for upper story spaces shall be located along the front facade and may be recessed 18 inches maximum.
  - d. Thresholds at front building entries and the ground floor finished floor elevation may be elevated 18 inches maximum above the grade of the abutting public sidewalk or publicly accessible plaza.
  - e. The ground floor floor-to-structural-ceiling height shall be 14 feet minimum and ground floor building space shall be designed to meet Florida Building Code requirements for commercial uses.
3. Awnings, canopies, or other forms of weather protection shall be required at building entries and shall meet the standards in Appendix C, Division 6 (E).

**E) Parking**

1. In addition to the following standards, parking location, design and access shall meet standards in Appendix C, Division 5.
2. Parking, vehicular loading/unloading areas, and passenger drop off areas are prohibited in front setbacks.

3. Surface parking located to the side of buildings along streets shall be no greater than 2 bays in width or 120 feet maximum as measured along the street frontage and shall be set back 5 feet behind front building facades and screened from public sidewalks by a opaque hedge or wall 24 to 36 inches in height. (F).
4. Surface parking and vehicular circulation areas incorporated in the ground floor of a building along street frontages shall be located behind fully-enclosed, occupied building space with a depth of 20 feet minimum (G).
5. Surface and structured parking shall comply with side and rear building setbacks. Side and/or rear setbacks shall not apply between surface parking areas on abutting properties which provide for shared access and use.
6. With approval from appropriate City, County or State authorities, parallel parking may be constructed within the right-of-way along streets abutting the property.

SECTION C-407. URBAN RESIDENTIAL 1 FRONTAGE



Figure 18. Urban Residential 1 Example

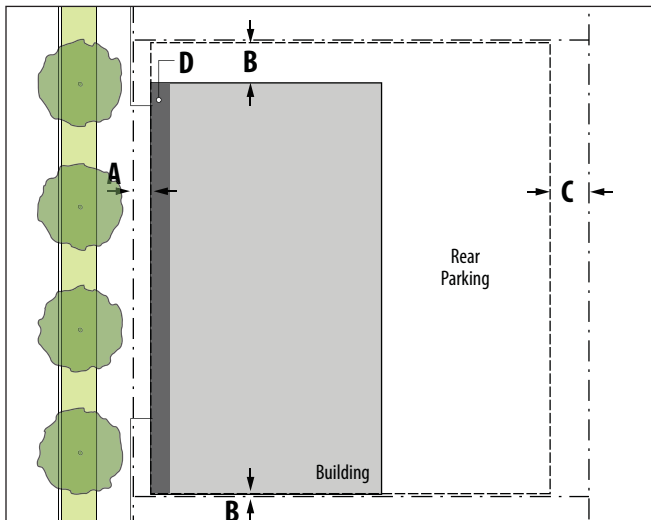


Figure 19. Urban Residential 1 Building Placement

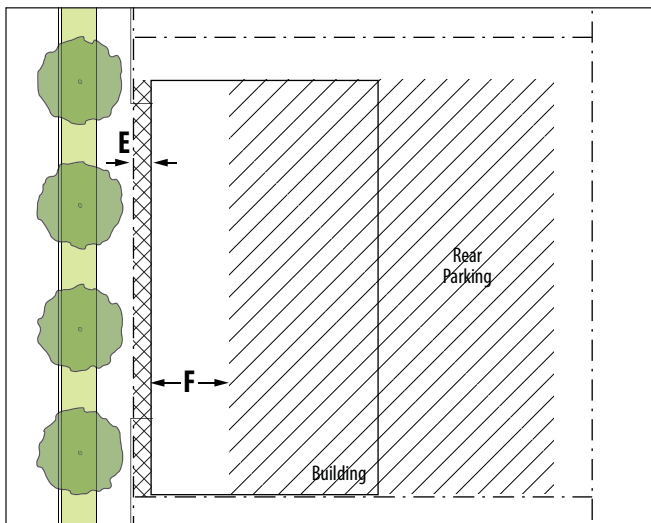


Figure 20. Urban Residential 1 Parking & Projections

**A) General**

The Urban Residential 1 Frontage Standards are intended for application along Street Types B and C which are identified as appropriate for high levels of existing or planned pedestrian activity. Development standards for this frontage require buildings oriented to public sidewalks with residential ground floor uses with minimal front setbacks, ground floors elevated above adjacent sidewalk grade, and parking to the rear of occupied building space.

(In the sections below, the bold lettering in parentheses refers to the annotations in Figures 19 and 20.)

**B) Building Setbacks**

1. Buildings shall be placed along street frontages consistent with the following building setbacks from property lines:

- a. Front Setbacks **(A)**: 3 feet minimum, 5 feet maximum.
- b. Side Setbacks **(B)**: 0 feet maximum, or as required by applicable building and fire codes.
- c. Rear Setbacks **(C)**: 10 feet minimum.

2. Front building setbacks on Fort Harrison Avenue, Cleveland Street, and Osceola Avenue shall be increased to the extent required to allow for the creation of sidewalks widths consistent with the Master Streetscape Plan within the Clearwater Downtown Redevelopment Plan.

3. To promote continuity of frontages along front setbacks, the space between buildings on the same or adjacent sites shall be 20 feet maximum and may be occupied by a mid-block pedestrian passageway open for tenant use. Where such space is provided with no pedestrian passageway, a 6-foot minimum, or 8-foot maximum high brick or other masonry wall, wall with masonry columns linked by substantial grill work, or wall designed to match the architectural design of the building shall be constructed in line with the front building facade.

**C) Front Setback Improvements**

1. The front setback area shall be improved with landscape areas and walkways providing access to common building entries and to porches or stoops at entries to ground floor units. Walkways to building entries shall generally match sidewalk grade.
2. Landscaping in the front setback area shall comply with landscape requirements in Section 3-1202.
3. Walls, railings, fencing, or other similar improvements not part of a porch or stoop are prohibited within front setbacks.
4. Fenced, walled, or otherwise enclosed patios or other forms of enclosed outdoor space are not permitted for ground floor units along street frontage.

**D) Ground Floor Facades & Entries**

1. Building facades along street frontages shall meet building design standards in Appendix C, Division 6.
2. Ground floor front building facades shall meet the following standards (D):
  - a. Building facades shall be located along front setbacks and aligned parallel to streets and public sidewalks.
  - b. The finished floor elevation of ground floor residential units along front setbacks shall be elevated 18 inches minimum, 36 inches maximum above the grade of adjacent sidewalks.
  - c. Primary entries to individual ground floor units and shared lobby space providing access to upper story units shall be located along the front facade and be visible from streets and sidewalks.
3. Stoops shall be provided at entries to individual ground floor units and be designed to meet the following standards (E):
  - a. Stoops may project 5 feet maximum from front building facades into setbacks.
  - b. Stoops shall include stairs and landings providing access to unit entries with low walls or railings on stairs and landings as required by Florida Building Code.

- c. No more than two front stoops serving adjacent units shall be connected.
- d. Landscape areas between stoops may be defined by curbing or low walls. Such landscaping shall comply with landscape requirements in Section 3-1202.

4. Canopies or other forms of weather protection shall be provided at front building entries to shared ground floor lobby space and shall meet the standards in Appendix C, Division 6 (E).

**E) Parking**

1. In addition to the following standards, parking location, design and access shall meet standards in Appendix C, Division 5.
2. Parking shall be located to the rear of the property away from the primary street frontage and corner locations. Parking to the side of buildings is prohibited.
3. Parking, vehicular loading/unloading areas, and passenger drop off areas are prohibited in front setbacks.
4. Parking and vehicular circulation areas incorporated in the ground floor of a building along street frontages shall be located behind fully-enclosed, occupied building space with a depth of 20 feet minimum (F).
5. Surface and structured parking shall comply with side and rear building setbacks. Side and/or rear setbacks shall not apply between surface parking areas on abutting properties which provide for shared access and use.
6. With approval from appropriate City, County or State authorities, parallel parking may be constructed within the right-of-way along streets abutting the property.

SECTION C-408. URBAN RESIDENTIAL 2 FRONTAGE



Figure 21. Urban Residential 2 Example

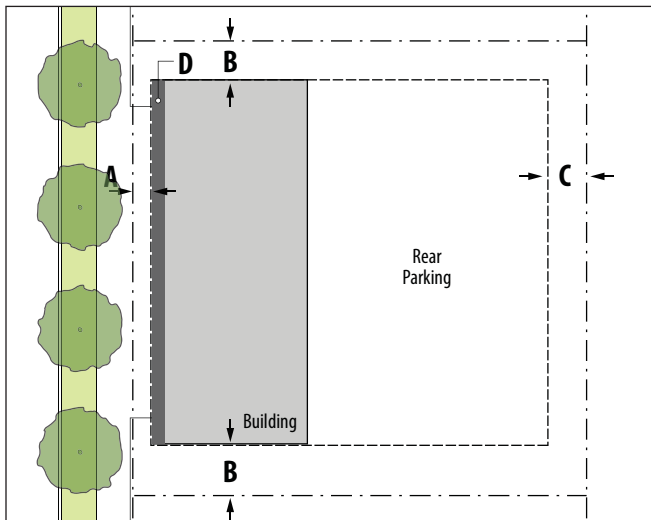


Figure 22. Urban Residential 2 Building Placement

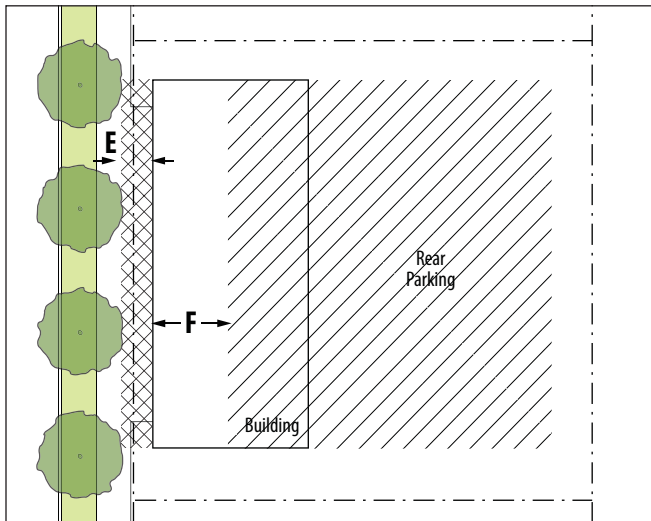


Figure 23. Urban Residential 2 Parking & Projections

**A) General**

The Urban Residential 2 Frontage Standards are intended for application along Street Type D which is identified as appropriate for a mix of land uses and building types. Development standards for this frontage require buildings oriented to public sidewalks with residential ground floor uses with modest front setbacks, ground floors elevated above adjacent sidewalk grade, and parking to the rear of occupied building space.

(In the sections below, the bold lettering in parentheses refers to the annotations in Figures 22 and 23.)

**B) Building Setbacks**

1. Buildings shall be placed along street frontages consistent with the following building setbacks from property lines:

- a. Front Setbacks (A): 8 feet minimum, 15 feet maximum.
- b. Side Setbacks (B): 5 feet minimum or as required by applicable building and fire codes.
- c. Rear Setbacks (C): 10 feet minimum.

**C) Front Setback Improvements**

1. The front setback area shall be improved with landscape areas and walkways providing access to common building entries and to porches or stoops at entries to ground floor units. Walkways to building entries shall generally match sidewalk grade.

2. Landscaping in the front setback area shall comply with landscape requirements in Section 3-1202.

3. Walls, railings, fencing, or other similar improvements not part of a porch or stoop are prohibited within front setbacks.

**D) Ground Floor Facades & Entries**

1. Building facades along street frontages shall meet building design standards in Appendix C, Division 6.

2. Ground floor front building facades shall meet the following standards (D):

- a. Building facades shall be located along front setbacks and aligned parallel to streets and public sidewalks.

- b. The finished floor elevation of ground floor residential units along front setbacks shall be elevated 18 inches minimum, 36 inches maximum above the grade of adjacent sidewalks.
- c. Primary entries to individual ground floor units, where provided, and shared lobby space shall be located along the front facade and be visible from streets and sidewalks.

3. Where primary entries to individual ground floor units are located along the front facade, front porches or stoops shall be provided at entries and designed to meet the following standards (E):

- a. Porches and stoops may project 4 feet minimum, 8 feet maximum from front building facades into setbacks but shall be located no closer than 2 feet from public sidewalks.
- b. No more than two front porches or stoops serving adjacent units shall be connected.
- c. Landscape areas at least 8 feet in width as measured along the front building facade shall be provided between individual or connected porches or stoops.

4. Canopies or other forms of weather protection shall be provided at front building entries to shared ground floor lobby space and shall meet the standards in Appendix C, Division 6 (E).

#### **E) Parking**

- 1. In addition to the following standards, parking location, design and access shall meet standards in Division 5.
- 2. Parking shall be located to the rear of the property away from the primary street frontage and corner locations. Parking to the side of buildings is prohibited.
- 3. Parking, vehicular loading/unloading areas, and passenger drop off areas are prohibited in front setbacks.
- 4. Parking and vehicular circulation areas incorporated in the ground floor of a building along street frontages shall be located behind fully-enclosed, occupied building space with a depth of 20 feet minimum (F).

5. Surface and structured parking shall comply with side and rear building setbacks. Side and/or rear setbacks shall not apply between surface parking areas on abutting properties which provide for shared access and use.

6. With approval from appropriate City, County or State authorities, parallel parking may be constructed within the right-of-way along streets abutting the property.

SECTION C-409. NEIGHBORHOOD INFILL FRONTAGE



Figure 24. Neighborhood Infill Example

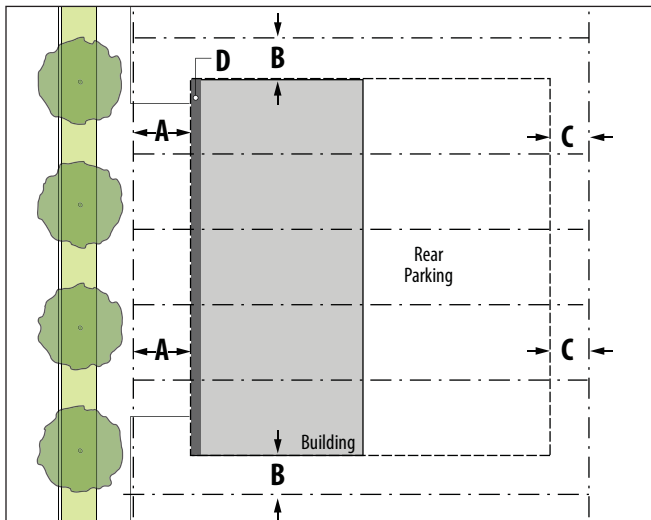


Figure 25. Neighborhood Infill Building Placement

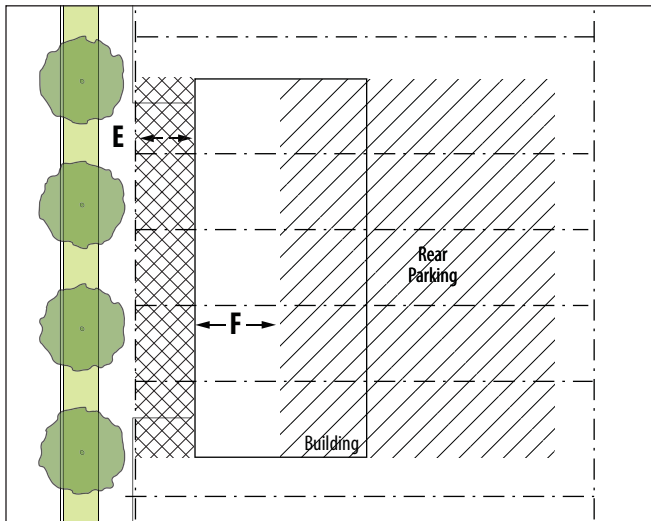


Figure 24. Neighborhood Infill Parking & Projections

**A) General**

The Neighborhood Infill Frontage Standards are intended for application along Street Type E which is identified as appropriate for residential development and redevelopment. Development standards for this frontage require attached and detached dwellings oriented to public sidewalks with modest landscaped front setbacks and parking to the rear of occupied building space with parking to the rear of occupied building space.

(In the sections below, the bold lettering in parentheses refers to the annotations in Figures 25 and 26.)

**B) Building Setbacks**

1. Buildings shall be placed along street frontages consistent with the following building setbacks from property lines:

- a. Front Setbacks (A): 8 feet minimum, 15 feet maximum.
- b. Side Setbacks (B): 5 feet minimum or as required by applicable building and fire codes.
- c. Rear Setbacks (C): 10 feet minimum.

**C) Front Setback Improvements**

1. The front setback area shall be improved with landscape areas and walkways providing access to common building entries and to porches or stoops at entries to ground floor units. Walkways to building entries shall generally match sidewalk grade.

2. Walls, railings, fencing, or other similar improvements not part of a porch or stoop are not permitted within front setbacks.

3. Fenced, walled, or otherwise enclosed patios or other forms of outdoor space are not permitted for ground floor units along street frontage.

**D) Ground Floor Facades & Entries**

1. Building facades along street frontages shall meet building design standards in Appendix C, Division 6.

2. Ground floor front building facades shall meet the following standards (D):

- a. Building facades shall be located along front setbacks and aligned parallel to streets and public sidewalks.
- b. The finished floor elevation of ground floor residential units along front setbacks shall be elevated 18 inches minimum, 36 inches maximum above the grade of adjacent sidewalks.
- c. Primary entries to ground floor units and shared lobby space shall be located along the front facade and be visible from streets and sidewalks.

3. Front porches or stoops shall be provided at entries to individual ground floor units and be designed to meet the following standards (E):

- a. Porches may project 6 feet minimum, 10 feet maximum from front building facades into setbacks. Stoops may project 4 feet minimum, 6 feet maximum from front building facades into setbacks. Neither shall be located closer than 2 feet from front property line.
- b. For buildings at corner locations, porches shall be oriented to the primary street frontage and wrap around from to the facade along the secondary street frontage and extend 6 feet minimum along the facade facing the secondary street frontage.
- c. No more than two front porches or stoops serving adjacent units shall be connected.
- d. Landscape areas shall be provided between individual or connected porches or stoops and shall be at least 8 feet in length as measured along the front building facade.

4. Canopies or other forms of weather protection shall be provided at front building entries to shared ground floor lobby space and shall meet the standards in Appendix C, Division 6 (E).

## **E) Parking**

1. In addition to the following standards, parking location, design and access shall meet the standards in Appendix C, Division 5.

2. Surface parking shall be located to the rear of buildings away from the primary street frontage and corner locations.

3. Parking to the side of buildings behind front building facades is permitted only for single family detached dwellings and duplex building types. Such parking shall be in single width private driveways perpendicular to the right-of-way and may be located in front and side setbacks but may be no closer than 2 feet from side lot lines.

4. Surface parking lots serving multiple dwelling units shall comply with side and rear building setbacks. Side and/or rear setbacks shall not apply between surface parking lots on abutting properties which provide for shared access and use.

5. Parking, vehicular loading/unloading areas, and passenger drop off areas are prohibited in front setbacks.

6. Parking and vehicular circulation areas incorporated in the ground floor of a building or parking garage shall be located behind fully-enclosed, occupied building space along street frontages with a depth of 20 feet minimum (F).

7. With approval from appropriate City, County or State authorities, parallel parking may be constructed within the right-of-way along streets abutting the property.

SECTION C-410. NEIGHBORHOOD CONSERVATION FRONTAGE



Figure 27. Neighborhood Conservation Example

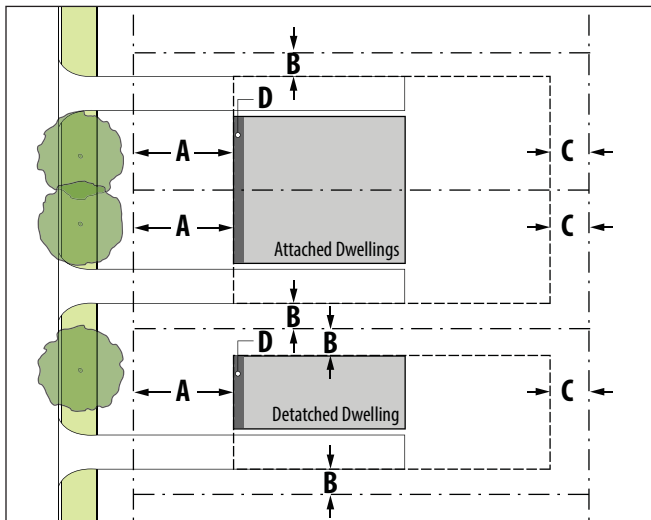


Figure 28. Neighborhood Conservation Building Placement

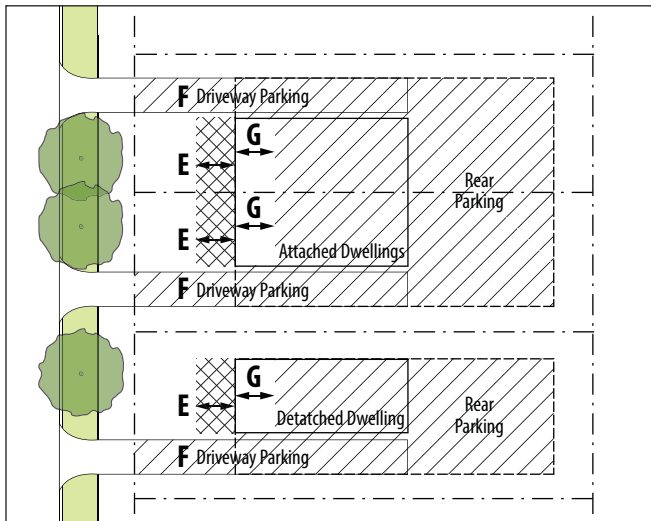


Figure 24. Neighborhood Conservation Parking & Projections

**A) General**

The Neighborhood Conservation Frontage Standards are intended for application along Street Type F which is identified as appropriate for residential development and redevelopment. Development standards for this frontage require detached dwellings and attached dwellings (two units maximum, may include detached dwelling with one carriage house), as described in Table 4. Attached Dwelling Types General, oriented to public sidewalks with front lawns and parking to the rear of occupied building space with allowance for limited parking in private driveways to the side of houses.

(In the sections below, the bold lettering in parentheses refers to the annotations in Figures 28 and 29.)

**B) Building Setbacks**

1. Buildings shall be placed along street frontages consistent with the following building setbacks from property lines:

- a. Front Setbacks (A): 20 feet minimum.
- b. Side Setbacks (B): 5 feet minimum.
- c. Rear Setbacks (C): 10 feet minimum.

2. Front setbacks shall be no greater than the average setback for buildings along the same block frontage.

**C) Front Setback Improvements**

- 1. The front setback area shall be improved with lawn and landscape areas.
- 2. Walkways may be provided to connect public sidewalks with porches or stoops at entries to ground floor units. Walkways to building entries shall generally match sidewalk grade.
- 3. Walls, railings, fencing, or other similar improvements not part of a porch or stoop are not permitted within front setbacks except that picket fences no higher than 36 inches in height may be permitted to define the front yards of individual units.
- 4. Fenced, walled, or otherwise enclosed patios or other forms of enclosed outdoor space are not permitted in front setbacks.

**D) Ground Floor Facades & Entries**

1. Building facades along street frontages shall meet building design standards in Appendix C, Division 6.
2. Ground floor front building facades shall meet the following standards (D):
  - a. Building facades shall be located along front setbacks and aligned parallel to streets and public sidewalks.
  - b. Primary entries to ground floor units shall be located along the front facade and be visible from streets and sidewalks.
3. Front porches or stoops shall be provided at entries to individual units and be designed to meet the following standards (E):
  - a. Porches may project 6 feet minimum, 10 feet maximum from front building facades into setbacks. Stoops may project 4 feet minimum, 6 feet maximum from front building facades into setbacks.
  - b. For buildings at corner locations, porches shall be oriented to the primary street frontage and wrap around from to the facade along the secondary street frontage and extend 6 feet minimum along the facade facing the secondary street frontage.
  - c. No more than two front porches or stoops serving attached units shall be connected.
  - d. Landscape areas shall be provided between individual or connected porches or stoops and shall be at least 8 feet in length as measured along the front building facade.

**E) Parking**

1. In addition to the following standards, parking location, design and access shall meet standards the in Appendix C, Division 5.
2. Surface parking lots shall be located to the rear of buildings away from the primary street frontage and corner locations.
3. Parking is permitted in single width private driveways. Such driveways shall meet the side setback requirement and be located to the side of buildings (F).

4. Parking incorporated in enclosed garages or the ground floor of a detached or attached dwelling shall be set back 5 feet minimum from the front building facade (G).

5. With approval from appropriate City, County or State authorities, parallel parking may be constructed within the right-of-way along streets abutting the property.

SECTION C-411. FRONTAGE ALONG SERVICE STREETS

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**A) Building Setbacks**

Buildings with frontage along streets designated as Service Streets on Figure 2. Regulating Plans - Street Types and Key Corners, shall be placed consistent with the following building setbacks from property lines:

1. Front Setbacks: 5 feet minimum.
2. Side Setbacks: 10 feet minimum.
3. Rear Setbacks: 10 feet minimum.

**B) Front Setback Improvements**

The front setback area shall be improved with landscaping and fencing to buffer parking lot or parking structures and service areas. Such buffers and fencing shall comply with standards in Appendix C, Division 5.

**C) Parking & Vehicular Circulation**

Parking, vehicular circulation, and other vehicular use areas are permitted along the frontage and shall be located and designed to meet standards in Appendix C, Division 5.

# Division 5. Site Design Standards

## SECTION C-501. GENERAL

Projects within the Downtown District shall be designed to advance goals for the creation of active, attractive, safe, and comfortable streets, streetscapes, and public spaces in Downtown Clearwater. Projects shall be designed to contribute to and create a walkable urban environment with generally consistent setbacks along street frontages, active ground floor uses, front building entries, and attractive storefronts. Vehicular parking and service areas shall be located primarily to the rear of buildings and appropriately screened to minimize the visual impact on streets, streetscapes, and public spaces. The existing street grid shall be retained and expanded where possible, curb cuts shall be minimized, and streetscapes shall be improved to provide for a safe and convenient pedestrian network.

## SECTION C-502. DEVELOPMENT PATTERN

### A) Existing Street Preservation

The existing street network shall be maintained. The vacation of existing public streets and alleys shall be discouraged unless new public streets and alleys are constructed to replace and serve the function of those vacated.

### B) Development Blocks & Lots

1. Projects shall be configured with development blocks scaled to accommodate buildings, public spaces, and mid-block off-street parking and service areas.
2. Block dimensions shall generally be as follows but may be adjusted to account for irregularly shaped parcels, utilities and utility easements, stormwater conveyance systems, and other features.
  - a. Minimum block length: 200 feet
  - b. Maximum block length: 600 feet
3. Lots shall maintain a consistent size, scale, pattern and rhythm of the surrounding block(s).

### C) New Private Drives

Projects on sites of 5 acres or more shall be developed with new private drives designed consistent with the following standards:

1. New private drives shall be configured to create interconnected networks of drives defining development blocks as described in Appendix C, Section C-502.B and serve as secondary vehicular travel ways for vehicles and pedestrians.
2. New private drives shall be designed as two-way drives designed with a minimum 6-foot wide landscape strip with shade trees between curbs and sidewalks, and a continuous pedestrian zone with a 6-foot minimum wide unobstructed sidewalk. These drives may include parallel parking, landscaped medians, bike lanes, and other features.
3. New private drives shall be configured to align with existing or planned streets or drives on adjacent sites to create an interconnected network. Stub outs shall be provided to allow future connections to adjacent sites.

### D) New Private Service Drives

To access parking and service areas located behind buildings where access by public alley is not available, new private service drives shall be constructed and designed consistent with the following standards:

1. New service drives shall be designed for one- or two-way travel.
2. In locations where new service drives provide access to multiple lots and where rear lot solid waste collection is planned, new service drives shall be designed to accommodate through block travel with no dead end or cul-de-sac.
3. For residential projects, new service drives shall be designed with sufficient space to allow for vehicle turning movements to access enclosed parking.

## SECTION C-503. ACCESS & CIRCULATION

### A) Site Access

1. All vehicular access shall occur from the rear of the property via a public alley (either existing or constructed as part of a development proposal), private service drive, or via a cross access easement from an adjacent property. Should none of these options be available or are determined to be infeasible by the City, vehicular access shall be permitted from a secondary street frontage. Vehicular access shall only be permitted from a primary street frontage when none of the above means of vehicular access is determined by the City to be available.
2. Existing curb cuts shall be closed where possible and/or consolidated to minimize impacts on pedestrian circulation along public sidewalks.
3. Establishing joint/common access drives, where such drives are permitted, is encouraged to minimize curb cuts and impacts on pedestrian circulation along public sidewalks.

### B) Streetscape Improvements

Improvements to streetscapes within rights-of-way along lot frontages, including reconstruction shall be required pursuant Section 3-1701. To the extent possible given right-of-way limits and utility conflicts, and with approval of the FDOT, Pinellas County, and/or the City, reconstruction shall follow the standards for streetscapes found in the Master Streetscape Plan within the Clearwater Downtown Redevelopment Plan.

### C) Pedestrian Circulation & Access

1. Pedestrian walkways shall be provided to access parking lots and parking structures behind or to the side of buildings, connect destinations on adjacent properties, connect front building entries to adjacent sidewalks, and allow pedestrian circulation through parking lots to create a continuous pedestrian network.
2. Pedestrian walkways shall be 6-foot wide minimum and free of obstructions.
3. Pedestrian walkways that cross a parking area or other vehicular use areas shall be clearly marked with

striping, contrasting paving materials (e.g., light-color concrete inlay between asphalt), textured or raised pavement, or other appropriate treatment as approved by City staff.

4. Where specialty paving, such as pavers, decorative concrete, or other materials, is used for public sidewalks or other pedestrian walkways, the specialty paving shall continue across parking access drive aisles.
5. Pedestrian walkways provided between buildings shall be designed to meet the following standards.
  - a. Where blocks are longer than 600 feet, one mid-block pedestrian walkway open to the public during regular building hours shall be provided.
  - b. Pedestrian walkways between buildings shall be at least 15-foot wide and 20-foot wide on average.
  - c. Pedestrian scale lighting shall be provided along pedestrian facilities.

### D) Cross Parcel Connections

To facilitate circulation and improve accessibility, vehicle and pedestrian paths on adjacent sites shall be interconnected. Parking lot drive aisles, private drives, private service drives, and pedestrian walkways shall be aligned and connected, and drive aisle stub outs shall be constructed on properties abutting undeveloped sites to allow for future connections.

### E) Connection to Trails

Pedestrian and bicycle connections to the Pinellas Trail and/or Druid Trail, or future trails, bikeways, or the like, that are visible from public rights-of-way and/or building entrances shall be incorporated into site plans where property is adjacent to the Trail(s).

## SECTION C-504. PARKING & SERVICE AREAS

### **A) Surface Parking**

1. Surface parking and services areas shall be designed to meet the landscaping standards set forth in Article 3, Division 12 and the parking and loading standards set forth in Article 3, Division 14.
2. Surface parking lots shall be screened from abutting residential uses by fences or walls six feet in height.
3. Interior islands of parking lots in new projects shall be designed to utilize Low Impact Development techniques such as bioretention swales and native species. Where parking curbs and gutters are provided, they shall have breaks to allow water to enter the bioretention facilities within the parking landscape islands. Parking lots with less than 20 spaces are exempt from interior island requirements in Section 3-1202.E.2 of this Development Code.

### **B) Structured Parking**

All structured parking, whether freestanding, attached to a building, or integrated into a building envelope, shall be designed to comply with requirements for parking garages set forth in Article 3, Division 14, and design standards in Divisions 4 and 6 in these standards.

### **C) Service Areas**

1. Service areas, including areas providing access to loading docks and areas designated for the placement of waste containers and recycling equipment, shall be located to the rear of buildings in the most unobtrusive location possible and screened from adjacent properties and rights-of-way with architecturally finished walls and gated enclosures designed consistent with and complementary to the exterior facade of the building.
2. Service areas, including areas providing access to loading docks and areas designated for the placement of waste containers and recycling equipment, shall be accessed from secondary streets and alleys.

## SECTION C-505. GARAGES FOR ATTACHED OR DETACHED DWELLINGS

Garages shall be located behind the principal building and accessed from public alleys, private drives, or private service drives. Where public alleys, private drives, or private service drives are not provided, single width private driveways no greater than 10 feet in width maximum are permitted and the following standards shall apply.

1. Attached, front facing garages serving detached dwellings, where permitted, shall be set back 5 feet minimum from the front facade of the building.
2. Detached garages shall be located behind the principle building and accessed from a single width private driveway.
3. Attached or detached garages on corner sites shall be located to the rear of the property away from the primary street frontage, oriented toward a secondary street frontage, and accessed from a single width private driveway.

## SECTION C-506. LANDSCAPE & FENCING/WALLS

### **A) Landscape Requirements in Article 3, Division 12**

Landscape improvements shall meet the general landscaping standards set forth in Article 3, Division 12 in addition to the frontage standards in Appendix C, Division 4 and landscape and parking standards in Appendix C, Division 5.

### **B) Fences & Walls**

1. Fences and/or walls, where permitted along side and/or rear property lines, shall be located behind front building facades, and shall be painted, architecturally finished and designed consistent with and complementary to the exterior facade of the building.
2. Chain link, razor wire, barbed wire, or other similar fences are prohibited.

### **C) Utility/Infrastructure Facilities**

Utility/Infrastructure facilities other than telecommunication towers and utility distribution lines shall be screened from public view by landscape screens or architecturally-finished walls and enclosures.

### **SECTION C-507. STORMWATER MANAGEMENT**

Stormwater retention and detention areas are not permitted in front setbacks unless located underground in exfiltration trenches or open-bottomed underground storage and retention systems, or as part of a Low Impact Development stormwater management system incorporating features such as rain gardens and vegetative swales, or pervious pavers or pavement for pedestrian use. Traditional stormwater facilities such as dry and/or wet retention/detention ponds are permitted to the rear and side of buildings.

### **SECTION C-508. WATERFRONT DEVELOPMENT**

Waterfront development shall be located and designed to meet all of the following standards.

#### **A) Waterfront Setback**

Waterfront development shall maintain waterfront setback of 20 feet minimum from the sea wall, property line, or mean high water line, whichever is most interior to the property.

#### **B) Parking**

1. Residential uses along Clearwater Harbor shall be designed with parking garages or with parking areas internal to the site/building and screened from Clearwater Harbor.

2. Perimeter screening shall not be required for public parking located along waterfronts.

### **SECTION C-509. DRIVE-THROUGH FACILITIES**

Permitted ancillary drive-through facilities, including all improvements associated with the drive-through activity such as entry and exit drives, stacking lanes, service windows, canopies, ATM kiosks, and informational signage, shall be located and designed to meet all of the following standards.

#### **A) Location & Screening**

Drive-through facilities shall be located to the rear of the principal building, as illustrated in Figure 30. Drive-Through Facilities.

#### **B) Stacking Lanes**

1. Stacking lanes shall be scaled to ensure queuing vehicles do not block driveways, access to parking areas, or pedestrian walkways.

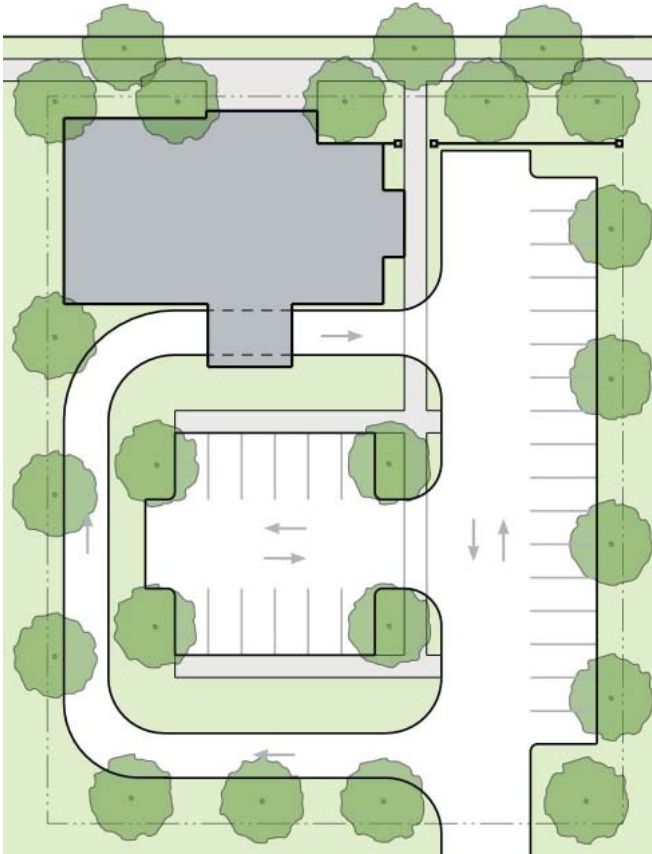
2. Stacking lanes located along pedestrian walkways shall be screened with landscaping and a wall 24 to 36 inches in height designed to complement the exterior facade of the building.

#### **C) Signage**

Sufficient on-site signage and pavement markings shall be provided to mark pedestrian walkways and crossings, and to indicate direction of vehicular travel and other conditions required to ensure safe vehicular and pedestrian movement.

Figure 30. Drive-Through Facilities

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# Division 6. Building Design Standards

## SECTION C-601. GENERAL

To support the creation of more pedestrian- and transit-accessible destinations, buildings shall be oriented toward adjacent streets and designed to contribute to the creation of attractive, accessible destinations. Building facades along streets and public spaces shall be designed with attractive ground floor facades, well-defined building entries, and shall use quality building materials.

## SECTION C-602. FACADE TREATMENT & DESIGN

### A) Complementary Design

All buildings and structures in projects with multiple buildings and structures, including parking structures, shall have complementary architectural details, materials, colors, and design treatments. For the purpose of this section, buildings and structures shall include primary buildings, accessory structures, parking structures, open air enclosures, fences and walls, and other vertical improvements. The intent of this provision is not to require a single design theme or motif for projects with multiple buildings and/or multiple tenants but to ensure a consistent level

of quality in the design and detailing of buildings, parking structures, and other vertical improvements.

### B) Facade Articulation

1. Buildings shall be designed with clearly articulated bases to define the extent of the public realm, provide spatial enclosure, and mediate differences in scale between adjacent buildings. Building bases shall constitute the facades of the first one or two stories of the building. Distinctions between building bases and upper story facades shall be established through the use of changes in material and color, the use of minor step backs for upper story facades, and architectural molding, cornice lines, or other modest projections.

2. To break up building facades along street frontages, facades shall be divided vertically into bays, as illustrated in Figure 31. Facade Bays & Articulation. Facade bay widths shall range between 20 to 35 feet establishing a rhythm of vertical modules unified by a complementary rhythm of windows and window groupings. Facade bays shall be distinguished by varying fenestration patterns, recessing wall planes, varying building materials, or establishing a rhythm of architectural elements such as pilasters or window bays.

Figure 31. Facade Bays & Articulation

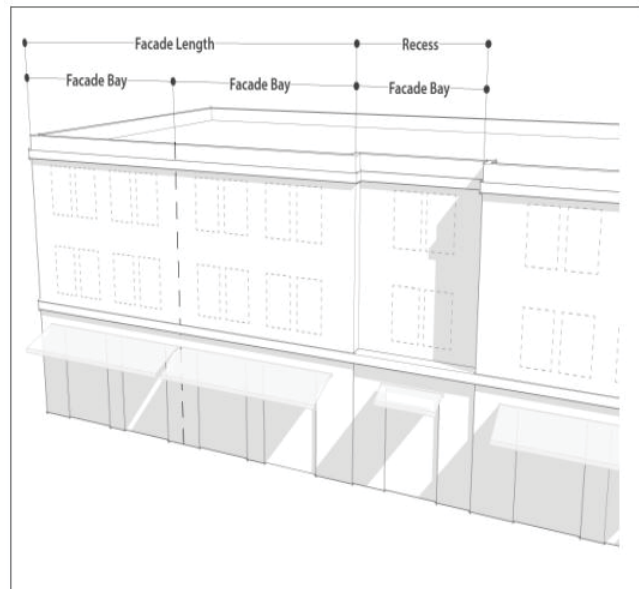
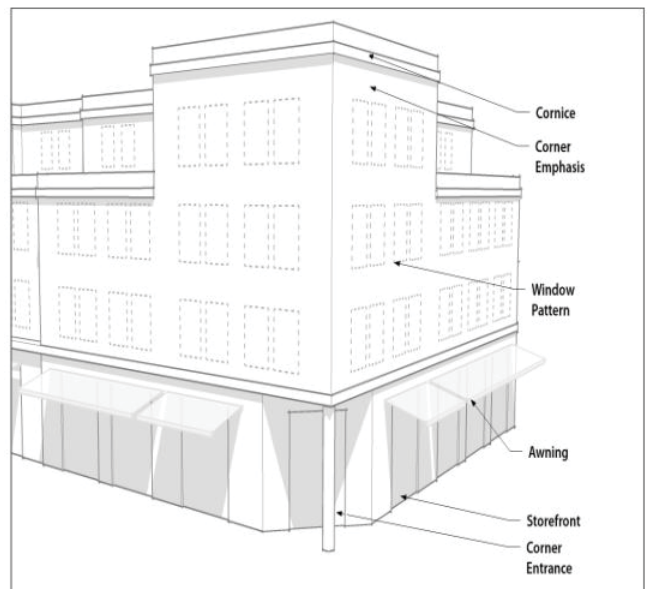


Figure 32. Corner Treatments



3. To avoid flat, continuous facades above the ground floor on all building sides, the maximum length of an upper floor facade section shall be between 80 and 120 feet and the articulation between upper floor facade sections shall be accomplished by recessing the facade 2 feet minimum for a distance of at least 10 feet as illustrated in Figure 31. Facade Bays & Articulation.

4. Vertical or horizontal changes in the plane of a building facade for step backs, facade articulation, or other purposes shall be differentiated by architectural features including but not limited to coping, balustrades, cornice lines, change in materials, or changes in color.

5. Blank sections of ground floor building facades fronting streets, public spaces, and surface parking areas shall not exceed 20 feet in length. Elements such as windows, doors, balconies, columns, pilasters, changes in material, or other architectural details that provide visual interest shall be distributed across the facade in a manner consistent with the overall design of the building.

### **C) Facade Materials**

All building facades within view of a public street, pedestrian walkway, waterfront, or other public space, including side and rear facades, shall be constructed of high quality materials such as brick, stone, architectural block, concrete with an architectural finish, and traditional cementitious stucco. Side and rear facades shall use materials and design features similar to or complementary to those of the front facade. The use of metal facades shall not be permitted.

### **D) Prohibited Glass Treatments on Ground Floors**

The use of reflective, translucent, fritted, and other forms of non-transparent glass in wall and window systems on ground floor facades is prohibited.

### **E) Corner Facades**

1. To create a seamless transition between the facades of a building at a street corner, both street-facing facades shall be designed with equal architectural quality and detail as illustrated in Figure 32. Corner Treatments.

2. Facade materials, window and wall treatments, and design elements such as signs and awnings shall be included on both sides of the building facade. Additional corner emphasis with chamfered or rounded facades, corner entries accentuated through changes in design treatments, materials, canopy projections, roof or parapet forms, or through other architectural methods is required.

### **F) Parking Structures Design**

1. Parking structures shall be designed with architecturally-finished facades that complement the details, materials, colors, and design treatments of buildings in the project to contribute positively to the overall character of a project.

2. The ground level facades of parking structures along Service Street Types, public alleys, private drives, private service drives, and pedestrian walkways shall be designed with architectural screening of openings, trellis or canopy projections, or other architectural treatments to create safe, comfortable, and quality pedestrian environments.

### **G) Security & Hurricane Protection**

1. Security bars are prohibited on windows or doors visible from public streets, public sidewalks, or public spaces.

2. Hurricane shutters, if provided, shall be fitted as an integral part of the storefront design, not visible when not in use, and only be used during the time frame in which a formally issued hurricane warning is in effect.

### **H) Facade Lighting**

Light Emitting Diode (LED) rope/ribbon lighting, neon lighting, or other types of lighting used to outline windows, signs, or other architectural features shall be prohibited.

## SECTION C-603. AWNINGS, CANOPIES, & BALCONIES

1. Ground floor awnings, canopies, and other forms of shading devices or structures, where provided, shall comply with the following standards.
  - a. Such devices and structures shall project 5 feet minimum, 10 feet maximum from the front facade with the exception that in no case shall such projection be closer than five feet from the curblin.
  - b. Such devices and structures shall be permitted into required setbacks and over street rights-of-way provided a clearance of eight feet over grade is maintained.
  - c. Such devices and structures with supports may be located up to the property line.
  - d. Such devices and structures that project into rights-of-way shall be cantilevered or suspended from the building facade.
2. Awnings, canopies, or other forms of shading devices or structures are permitted on upper stories and shall not extend further than 36 inches from the facade.
3. Awnings, canopies, or other forms of shading devices or structures shall not be backlit or constructed of high-gloss material or fabric which appears to be plastic, or be clad with barrel tiles, asphalt shingles, or other standard roofing materials.
4. Balconies or other projections may encroach into front setbacks. Awnings or canopies provided for balconies shall not extend forward of the balcony.

## SECTION C-604. ROOF DESIGN

Flat or pitched roofs are permitted for all building types. Edges of pitched roofs shall be accentuated with eaves and flat roofs shall have parapet walls, decorative cornices, and/or other architectural features. Mansard roof forms are prohibited.

## SECTION C-605. BUILDING ENTRIES

### A) Location

1. Building entries opening onto parking located to the side or rear of buildings shall not be considered primary building entries.
2. For sites with multiple frontages, the primary building entry or entries shall be located along the primary street frontage or at the corner of the primary street frontage and secondary street frontage.

### B) Design Treatment

Primary building entries, including main entries to individual tenant spaces and to lobbies used to access upper story building space, shall be distinguished by facade design, materials, articulation, or other architectural treatments that provide interest to the building facade and draw attention to the entrance.

## SECTION C-606. MECHANICAL EQUIPMENT

Outdoor mechanical, electrical, and communication equipment, including heating, air conditioning, and ventilation equipment; venting and vent terminations for commercial hoods; electric meters; mechanical penthouses; electrical and communication equipment, panels, and cabinets; satellite dishes; and similar features shall be located and designed to meet all of the following standards.

### A) Equipment Placement

Outdoor mechanical, electrical, and communication equipment, shall be placed on roofs or to the rear or side of buildings and shall not be placed in front setbacks.

### B) Equipment Screening

Equipment shall be screened from public view by landscape screens or architecturally-finished walls and enclosures designed consistent with the exterior facade of the building. Rooftop mechanical and elevator penthouses shall be designed to complement the design of street-facing building facades and shall be clad on all sides in material used on street-facing facades.

SECTION C-607. ATTACHED DWELLING TYPES




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Table 4. Attached Dwelling Types General provides an overview of several types of attached dwellings which could be permitted in the Downtown District, consistent with the applicable frontage standards in Division 4. Attached dwellings may also be part of mixed-use projects at various scales, where residential uses are integrated vertically.

Table 4. Attached Dwelling Types General

| Attached Dwelling Type  | Description   | Building Frontage  |
|---|---|--|
|    | <p><b>Duplex:</b> A residential building with the design character of a large single family home, but occupied by two households living separately in attached units. Said units may be attached front-to-back, side-to-side, or be stacked (up and downs).</p>                                   | <p>Urban Residential 2<br/>Neighborhood Infill<br/>Neighborhood Conservation</p> |
|   | <p><b>Carriage House:</b> An accessory dwelling unit to a primary dwelling unit on the same site. A carriage house provides permanent provisions for living, sleeping, eating, cooking and sanitation, and can be on the ground floor or above a garage, but shall be attached to the garage.</p> | <p>Neighborhood Infill<br/>Neighborhood Conservation</p>                         |
|  | <p><b>Townhomes:</b> Also called townhouses, a residential building occupied by households living separately in three or more attached units. Said units are attached side-by-side in a two to three story configuration.</p>   | <p>Urban Residential 1<br/>Urban Residential 2<br/>Neighborhood Infill</p>       |
|  | <p><b>Fourplex:</b> A residential building occupied by four households in four separate units with two on the ground floor and two above while sharing a single entryway.</p>   | <p>Urban Residential 2<br/>Neighborhood Infill</p>                               |
|  | <p><b>Small Multiplex:</b> A residential building typically occupied by five to ten households living separately in five to ten attached units. Units within a small multiplex may have a variety of configurations, including side-by-side, front-to-back, and stacked.</p>                      | <p>Urban Residential 2<br/>Neighborhood Infill</p>                               |

Figure 4. Attached Dwelling Types General (continued)

| Attached Dwelling Type  | Description   | Building Frontage                                  |
|---|---|--|
|    | <p><b>Large Multiplex:</b> A residential building typically occupied by 11 to 20 households living separately in 11 to 20 attached units. Units within a large multiplex may have a variety of configurations, including side-by-side and stacked, typically with one shared entry.</p> | <p>Urban Residential 1<br/>Urban Residential 2</p> |
|   | <p><b>Mid Rise:</b> A residential building typically occupied by multiple households living separately. Mid rise buildings typically are five to seven stories in height, and contain structured parking for residents and guests.</p>  | <p>Urban Residential 1<br/>Urban Residential 2</p> |
|  | <p><b>High Rise:</b> A residential building typically occupied by multiple households living separately. High rise buildings are typically greater than seven stories in height, and contain structured parking for residents and guests.</p>   | <p>Urban Residential 1<br/>Urban Residential 2</p> |

## Division 7. Sign Standards [Reserved]

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## Division 8. Flexibility

### SECTION C-801. GENERAL

Flexibility in the application of development standards in Appendix C, Divisions 3, 4, 5, and 6 may be approved by the Community Development Coordinator or Community Development Board as provided below. Where flexibility is allowed, the level of flexibility permitted shall be the minimum extent required to address flexibility standards and requirements.

### SECTION C-802. PROCESS

Authority to grant flexibility shall follow the approval levels indicated by use in Table 1. Use & Off-Street Parking and shall be administered consistent with the development review procedures in Article 4 of this Development Code. The Community Development Coordinator shall have authority to grant flexibility for Level One approvals and the Community Development Board shall have authority to grant flexibility for Level Two approvals. Where flexibility is being requested for a Level One Minimum Standard Development use, the request shall be processed as a Level One Flexible Standard Development.

### SECTION C-803. FLEXIBILITY PROVISIONS

Flexibility may be approved subject to the standards below.

#### **A) Frontage Standards - Properties with Multiple Street Frontages**

Flexibility in the orientation of front building facades for attached and detached dwellings may be approved to allow for frontage orientation consistent with typical frontage orientation on surrounding blocks.

#### **B) Frontage Standards - Building Setbacks**

1. Front building setbacks greater than the maximums allowed may be approved for projects with a publicly-accessible outdoor open space or site constraints such as shape irregularities and/or the presence of natural features, existing utilities, utility

easements, or access easements making meeting setback requirements impractical or infeasible.

2. Flexibility in the application of front setback requirements may be approved to allow new development setbacks compatible with the traditional character of development on adjacent sites and block frontages.

3. Flexibility in the application of front setback requirements to provide 10-foot minimum sidewalk widths may be approved to allow new development setbacks compatible with the traditional character of development on adjacent sites and block frontages.

4. Side and rear setbacks less than the minimum allowed may be approved for projects to allow for innovative site designs that advance the goals and objectives for the Clearwater Downtown Redevelopment Plan.

5. The maximum spacing between individual buildings along Storefront 1 and Urban Residential 1 Street Frontages may be increased or waived for projects with one or more of the following characteristics.

- a. The proposed site configuration is designed to incorporate natural features such as a stand of mature trees, body of water, wetland or other similar feature.
- b. Placement of existing buildings and/or site access and circulation constraints make it infeasible to meet the standard.
- c. The placement of publicly-accessible outdoor plaza spaces to the side of the building results in increased spacing to accommodate the plaza.

Where flexibility in the standard is allowed, enhanced landscaping and the use of low walls along street frontages to screen parking and define the edge of pedestrian walkways shall be required.

**C) Frontage Standards - Fences & Walls Along Street Frontages**

Flexibility in the prohibition of fences and walls in front of buildings along Street Types D, E, and F may be approved where the placement of a fence or wall in front of the building does not negatively affect the project’s pedestrian orientation or is found to be compatible with front setback conditions on abutting and nearby properties. Where flexibility is approved, fence or wall height shall be 6 feet maximum, and any portion above three feet in height shall be at least 50 percent open (i.e., picket style).

**D) Frontage Standards - Front Building Facades & Entries**

1. For buildings with multiple street frontages, required glazing below 4 feet along secondary street frontages may be exempt from the daylight reduction (tinting) standard. No reflective or mirrored coating or treatments are permitted. These flexibility provisions are illustrated in Figure 33. Frontage Design Flexibility.
2. Flexibility in locating building entries on

secondary street frontages may be approved as long as facades on primary and secondary street frontages are designed to meet applicable standards and the primary building entry is located on the primary street frontage or corner.

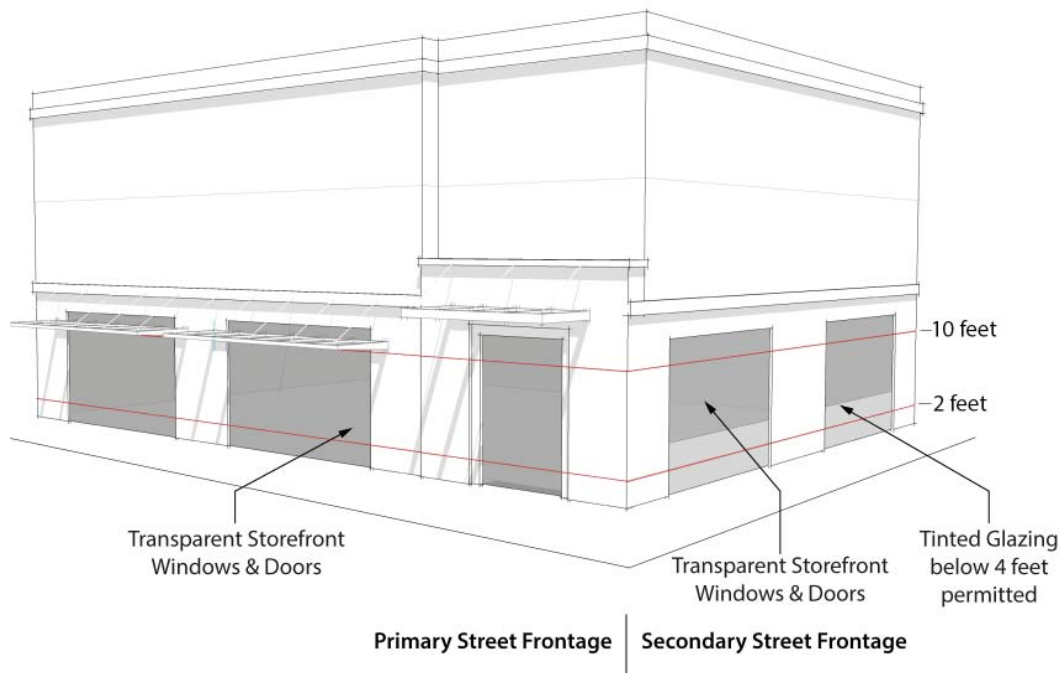
3. Flexibility in the application of finished floor elevation standards for residential buildings may be approved to accommodate projects on sloping sites or projects with innovative building types.

**E) Frontage Standards - Parking**

1. Flexibility in the application of landscape and wall requirements to screen surface parking, service areas, and structured parking, may be approved where alternative design treatments result in all of the following.

- a. The screening of vehicles from view along public sidewalks.
- b. The physical separation of pedestrian use and vehicular use areas.
- c. The creation of safe, comfortable, and quality pedestrian environments along pedestrian walkways and public sidewalks.

**Figure 33. Frontage Design Flexibility**



2. Flexibility to allow surface or ground floor parking and other vehicular use areas, including vehicular loading/unloading areas and passenger drop off areas, may be approved along secondary street frontages. If approved, such areas shall be located to the rear of the property, set back from front building corners 20 feet minimum, and include architectural and landscape screening and other treatments that contribute to the creation of safe and comfortable pedestrian environments along pedestrian walkways and public sidewalks. Curb cuts from secondary street frontage to access such locations shall be minimized.

3. Flexibility to allow single width private driveways located in side setbacks no closer than 2 feet from side lot lines may be approved along Street Type F for projects where the adjacent property's driveway is not located within the side setback on the shared property line for which the flexibility is required.

#### **F) Frontage Standards - Attached & Detached Dwellings**

Flexibility in meeting frontage requirements for attached or detached dwelling projects may be approved if a project utilizes innovative building types or styles such as bungalow court configurations, carriage houses, or the like. Flexibility shall only be approved along Street Types E and F.

#### **G) Site Design Standards - Development Pattern**

Flexibility in the application of requirements for development blocks and lots, new private drives, and new private service drives may be approved for projects on sites where the applicant demonstrates that site size, dimension, shape, or presence of constraints such as natural areas, utilities or utility easements, or other existing features make meeting these requirements infeasible.

#### **H) Building Design Standards - Facade Design & Articulation**

Flexibility in meeting the facade design and articulation standards may be approved where the alternative design treatment provides a varied and interesting design and the alternative treatment is integral to the building's design and results in facades of equal or better quality than the standards would produce.

#### **I) Building Design Standards - Glass Treatments**

Flexibility in applying glass treatment standards may be permitted for buildings that incorporate stained or art glass as an integral part of the building design and still provide for the minimum level of glazing as required under Appendix C, Division 4.

#### **J) General Flexibility Provisions**

Flexibility in the application of development standards for places of worship, certain indoor recreation uses such as auditoria, museums, and stadiums, and public utilities uses may be approved. Buildings and improvements shall include architectural and landscape screening and other treatments that contribute to the creation of safe and comfortable pedestrian environments along pedestrian walkways and public sidewalks.

## Division 9. Administration

### SECTION C-901. SITE PLAN APPROVALS

The final decision-making authority for site plans is either the Community Development Coordinator for Level One approvals or the Community Development Board for Level Two approvals, as specified in Article 4. The level of approval required varies by use and character district as specified in Table 1. Use & Off-Street Parking, which identifies whether a use can be approved as a Building Construction Permit (Level 1 Minimum Standard), or if Community Development Coordinator (Level 1 Flexible Standard Development) or Community Development Board (Level 2 Flexible Development) approval is required. Projects requesting flexibility in the application of development standards shall follow the process established in Appendix C, Section C-802.

### SECTION C-902. AMENDING STREET TYPES & KEY CORNERS

Changing a designated street type or key corner designation requires an amendment to Figure 2. Regulating Plan – Street Types and Key Corners, which is a text amendment. Text amendments will be processed in accordance with Section 4-601. A request to amend a street type or key corner designation must also include an application for development approval.

### SECTION C-903. REGULATING PLAN ADJUSTMENTS

#### A) Minor Street Type Adjustments

The street type designation along front property lines may be adjusted up to 100 feet administratively by the Community Development Coordinator provided that such adjustments do not negatively affect the project's pedestrian- and transit-orientation.

#### B) Street Type on Existing or New Public Streets

Upon approval of a development project which includes new public streets or existing public streets where a street type was not previously depicted in Figure 2. Regulating Plan – Street Types and Key Corners, the Community Development Coordinator will make an administrative adjustment to Figure 2. Regulating Plan – Street Types and Key Corners to reflect the approved street type(s).

Section 9. Amendments to the Community Development Code of the City of Clearwater (as originally adopted by Ordinance No. 6348-99 and subsequently amended) are hereby adopted to read as set forth in this Ordinance.

Section 10. The City of Clearwater does hereby certify that the amendments contained herein, as well as the provisions of this Ordinance, are consistent with and in conformance with the City's Comprehensive Plan.

Section 11. Should any part or provision of this Ordinance be declared by a court of competent jurisdiction to be invalid, the same shall not affect the validity of the Ordinance as a whole, or any part thereof other than the part declared to be invalid.

Section 12. Notice of the proposed enactment of this Ordinance has been properly advertised in a newspaper of general circulation in accordance with applicable law.

Section 13. This ordinance shall take effect immediately upon adoption.

PASSED ON FIRST READING

\_\_\_\_\_

PASSED ON SECOND AND FINAL  
READING AND ADOPTED

\_\_\_\_\_

\_\_\_\_\_  
George N. Cretekos  
Mayor

Approved as to form:

Attest:

\_\_\_\_\_  
Michael P. Fuino  
Assistant City Attorney

\_\_\_\_\_  
Rosemarie Call  
City Clerk