

SECTION D. STANDARDS FOR SUBDIVISION PROPOSALS

- (1) All subdivision proposals shall be consistent with the need to minimize flood damage;
- (2) All subdivision proposals shall have public utilities facilities such as sewer, gas, electrical, and water systems located and constructed to minimize flood damage;
- (3) All subdivision proposals shall have adequate drainage provided to reduce exposure to flood hazards, and;
- (4) Base flood elevation data shall be provided for subdivision proposals and other proposed development (including manufactured home parks and subdivisions).

SECTION E. STANDARDS FOR AREAS OF SHALLOW FLOODING (AO ZONES)

Located within the areas of special flood hazard established in Article 3, Section B, are areas designated as shallow flooding areas. These areas have special flood hazards associated with base flood depths of one to three feet (1'-3') where a clearly defined channel does not exist and where the path of flooding is unpredictable and indeterminate; therefore, the following provisions apply:

- (1) All new construction and substantial improvements of residential buildings shall have the lowest floor, including basement, elevated to the depth number specified on the Flood Insurance Rate Map, in feet, above the highest adjacent grade.
- (2) All new construction and substantial improvements of non-residential buildings shall:
 - (a) have the lowest floor, including basement, elevated to the depth number specified on the Flood Insurance Rate Map, in feet, above the highest adjacent grade. If no depth number is specified, the lowest floor, including basement shall be elevated at least (2) two feet above the highest grade, or;
 - (b) together with attendant utility and sanitary facilities be completely flood-proofed to or above that level so that any space below that level is watertight with walls substantially impermeable to the passage of water and with structural components having the capability of resisting hydrostatic and hydrodynamic loads and effects of buoyancy.

ARTICLE V DEVELOPMENT STANDARDS

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ARTICLE V DEVELOPMENT STANDARDS

5.00.00 GENERAL PROVISIONS

5.00.01 Purpose

The purpose of this Article is to provide development standards applicable to all development activity within the City of Wewahitchka.

5.00.02 Responsibility For Improvements

All improvement required by this Article shall be designed, installed and paid for by the Developer.

5.00.03 Principles Of Development Design

The provisions of this Article are intended to ensure functional and attractive development. Development design shall first take into account the protection of natural resources as prescribed in Article IV of this Code. All development shall be designed to avoid unnecessary impervious surface cover; to provide adequate access to lots and sites; and to avoid adverse effects of shadow, glare, noise, odor, traffic, drainage, and utilities on surrounding properties.

5.01.00 LOT AREA, LOT COVERAGE, SETBACKS AND BUILDING HEIGHT

5.01.01 Minimum Lot Area Requirements

A. Requirements for all Developments

All developments shall have a total land area sufficient to meet all development standards in this Code including, but not limited to, land required to provide setbacks from abutting rights-of-way, buffers, stormwater management, off-street parking and circulation, protection of environmentally sensitive lands, and any other provisions which may require land area to be set aside.

B. Specific Requirements for Residential Development

There is no minimum lot area for individual lots within a residential development that will be served by both a central water and central sewer system, provided that all of the following requirements are met:

1. The land area for the total project is sufficient to meet standards of this Code as stated in paragraph A of this Section.
2. Gross density of the area shall not exceed that specified in Article III, Section 3.02.04.
3. Land, exclusive of individual lots to be conveyed in fee simple ownership, shall be controlled and maintained through a condominium association, property owners' association or their similar provision or may be conveyed to governmental or not-for-profit organizations. Recordable instruments providing for these common-ownership lands shall be submitted for review with the application for development plan review.

C. Specific Requirements for Areas without Central Utilities

All proposed development in areas that will not be served by central sewer shall comply with the minimum lot area, setback and separation requirements of the permitting agencies, such as the Department of Environmental Regulation, Department of Health and Rehabilitative Services and the Northwest Florida Water Management District.

5.01.02 Impervious Surface Coverage And Stormwater Management

A. General

Imperious surface refers to a surface that has been compacted or covered with a layer of material so that it is highly resistant to infiltration by water. It includes, but is not limited to, semi-imperious surfaces such as compacted clay, as well as most conventionally surfaced streets, roofs, sidewalk, parking lots, and other similar structures. The total impervious surface area of a development shall not exceed the ratios established in the table in paragraph E of this Section.

B. Ratio Calculation

The impervious surface ratio is calculated by dividing the total impervious surface (including building footprints, roads, parking lots, swimming pools, and similar structures/surfaces) by the gross site area less the area of existing or proposed water bodies. Water bodies are excluded from the impervious surface ratio calculation, but will be considered as impervious surface in the stormwater runoff calculations that must be prepared to obtain required stormwater discharge permits from the Florida Department of Environmental Protection in accordance with Chapter 17-25, F.A.C..

C. Treatment of Cluster Development

Cluster development or other site design alternatives may result in individual lots within a development project exceeding the impervious surface ratio, while other lots may be devoted entirely to open space in order to meet overall site impervious surface requirements. The development approval authority must require, as a condition of approval, deed restrictions or covenants that guarantee the maintenance of such open space in perpetuity.

D. Alternative Paving Materials

If porous paving materials are used in accordance with acceptable engineering practices, then the area covered with porous paving materials shall not be counted as impervious surface.

E. Table of Impervious Surface Ratios

Land Use	Maximum Impervious Surface Ratio (ISR)
Residential	
Low Density	0.30
Medium Density	0.40
High Density	0.50
Institutional	0.70
Outdoor Recreation	0.50
Professional Service & Office	0.60
General Commercial	0.70
High-Intensity Commercial	0.70
Public Service/Utility	0.60
Agricultural	N/A

Industrial	0.70
Mining	0.30
Preservation	N/A

The maximum impervious surface ratio is given for each type of use proposed and allowable pursuant to Article III.

F. Stormwater Permitting Requirements

Prior to the approval of a development order, all proposed developments shall receive appropriate stormwater discharge permits from the Florida Department of Environmental Protection in accordance with Chapter 17-25, FAC, except for those developments specifically exempted by the rule.

5.01.03 Building Setback Requirements

A. Minimum Setbacks on Front Yards

The minimum setbacks required for front yards (those sides of a lot which abut a right-of-way) are dependent upon the type of land use and the functional classification of the roadway. All front yard setback distances are in feet, as measured from the edge of the right-of-way. The following table presents the required front yard setbacks for all types of uses and roadway classifications:

LAND USE TYPE	ABUTTING ROADWAY		
	ARTERIAL	COLLECTOR	LOCAL
Residential	30	25	20
Institutional	30	30	30
Outdoor Recreation	30	25	20
Professional Service & Office	30	25	20
General Commercial	05	05	05
High Intensity Commercial	05	05	05
Public Service/Utility*	01	01	1
Agricultural	N/A	N/A	N/A
Industrial	50	50	50
Mining	50	50	50
Preservation	N/A	N/A	N/A

*Appropriate exceptions, such as overhead and underground utilities located within or adjacent to the public right of way, shall be made.

B. Minimum Setbacks On Side and Rear Yards

Side and rear yard setbacks for land uses other than single family residential are

established by the buffer requirements contained in Section 5.02.00. Nothing in this Code shall be construed to allow side and rear yard setbacks in any land use class to be less than the minimum requirements specified in this section.

The minimum setbacks required for side and rear yards (those sides of a lot which do not about a right-of-way) are as follows:

- * 1. For a building less than twenty-five (25) feet in height (as measured from finished grade), the distance from the exterior wall or structural support to the property line must be at least seven and one-half (7.5) feet, unless the applicant shows evidence of a maintenance easement granted by the adjacent property owner(s), which provides for the balance of the required setback. The maintenance easement must state that the grantee will not construct any structure within the maintenance easement area that would preclude the adjacent property owner from maintaining his structure. Said easement shall be recorded in the City of Wewahitcha Clerk's Office.
- * 2. For a building twenty-five (25) feet or greater in height (as measured from finished grade), the distance from the exterior wall or structural support to the property line must be at least nine and one-half (9.5) feet, unless the applicant shows evidence of a maintenance easement granted by the adjacent property owner(s), which provides for the balance of the setback. The maintenance easement agreement must stipulate that the granting property owner will allow access and will not construct any structure within the maintenance easement area that would preclude the adjacent property owner from maintaining his structure.
- 3. A structure may be built on the property line provided the Owner shall obtain an attachment easement from the adjacent property owner(s). Where an attachment easement has been granted, future structures must either 1) attach to the adjacent structure, or 2) provide the minimum required setbacks specified in Section "C" below. (An attachment easement is an easement granted to allow an adjacent property owner to erect or construct a building on the grantor's property line.
- * Grade level decks may encroach into the required setback if maintenance of structure and fire fighting abilities are not compromised.

C. Minimum Setbacks Between Buildings

Minimum setbacks between adjacent buildings other than single family residences are established by buffer requirements contained in Section 5.02.00. Nothing in this Code shall be construed to allow for setbacks between buildings in any land use category to be less than those specified in this Section.

Minimum distance between adjacent buildings shall be the sum of the required side or rear yard setbacks except as follows:

Where an adjacent structure exists and is not in conformity with side or rear yard requirements, the following shall apply:

1. The minimum distance between adjacent buildings shall be ten (10) feet.

2. If either building exceeds twenty-five (25) feet in height, the minimum distance between adjacent buildings shall be twelve (12) feet.
3. Distance shall be measured at the narrowest space between structures, whether a main living unit, principal structure, open deck, or an accessory use, and shall not include roof overhang (eave).

For specific development types such as patio home, cottages, townhouses, etc., requiring exceptions to the side and rear yard setback requirements of this Section, such projects shall be reviewed as Planned Unit Developments as provided for in Section 5.05.00

5.01.04 Building Height Limitations

Building height shall not exceed three (3) habitable stories. This limitation shall not apply to church spires, belfries, cupolas, and domes not intended for human occupancy; water towers, chimneys, flag poles, radio and television antennas and similar structures.

5.02.00 BUFFERING STANDARDS/OPEN SPACE/BEACHFRONT LIGHTING

5.02.01 General

Requirements for the provision of buffers between adjacent land uses are contained in this Section. Buffering is intended to eliminate or minimize potential nuisances such as dirt, litter, noise, light, glare, unsightly buildings, signs and/or parking areas. Buffers also reduce danger from fires or explosions, provide visual relief, and enhance community appearances.

5.02.02 Buffer Zones

1. A buffer zones is a vegetated strip along parcel boundaries that serves as a buffer between incompatible lands uses and land use districts, as an attractive boundary of the parcel or use, or as both a buffer and attractive boundary. This shall not be interpreted to mean that parcels within a planned mixed use development must meet these requirements.
2. The width and degree of vegetation required depends on the nature of the adjoining uses. The standards of Subsections 3 and 4 below prescribe the required width and planting material of all buffer zones. Any level of development approval authority may modify these requirements because of unusual levels of noise or other impacts, or because of special circumstances. Any decision related to special buffering requirements may be appealed to the next highest authority. Fencing of some uses may be required to provide additional screening and/or for safety purposes. Fencing of existing and proposed catfish ponds, swimming pools, and similar facilities to prevent inadvertent access by unattended children shall be mandatory.
3. The standards for buffer zones are set out in the illustrations contained in Appendix V-1 which specify the number of plants required per one hundred (100) linear feet. To determine the total number of plants required, the length of each side

of the property requiring a buffer shall be divided by one hundred (100) and multiplied by the number of plants shown in the illustration. The plants shall be spread reasonably evenly along the length of the buffer.

4. The standards outlined in Appendix V-1 shall be applied between abutting parcels as follows:
5. Buffering for mixed-use developments shall be based on the more intense use in the building or cluster of buildings.
6. The minimum size of vegetation required to be planted in the buffer zones shall be as follows:

Canopy Trees:	8-feet in height 2.5 - inch caliper (as measured 4-ft. from ground level)
Understory:	4-feet in height 1.5 - inch caliper (as measured 2-ft. from ground level)
Shrubs:	2-feet in height (or 3-gallon container)

A partial list of acceptable species for each type of vegetation is included in Appendix V-2. The City Manager shall have the authority to approve or reject species not appearing in Appendix V-2.

7. The use of existing native vegetation in buffer zones is preferred. If a developer proposes to landscape a buffer zone with existing native vegetation, a waiver from the strict planting requirements of this section may be granted, subject to review and approval by the City Manager. Consideration by the City Manager will include whether:
 - a. the waiver is necessary to prevent harm to the existing native vegetation; and
 - b. the buffering and/or aesthetic purposes of the buffer zone are substantially fulfilled despite the variance.
8. A vegetated buffer zone must separate development activity from surface water bodies. Additionally, agriculture and silviculture activities shall be required to use Best Management Practices (BMP's) to protect surface water resources from sedimentation.
9. Responsibility for Buffer Zones:
 - a. The desired width of a buffer zone between two parcels is the sum of the required buffer zones of the parcels. Where a new use is proposed next to an existing use that has less than the required buffer zone for that use, an inadequate buffer zone will be tolerated, except as provided below, until the non-conforming parcel is redeveloped and brought into conformity

with the buffer zone requirements of this Code. The developer of the new adjoining use is encouraged, however, to take into account the inadequacy of the adjoining buffer zone in designing the site layout of the new development.

- b. Where a multi-family residential use is proposed next to an existing non-residential use, or a non-residential use is proposed next to an existing residential use, and the existing use does not have a conforming buffer zone abutting the property proposed for development, the proposed use shall provide eighty percent (80%) of the combined required buffer zones of the two uses. Where the existing use has a buffer zone, but such zone does not meet the requirements of this Code, the proposed use may provide less than eighty percent (80%) of the combined required buffer zones if the provision of such lesser amount will create a buffer zone meeting one hundred (100%) the combined required buffer zone of the two uses. The City Manager, Technical Advisory Committee, or the Planning and Development Review Board shall determine which areas may be counted as buffer zone of the existing use based on the buffering qualities of the areas.

10. Responsibility for Maintenance of Buffer Zones

It shall be the responsibility of the landowner and/or developer to maintain vegetation in the buffer zones, including the replacement of any dead vegetation as necessary.

5.02.03 Use of Required Areas

No accessory structures, garbage or trash collection points or receptacles, parking, or any other functional use contrary to the intent and purpose of this Code shall be permitted in a required buffer area. This does not prohibit the combining of compatible functions such as buffering and drainage facilities.

5.02.04 Open Space Requirements

In general, buffer zones serve as open space and all development activity, whether public or private, must comply with the buffering requirements of Section 5.02.02. Due to the lack of buffer requirements within single-family residential areas, subdivisions of greater than forty (40) acres shall be required to set aside a minimum of five percent (5%) of the total site area as open space. The development approval authority may require adequate provisions to be made for parks or common areas.

5.02.05 Reserved

5.03.00 OFF STREET PARKING, LOADING AND TRAFFIC CIRCULATION

5.03.01 Generally

Off street parking facilities shall be required for all developments within the City of Wewahitchka pursuant to the requirements of this Code. The facilities shall be maintained as long as the use exists that the facilities were designed to serve. Nothing in this

section shall be construed to require paving of parking areas except as provided for handicapped parking areas in Section 5.03.02(E).

5.03.02 Required Parking Spaces

A. Number

The following list specifies the required number of off-street automobile parking spaces for various types of developments. When determination of the number of off-street spaces required by this Code results in a fractional space, the fraction of less than one-half (1/2) may be disregarded, and a fraction of one-half (1/2) or greater shall be counted as one parking space.

Residential (Single Family or Duplex): Two spaces per dwelling unit.

Residential (Multi-Family): Two and one-half spaces per dwelling unit.

Schools (Elementary and Middle Schools): Two spaces for each classroom, plus one space for each employee.

Schools (High Schools): Five spaces for each classroom, plus one space for each employee.

Libraries and Community Centers: One space for each 500 square feet of gross floor area, plus one space for each two employees.

Hospitals: One space for each three beds, plus one space for each staff doctor, plus two spaces for each three employees.

Medical or Dental Clinics and Offices: Four spaces for each doctor, plus two spaces for each three employees.

Convalescent and Nursing Homes: One space for each ten beds, plus one space for each employee.

Child Care Facilities: One space for each staff member, plus one space for each ten children, located to allow for the safe and convenient loading and unloading of children.

Office Buildings: One space for each 300 square feet of gross floor area.

Theaters, and Restaurants : One space for each four seats, plus two spaces for each three employees.

Churches and Funeral Parlors: One space for each five seats in the auditorium.

Marina: One and one-half spaces for each boat slip.

Motels and Hotels: One space per unit, plus two spaces for each three employees.

Mini-Warehouse Facilities: One space for each ten warehouse units, plus two spaces for each three employees.

Auto Repair Garages and Filling Stations: Two spaces for each three employees, plus one space for each service bay.

Laundries: One space for each three washing machines.

Barber Shops and Beauty Parlors: One space for each chair, plus one space for each employee.

Veterinary Clinics and Hospitals: One space for each 300 square feet of gross floor area, plus two spaces for each three employees.

Health Clubs: One space for each 150 square feet of gross floor area.

Banks: One space for each 300 square feet of gross floor area.

Vehicle Sales: One space for each 400 square feet of gross floor area devoted to sales.

Retail and Commercial Uses (other than those specifically cited):

Buildings up to 2,000 square feet: One space for each 200 square feet of gross floor area.

Buildings of 2,001 - 4,000 square feet: One space for each 300 square feet of gross floor area.

Buildings of 4,001 - 10,000 square feet: One space for each 400 square feet of gross floor area.

Buildings greater than 10,000 square feet: One space for each 500 square feet of gross floor area, with a minimum of 25 spaces required.

Manufacturing Facilities and Warehouses: One space for each employee on the largest shift, plus one space for each company vehicle operating from the premises.

Junkyards and Salvage Yards: One space for each employee, plus one space for each five acres.

Golf Course: Three spaces for each hole, in addition to the required spaces for restaurant and other related on-site uses.

Tennis Courts: Two spaces for each court.

Swimming Pools: One space per 200 square feet of pool surface, plus one for each 200 square feet of building area in excess of 1,000 square feet.

B. Uses not Specifically Listed in Matrix

The number of parking spaces required for uses not specifically listed in the matrix shall be determined by the development approval authority, which shall consider the requirements for similar uses and appropriate traffic engineering and planning data, and shall establish a minimum number of parking spaces based upon the principles of this Code.

C. Treatment of Mixed Uses

Where a combination of uses is developed, parking shall be provided for each use as prescribed by Section 5.03.02 A.

D. Size of Parking Spaces

All parking spaces shall be a minimum of nine (9) feet in width and eighteen (18) feet in length, with the exception of handicapped parking spaces, which are discussed in the following subsection.

E. Handicapped Parking Spaces

Any parking area to be used by the general public shall provide suitable, marked parking spaces for handicapped persons. The number, design, size, and location of these spaces shall be consistent with the requirements of Section 316.1955, 316.1956, Florida Statutes, or succeeding provisions. Parking spaces required for the handicapped shall not be counted as a parking space in determining compliance with Section 5.03.02 A of this Section. All parking spaces for the handicapped shall be paved.

F. Parking for Non-Motorized Vehicles (Bicycles)

All new development, exempting single family residences, shall provide an appropriate amount of parking area for non-motorized vehicles. The development approval authority shall have discretion in determining the required amount of parking area.

5.03.03 Off-Street Loading

A. Generally

Spaces to accommodate off-street loading or business vehicles shall be provided as required below.

B. Spaces Required

1. Schools, nursing homes and other similar institutional uses shall provide one (1) loading space for the first one hundred thousand (100,000) square feet of gross floor area or fraction thereof, and one (1) space for each additional one hundred thousand (100,000) square feet or fraction thereof.
2. Auditoriums, gymnasiums, stadiums, theaters, convention centers and other buildings for public assembly shall provide one (1) space for each additional one hundred thousand (100,000) square feet or fraction thereof.
3. Offices and financial institutions shall provide one (1) space for the first seventy-five thousand (75,000) square feet of gross floor area or fraction thereof, and one(1) space for each additional twenty-five thousand (25,000) square feet.
4. Retail commercial, service, road service and commercial entertainment uses shall provide one (1) space for the first ten thousand (10,000) square feet of gross floor area, and one (1) space for each additional twenty-thousand (20,000) square feet.
5. Industrial uses shall provide one (1) space for every ten thousand (10,000) square feet of gross floor area.

C. Adjustments to Requirements

The development approval authority may adjust the requirements for the number of loading spaces needed for a proposed use when it appears that the characteristics of the proposed use require a greater or lesser number of loading spaces than that required by this Code or proposed by the Developer.

D. Size of Loading Spaces

The standard off-street loading space shall be ten (10) feet wide, twenty-five (25) feet long, provide vertical clearance of fifteen (15) feet, and provide adequate area for maneuvering, ingress and egress. The length of one or more of the loading spaces may be increased up to fifty-five (55) feet if full-length tractor-trailers must be accommodated. Developers may install spaces that are larger than the standard, but the number of spaces shall not be reduced on that account.

5.03.04 Alteration of Conforming Development

A. Decreased Demand for Parking or Loading

The number of off-street parking or loading spaces may be reduced if the Building Inspector or development approval authority finds that a diminution in floor area, seating capacity, or other factor controlling the number of parking or loading spaces would permit the site to remain in conformity with this Code after the reduction.

B. Increase Demand for Parking or Loading

The number of off-street parking or loading spaces must be increased to meet the requirements of this Code if the City Manager or development approval authority finds that an increase in floor area, seating capacity, or other factor controlling the number of parking or loading spaces required by this Code causes the site not to conform with this Code.

5.03.05 On-Site Traffic Circulation

The following guidelines shall control the design of on-site traffic circulation facilities. These guidelines shall not apply to single-family and duplex residential developments.

1. Pedestrian circulation facilities, roadways, driveways and off-street parking and loading areas shall be designed to be safe and convenient.
2. Parking and loading areas, aisles, pedestrian walks, landscaping, and open space areas shall be designed as integral parts of an overall development plan and shall be properly related to existing and proposed buildings.
3. Buildings, parking and loading areas, landscaping and open spaces shall be designed so that pedestrians moving from parking areas to buildings and between buildings are not unreasonably exposed to vehicular traffic.
4. Off-street parking areas shall be physically separated (i.e. by curbing and/or landscaping) from adjacent roadways(s), except for the access point(s) as approved by the development approval authority or in accordance with Florida Department of Transportation Rule 14-96(FAC) for parking areas with access to a State roadway.
5. Gradually inclined or flat pedestrian walks shall be provided along the lines of the most intense use, particularly from building entrances to streets, parking areas, and adjacent buildings.
6. Each off-street parking space shall open directly onto an aisle or driveway that is not a public street.
7. Aisles and driveways shall not be used for parking vehicles.
8. The design shall be based on a definite and logical system of drive lanes to serve the parking and loading spaces.
9. Parking spaces shall be designed to permit entry and exit without moving any other motor vehicle.
10. No parking space shall be located so as to block access by emergency vehicles.

5.04.00 ACCESS MANAGEMENT

5.04.01 Generally

This section guidelines for the location and number of allowable access points to public roadways.

5.04.02 Access Management Guidelines

All proposed development shall conform to the following guidelines for vehicular access to the greatest extent possible, without denying reasonable access to any proposed development. Nothing in this section shall be construed to prohibit development access to a public right-of-way.

A. Access to Roadways on the State Highway System

Proposed developments requesting direct access to an arterial or collector roadway on the State Highway System must apply for a driveway permit from the Florida Department of Transportation in accordance with Rule 14-96 (FAC), State Highway System Connection Permits. Conceptual approval for the driveway must be granted by FDOT prior to the final approval of the development plan.

Sections B through E below shall regulate access to roadways which are not on the State Highway System, but are functionally classified in the Traffic Circulation Element of the respective local government Comprehensive Plan.

B. Location of Access Points

1. Driveways shall be located at a point along the frontage of the property that will provide acceptable sight distance, grade, and alignment conditions for motorists using the proposed driveway and the street, and will avoid any unreasonable interference with the free and safe movement of traffic.
2. Existing or proposed highway features such as adjacent existing or future land uses, other driveways, median openings, turn lanes, intersections, drainage, traffic signals, pedestrian traffic, and utilities shall be considered in determining the location of driveways.
3. In the interest of public safety, maintenance of level of service and convenience, the placement of a driveway may be restricted to a particular location along the frontage.

C. Separation of Access Points

1. The separation between access points onto collector roadways which are not on the State Highway System, or between an access point and an intersection of such a collector roadway with another road, shall be at least 40 feet.
2. The distance between access points shall be measured from the centerline of the proposed driveway or roadway to the centerline of the nearest adjacent roadway or driveway.

D. Number of Access Points

All development projects shall have access to a public right-of-way. The minimum number of driveways should be allowed that will adequately serve the need for the abutting property, and yet not seriously impact the function and capacity for the roadway. The following guidelines shall determine the number of driveways to be allowed, unless the development approval authority determines that unmitigated conditions exist:

1. Property frontage of 150 feet or less along collector streets shall be limited to one (1) driveway.
2. No more than two (2) driveways shall be allowed for any single property unless the property frontage exceeds 660 feet, and the total access volumes exceed 5,000 vehicles per day.
3. Additional driveways may be authorized when an approved traffic engineering study indicates additional driveways are needed.

E. Joint Driveways

Adjacent uses may share a common driveway provided that appropriate access easements are granted between or among the property owners. The use of joint driveways may be required by the development approval authority when feasible and when necessary to meet the provisions of Section 5.04.03(C).

5.05.00 PLANNED DEVELOPMENT PROJECTS

5.05.01 Generally

Applicants for development approval may seek approval of proposed projects as a Planned Development Project (PDP). Planned development projects are generally developments of relatively large scale and high quality requiring land use, density, and/or site design flexibility.

5.05.02 Planned Development Project Review Process

All PDP's shall be classified as major development and shall undergo rigorous development review by the Planning and Development Review Board (PDRB). It is the intent of this section that the applicant for development approval will show evidence of increase public amenities or public benefit and/or evidence of mitigative measures in site design, in return for the land use, density, or site design flexibility afforded under the Planned Development Project approval.

Sections B through E below shall regulate access to roadways which are not on the State Highway System, but are functionally classified in the Traffic Circulation Element of the respective local government Comprehensive Plan.

B. Location of Access Points

1. Driveways shall be located at a point along the frontage of the property that will provide acceptable sight distance, grade, and alignment conditions for motorists using the proposed driveway and the street, and will avoid any unreasonable

interference with the free and safe movement of traffic.

2. Existing or proposed highway features such as adjacent existing or future land uses, other driveways, median openings, turn lanes, intersections, drainage, traffic signals, pedestrian traffic, and utilities shall be considered in determining the location of driveways.
3. In the interest of public safety, maintenance of level of service and convenience, the placement of a driveway may be restricted to a particular location along the frontage.

C. Separation of Access Points

1. The separation between access points onto collector roadways which are not on the State Highway System, or between an access point and an intersection of such a collector roadway with another road, shall be at least 40 feet.
2. The distance between access points shall be measured from the centerline of the proposed driveway or roadway to the centerline of the nearest adjacent roadway or driveway.

D. Number of Access Points

All development projects shall have access to a public right-of-way. The minimum number of driveways should be allowed that will adequately service the need for the abutting property, and yet not seriously impact the function and capacity of the roadway. The following guidelines shall determine the number of driveways to be allowed, unless the development approval authority determines that unmitigated conditions exist:

1. Property frontage of 150 feet or less along collector streets shall be limited to one (1) driveway.
2. No more than two (2) driveways shall be allowed for any single property unless the property frontage exceed 330 feet, and the total access volumes exceed 5,000 vehicles per day.
3. Additional driveways may be authorized when an approved traffic engineering study indicates additional driveways are needed.

E. Joint Driveways

Adjacent uses may share a common driveway provided that appropriate access easements are granted between or among the property owners. The use of joint driveways may be required by the development approval authority when feasible and when necessary to meet the provisions of Section 5.04.03(C).

5.05.00 PLANNED DEVELOPMENT PROJECTS

5.05.01 Generally

Applicants for development approval may seek approval of proposed projects as a Planned Development Project (PDP). Planned development projects are generally developments of relatively large scale and high quality requiring land use, density, and/or site design flexibility.

5.05.02 Planned Development Project Review Process

All PDP's shall be classified as major development and shall undergo rigorous development review by the Planning and Development Review Board (PDRB). It is the intent of this section that the applicant for development approval will show evidence of increase public amenities or public benefit and/or evidence of mitigative measures in site design, in return for the land use, density, or site design flexibility afforded under the Planned Development Project approval.

The overriding consideration of the PDRB in approval of PDP's shall be the project's compatibility with adjacent and surrounding uses, sensitivity to natural resource protection, and overall community benefit. The applicant must demonstrate how the project meets the above criteria, and how the project is consistent with the intent of the land development regulations.

5.05.03 Planned Development Project Types

PDP's may be classified as either Residential, Commercial, Mixed Use, or Industrial PDP's. Districts in which PDP's may be approved are listed below:

<u>TYPE PDP</u>	<u>DISTRICTS IN WHICH PERMITTED</u>
Residential	Residential, Mixed Commercial/Residential, Agricultural, Mixed Agricultural/Res.
Commercial	Commercial, Mixed Commercial/Residential Agricultural, Mixed Agricultural/Res.
Mixed Use	Commercial, Mixed Commercial/Residential Agricultural, Mixed Agricultural/Res.
Industrial	Industrial, Agricultural

ARTICLE VI SIGNS

RESERVED FOR CITY SIGN ORDINANCE

ARTICLE VII CONSISTENCY AND CONCURRENCY DETERMINATIONS