

# ARTICLE FIVE DEVELOPMENT DESIGN AND IMPROVEMENT STANDARDS

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## **ARTICLE FIVE**

### **DEVELOPMENT DESIGN AND IMPROVEMENT STANDARDS**

#### **5.00.00                    *GENERAL PROVISIONS***

##### **5.00.01                    **Purpose****

The purpose of this Article is to provide development design and improvement standards applicable to all development activity within Jefferson County.

##### **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 Four 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                    *SITE PLANNING AND BUILDING ARRANGEMENT***

##### **5.01.01                    **Residential****

- A.**    These principles shall be followed in the planning of residential areas, in choice of building types, and in the arrangement of buildings on the land:
  - 1.    Residential areas shall be laid out according to proven as well as innovative practices of architecture and landscape architecture, as portrayed in current professional books and periodicals. Objectives shall include removing dwellings

from vehicular noise, privacy, and making a variety of housing types and arrangement available to County residents.

2. All land use categories except Conservation shall be subject to minimum building setbacks from perimeter property lines and road right of way boundaries and minimum lot areas for specified uses as established in the Table of Development Standards (see Article 2).
3. Each dwelling unit shall have direct access to a private outdoor living space at ground level.
4. Sponsors of housing developments are encouraged to include common facilities, enclosed space, and open space for use of all the residents of the community. See Section 9.03.05, Provision of Open Space, for mandatory open space dedication provisions.

#### **5.01.02 Nonresidential**

- A. These principles shall be followed in the planning of nonresidential development and in the arrangement of buildings on the land:
1. These areas shall be laid out according to proven as well as innovative practices of architecture and landscape architecture as portrayed in current professional books and periodicals. Objectives shall include protecting adjacent residential areas from noise, air pollution, glare and visual nuisance, and providing outdoor and indoor spaces for staff and visitors, which are safe and convenient.
  2. Minimum yard or distance between nonresidential buildings are established in the Table of Development Standards (Article 2). Buildings fronting on arterial or collector roads shall have a minimum street yard of 25 feet measured from the right-of-way line to the face of the building including roof overhangs, steps, handicap ramps, or ornamental protrusions.
  3. Sponsors of nonresidential development are encouraged to include common facilities such as drives, parking lots, sources of water, liquid waste treatment plants, for use by staff and visitors of adjacent and nearby places of employment.

#### **5.02.00 TRANSPORTATION SYSTEM**

This section establishes minimum requirements applicable to the development transportation system, including access management, street design, parking and loading, and bicycle and pedestrian access. The standards in this Section are intended to minimize the traffic impacts of

development, to assure that all developments adequately and safely provide for the storage and movement of vehicles consistent with good engineering and development design practices.

**5.02.01 Access Management**

**A. Generally.** In order to maximize roadway level of service this Section shall set standards for the number of access points, the separation between access points, frontage on service roads and common driveways, alternative designs and access to residential lots.

All proposed developments shall meet the following standards for vehicular access and circulation:

1. Number Of Access Points

a. All projects shall have access to a public right-of-way. The number of access points shall be as follows:

<b>Type of Development</b>	<b>Number of Access Points</b>	<b>Preferred Type of Access</b>
Residential, <75 units*	1	Residential/ Minor Collector
Residential , 75+ units	2	Minor Collector
Non-residential, <300 required parking spaces	1	Collector
Non-residential, 300 - 999 required parking spaces	2	Major Collector
Non-residential, 1,000+ required parking spaces	2 or more	Major Collector

\* Additional accesses can be allowed to accommodate clustering or to allow for protection of natural features.

2. Notwithstanding the provisions in paragraph one above:

a. A non-residential development, or a multifamily residential development, on a corner lot may be allowed one or more points of access. However, no more than one (1) access shall be onto an arterial.

- b. Schools may have one additional access, provided that the additional access drive is limited to school bus use only.

***B. Separation of Access Points***

- 1. The separation between access points onto arterial and collector roadways, or between an access point and an intersection of an arterial or collector with another road, shall be as shown in the following table:

<u>FUNCTIONAL CLASS OF ROADWAY</u>	<u>DISTANCE BETWEEN ACCESS POINTS</u>
------------------------------------	---------------------------------------

State Road	F.D.O.T. Standards
Arterial	440 feet
Minor Arterial	440 feet
Major Collector	245 feet*
Minor Collector	as often as needed

\* Except as provided by Section 5.02.02 A.

- 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.

***C. Frontage on Service Roads and Common Driveways***

- 1. Projects proposed on arterials and major collectors shall include frontage or service roads, and shall take access from the frontage road rather than the arterial or major collector. Frontage road design shall conform to FDOT standards. This access requirement may be met through the use of interconnecting parking lots, which abut the arterial or major collector facility.
- 2. Adjacent uses are encouraged and may be required by the County to share a common driveway provided that appropriate access easements are granted between or among the property owners.

**D. *Alternative Designs.*** Where natural features or spacing of existing driveways and roadways cause the foregoing access requirements to be physically infeasible, alternate designs may be approved.

**E. *Access To Residential Lots***

1. Access to non-residential uses shall not be through an area designed, approved, or developed solely for residential use, except when the non-residential use and the residential use areas are all included within, and approved as part of a master plan development.
2. All lots in a proposed residential subdivision shall have frontage on and legal access from a public street meeting the requirements of this Code except as specifically provided herein.
3. No new residential subdivision lot shall have driveway access to an arterial street, except where specifically approved for such access by the Planning Commission.
4. Flag stick lots, i.e. lots created such that a narrow access is created dividing two or more otherwise adjoining lots, in order to provide access to the flagstick lot, are permitted, subject to review by the Planning Official and/or the Planning commission. The stick must have a minimum width of twenty (20) feet; however, additional width may be required by the Planning Official or the Planning Commission to ensure adequate roadway width to serve the potential development of the lot. Calculation of lot size does not include flag stick.
5. A residential subdivision shall have only one (1) entranceway to one (1) abutting public street, except when:
  - a) A second entranceway is necessary to alleviate a demonstrated traffic safety hazard; or
  - b) The subdivision is located on both sides of the public street providing access, in which case one (1) entranceway is permitted on each side of the public street; or
  - c) The entranceway provides the only access to more than seventy-five lots, in which case a second entranceway is permitted.
  - d) Clustering of the density is involved and to allow for proper clusters when other entrances are needed.

- e) The Subdivision abuts two public streets then equal access is allowed on both streets.

## **5.02.02 Street Design Standards**

### **A. General Design Standards**

1. All streets in a new development shall be designed and constructed pursuant to the standards herein and the Typical Roadway Sections depicted in Figures 5.02.02 A, B and C. Paved streets, which the County has agreed to accept, shall be dedicated to Jefferson County upon completion, inspection, and acceptance by Jefferson County.
2. The street system of the proposed development shall, to the extent practicable, conform to the natural topography of the site, preserving existing hydrological and vegetative patterns, and minimizing erosion potential, runoff, and the need for site alteration. Particular effort should be directed toward securing the flattest possible grade near intersections.
3. Streets shall be laid out to avoid environmentally sensitive areas as defined in Article 4.
4. Private local streets may be allowed within developments that will remain under common ownership or control, provided they are designed and constructed pursuant to the standards contained in this Section. If the land included in the development is to be subdivided, the requirements of sub-subsections 9.02.11.E 2., 3., and 4. and Section 9.03.06 of this Code must be met. If all the land included in the development is not under common ownership when the development plan is approved, the development plan approval must be contingent on the requirements of sub-subsections 9.02.11.E. 2., 3., and 4. and Section 9.03.06 being met the same as for a private street subdivision.
5. The street layout in all new developments shall be coordinated with and interconnected to the street system of the surrounding area.
6. Streets in proposed subdivisions shall be connected to rights-of-way in adjacent areas to allow for proper inter-neighborhood traffic flow. If adjacent lands are unplatted, stub outs in the new development shall be provided for future connection to the adjacent unplatted land.
7. Residential streets shall be arranged to discourage through traffic. This shall not be construed to encourage or discourage traditional grid traffic patterns.

8. Streets shall intersect as nearly as possible at right angles and in no case shall be less than 75 degrees.
9. New intersections along one side of an existing street shall, where possible, coincide with existing intersections. Where an offset (jog) is necessary at an intersection, the distance between centerlines of the intersecting streets shall be no less than 150 feet.
10. No two streets may intersect with any other street on the same side at a distance of less than 400 feet measured from centerline to centerline of the intersecting street.

**B. *Paving Widths.*** Paving widths for each street classification shall be as provided in Table 5.02.02 A of this Code.

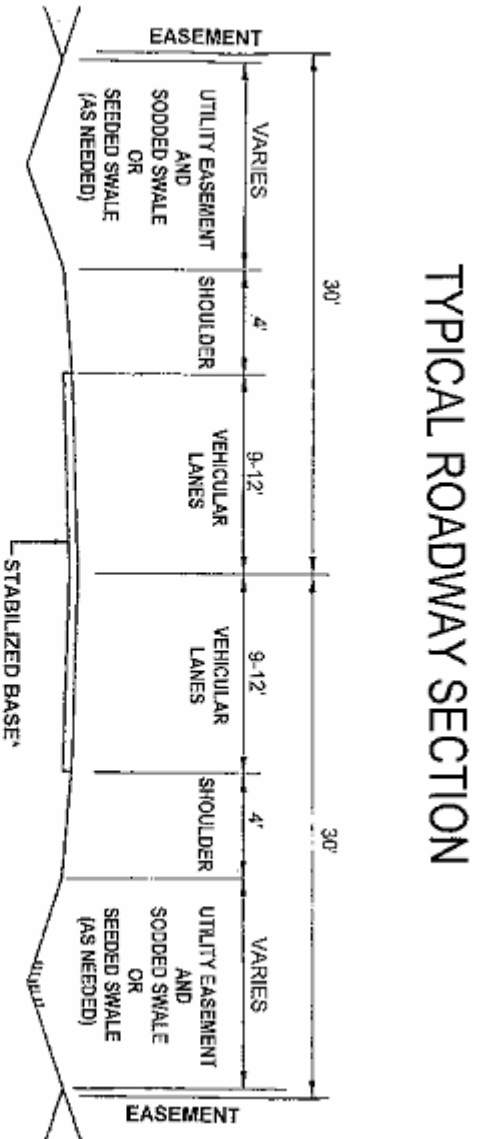
**C. *Curbing Requirement***

1. Curbing may be required for the purposes of drainage, safety, and delineation and protection of pavement edge along some proposed streets where determined necessary through the development review process.
2. All curbing shall conform to the construction standards contained in this Section or as permitted by the Planning Official.

**D. *Shoulders.*** Shoulders, where required, shall measure at least four (4) feet in width and shall be required on each side of streets and shall be located within the right-of-way. Shoulders shall consist of stabilized turf or other material permitted by the Planning Official. Shoulders and/or drainage swales are required as follows:

1. Shoulders are required on all residential access and residential subcollector streets.
2. All residential collector streets shall provide four (4) foot wide shoulders on both sides of the street. Shoulders should be grass surfaced. In no case shall the shoulders be paved. Pedestrian or bicycle traffic areas that are paved shall have shoulders on both sides unless they are connected to the street paving. Then a shoulder is only required on the side not connected to the paving.
3. Where shoulders are required by the Florida Department of Transportation.
4. Collector streets where curbing is not required.
5. Arterial streets where curbing is not required.
6. Shoulders are not required when curbing is used.

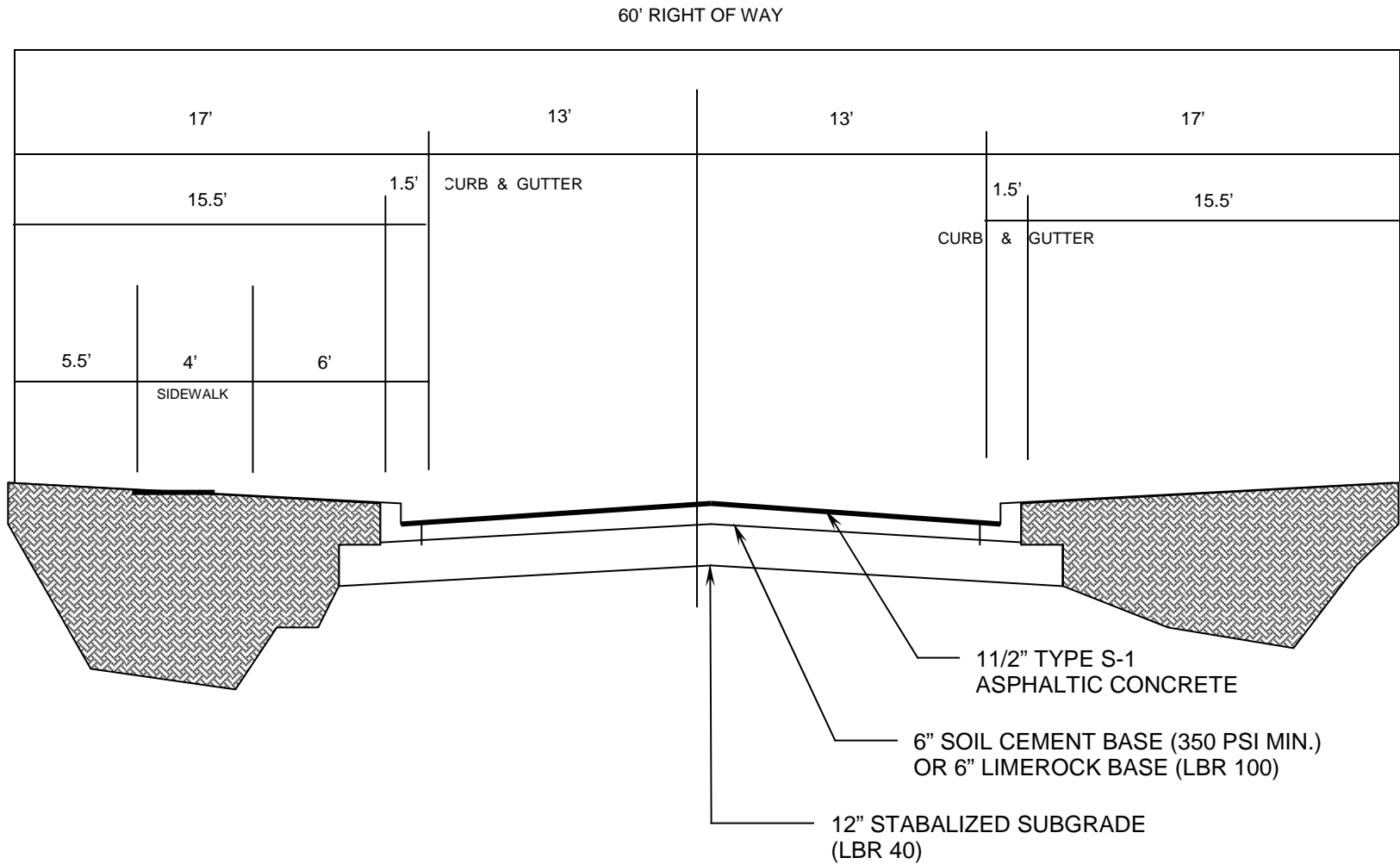
FIGURE 5.02.02- A



\* For asphalt 1" of compacted asphalt over at least 5' of compacted limestone that is 6" wider on each side than the asphalt.

This figure is a guide and all distances are minimums. Swale depth shall not exceed 3 to 1 pitch. Blocks shall be used where necessary to treat storm water. Engineering will determine where and the amount of swales needed. Easements shall be wider if needed to accommodate swales.

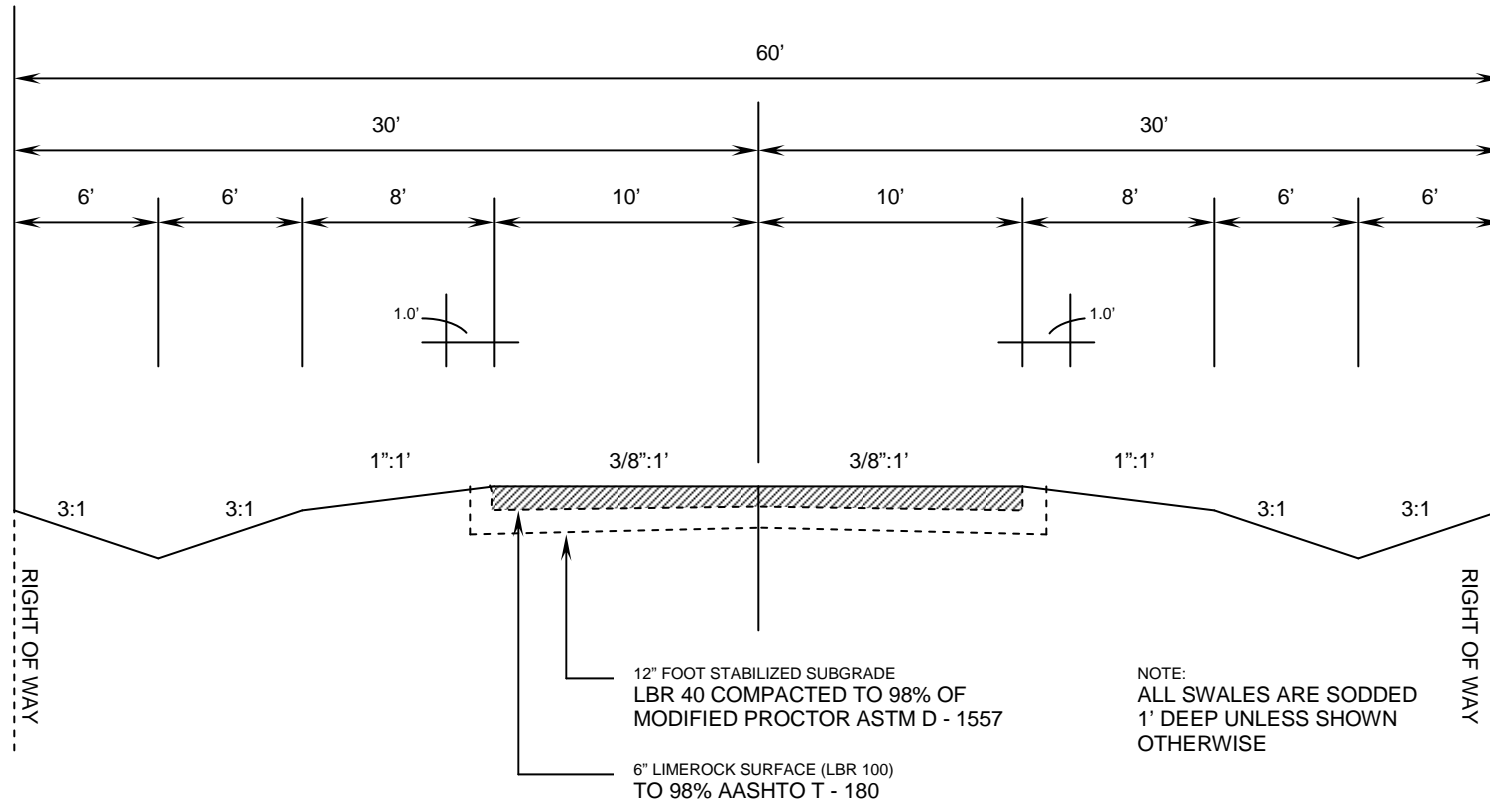
FIGURE 5.02.02- B



Adopted 10-20-05

FIGURE 5.02.02-C

# ROADWAY CROSS --- SECTION (NOT TO SCALE) TYPICAL SECTION GRADED ROADS



**Table 5.02.02 (A)**

STREET TYPE	NUMBER OF LANES	PAVEMENT WIDTHS		ROW WIDTHS	
	No parking unless noted	Curb & Gutter	No Curb & Gutter	Curb & Gutter	No Curb & Gutter
1. Residential*	2-9' moving cul-de-sac 25 lots max.	18'	18'	50'	60'
	2-9' moving loop street	18'	18'	50'	60'
	2-9' moving bicycle lane	22'	22'	50'	60'
2. Residential sub-collector	2-10' moving	20'	20'	50'	60'
	2-10' moving bicycle lane	24'	24'	60'	60'
	2-10' moving 1-8' parking	28'	28'	60'	60'
3. Residential Collector	2-11' moving	22'	22'	60'	60'
4. Minor Collector	2-12' moving	24'	24'	60'	60'
	2-12' moving bicycle lane	28'	28'	60'	60'
5. Collector	2-14' moving	28'	28'	60'	60'
	2-14' moving bicycle lane	32'	32'	60'	70'
6. Major Collector	4-12' moving	48'	48'	70'	80'
	4-12' moving 6' median	54'	54'	80'	90'
7. Minor Arterial	2-14' moving	28'	28'	60'	70'
	4-12' moving 6' median	54'	54'	80'	90'
8. Arterial	2-14' moving	28'	28'	60'	70'
	4-12' moving 12' median	60'	60'	100'	100'

\* For Cul-de-sac and loop streets only (Stub streets dead ending into undeveloped property is to be considered a sub collector)

**E. Acceleration, Deceleration, and Turning Lanes.**

1. Deceleration or turning lanes may be required by the county along existing and proposed streets as determined by a traffic impact study required by Section 3.03.02 or where the county can justify the need.
2. Deceleration lanes shall be designed to the following standards:
  - a. The lane width shall be the same as the required width of the roadway moving lanes.
  - b. The lane shall provide the full required lane width for its full length. It shall not be tapered.
  - c. The minimum lane length shall be as follows:

TURNING ROADWAY		STOP CONDITION	FREE RIGHT
Design Speed of Road	Length of Taper	Minimum Deceleration Lane Length	
30 MPH	N/A	--	--
35	170	105	80
40	190	135	110
45	210	165	140
50	230	195	170
55	250	210	200
60	270	230	230

3. Acceleration lanes are only required when indicated as needed by a traffic impact study. The design shall be as per F.D.O.T. standards. Where needed, a paved taper shall be provided for right hand turns.

**F. Cul-de-sacs Turnarounds.** An unobstructed twelve (12) foot wide moving lane with a minimum outside turning radius of forty-two (42) feet shall be provided at the terminus of every permanent cul-de-sac.

**G. Stub Streets**

1. Residential collector and higher order stub streets may be permitted or required by the County provided that the future extension of the street is deemed desirable by the County or conforms to the Jefferson County Comprehensive Plan.
2. Temporary turnarounds shall be provided for all stub streets providing access to five or more lots or housing units. Where four or fewer units or lots are being served, a sign indicating a dead-end street shall be posted.

**H. *Clear Visibility Triangle.*** For new subdivisions the clear visibility triangle shall be a part of the required easement or common area for the road. It shall be unlawful to construct, erect, place, grow, maintain or allow to be constructed, erected, placed, grown or maintained, any building structure, fence, wall, sign, canopy, tree, vegetation or obstruction of any kind within the clear visibility triangle on any property which is located at the corner of intersecting streets or driveways, as described below:

1. Nothing shall be erected, placed, parked, planted, or allowed to grow in such a manner as to materially impede vision between a height of two (2) feet and ten (10) feet above the grade, measured at the centerline of the intersection.
2. The horizontal area formed by a triangle, the apex of which is the point of intersection of the street right-of-way lines, the legs of which extend twenty-five (25) feet along said street right-of-way lines and the hypotenuse of which connects the ends of the legs; and
3. When the street right-of-way line adjacent to the major road is ten (10) feet or less from the face of the curb, edge of pavement or edge of the driving surface the horizontal area formed by a triangle, the apex of which is the point of the intersection of the lines formed by the projection of either the face of the curb, edge of pavement, or the edge of the driving surface, the legs of which extend ten (10) feet along the minor road, and the hypotenuse of which connects the ends of the legs; or
4. In the event of balanced traffic volume or equally controlled right-of-way (i.e., no major/minor roadway condition) or as determined by the Planning Official, or his designee, based upon sound engineering practices, the additional 10' by 100' triangle as defined in this Section shall apply to all approaches. See Figures 5.02.02-B, -C and -D.

FIGURE 5.02.02 - B

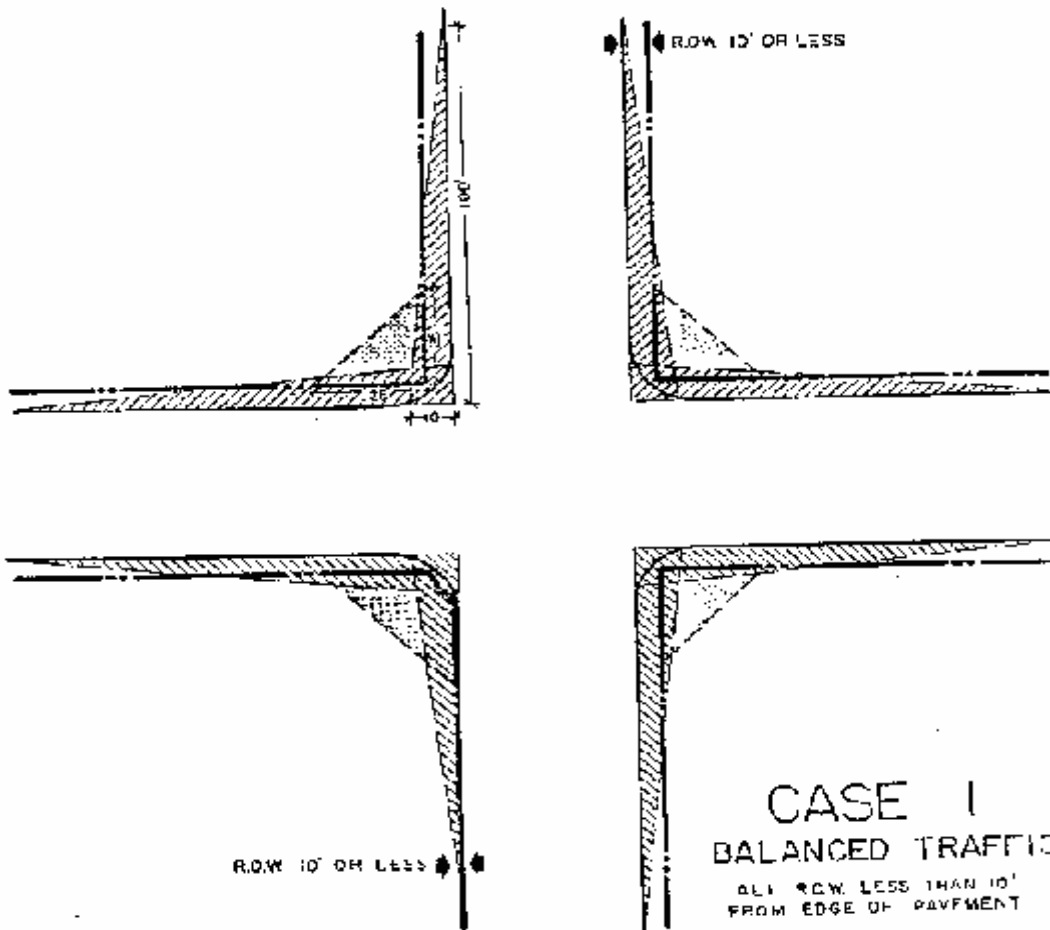


FIGURE 5.02.02 - C

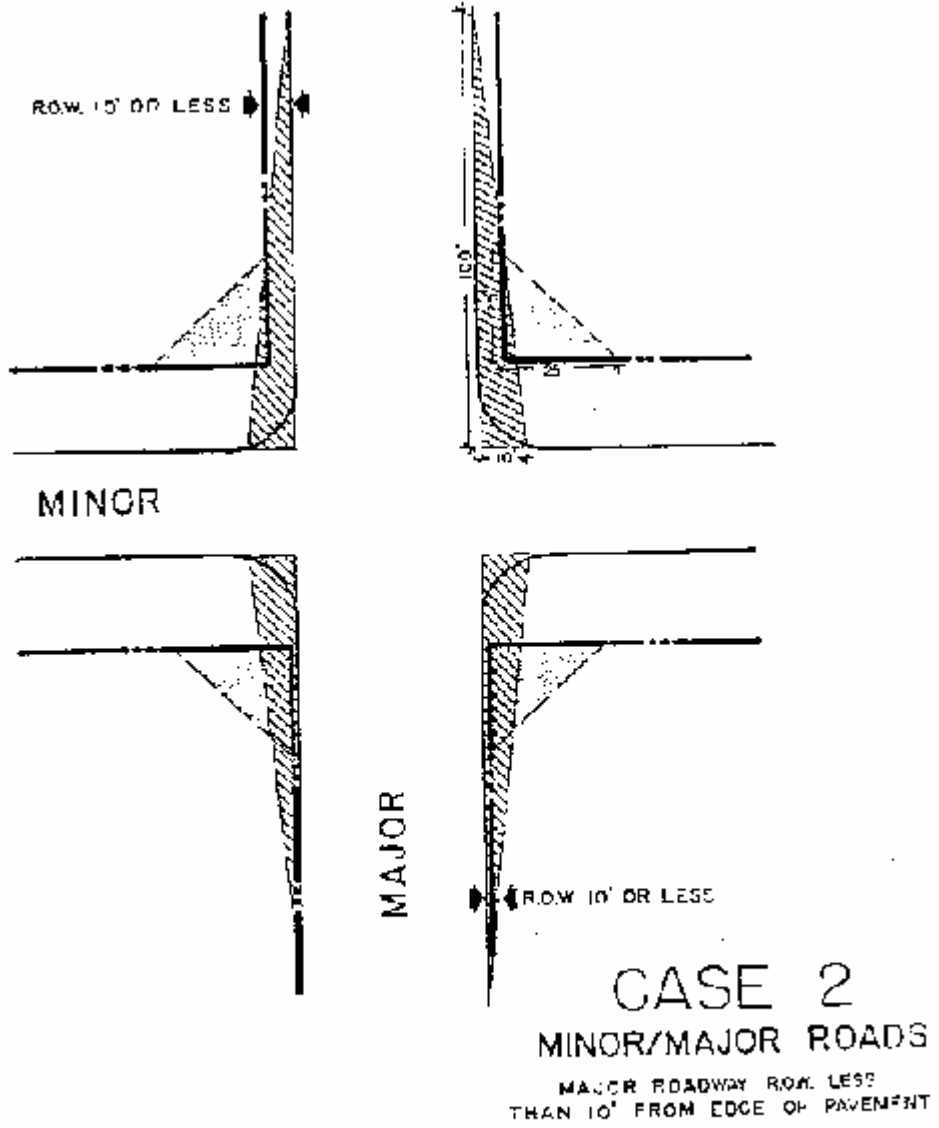
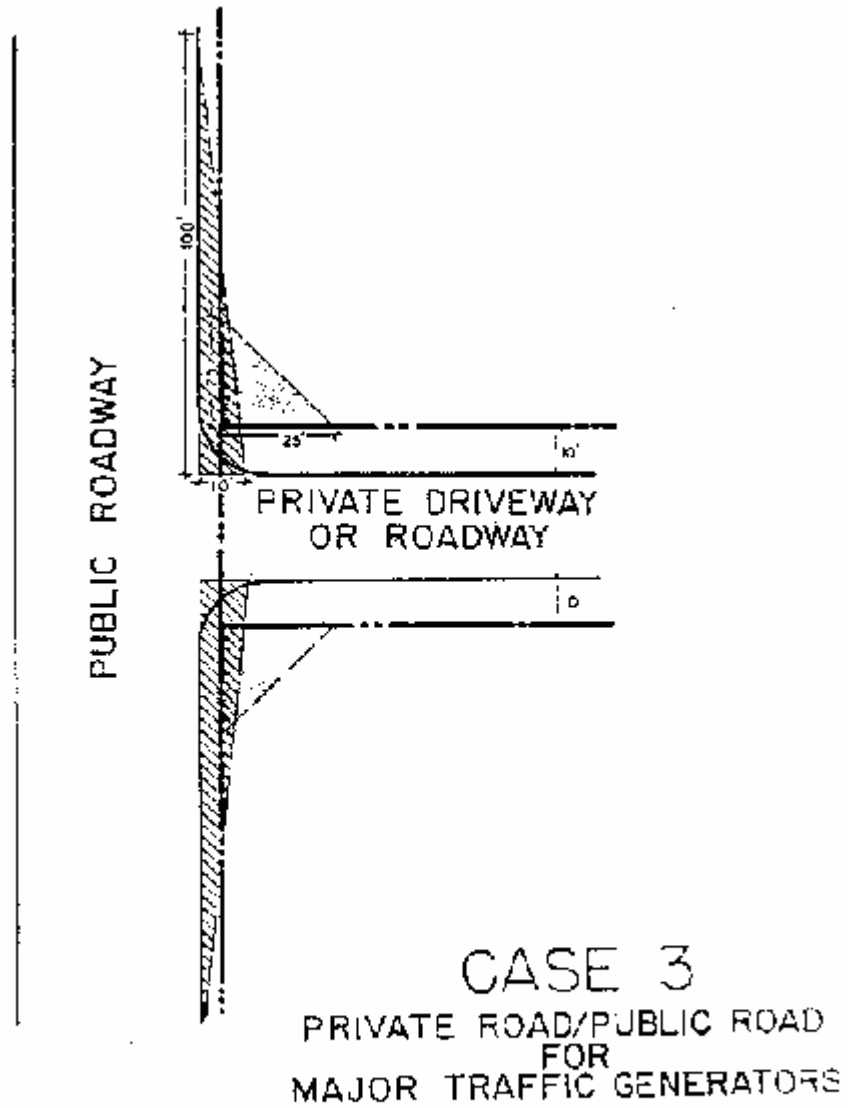


FIGURE 5.02.02 - D



## 5. Definitions.

As used in this subsection H., the following terms shall have the following meaning:

a. "MAJOR ROAD" means the one which has the right-of-way or larger traffic volume; or as determined by the Planning Official, or his designee, based upon sound engineering practices.

b. "INTERSECTING STREETS" in addition to meaning the intersection of streets of public right-of-way may also mean a private driveway or a private street and its intersection with a public street.

c. "STREET RIGHT-OF-WAY LINE" is defined as that line denoting the edge of the right-of-way of the street and being identical with the property lines of persons owning property fronting on the streets. For the purposes of establishing the clear visibility triangle as described in this subsection, the "Street Right-of-way Line" for a private driveway or private street shall be set as a parallel line ten (10) feet from the face of the curb, edge of pavement or edge of the driving surface.

6. The provisions of this subsection shall not apply to the following:

- a. Utility facilities;
- b. Traffic control devices.

**I. *Signage and Signalization.*** The developer shall deposit with Jefferson County sufficient funds to provide all necessary roadway signs and traffic signalization as may be required by the County, based upon County or State traffic standards. The county will provide and install signs, but the developer shall pay for the signs and installation based upon the county cost estimation. At least two street name signs shall be placed at each four-way street intersection, and one at each "T" intersection. Signs shall be installed under light standards and free of visual obstruction. The design of street name signs shall conform to county standards.

### **5.02.03                      Off-Street Parking and Loading**

#### **A.     *Generally***

Adopted 10-20-05

1. Applicability.

Off-street parking facilities shall be provided for all development within Jefferson County 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.

2. Computation.

a. When determination of the number of off-street spaces required by this Code results in a fractional space, the fraction of one-half (1/2) or less may be disregarded, and a fraction in excess of one-half (1/2) shall be counted as one (1) parking space.

b. In stadiums, sports arenas, churches and other places of assembly in which those in attendance occupy benches, pews or other similar seating facilities, and/or which contains an open assembly area, the occupancy shall be based on the maximum occupancy rating given the building by the Fire Marshall.

c. Gross floor area shall be the sum of the gross horizontal area of all floors of a building measured from the exterior faces of the exterior walls.

3. Parking Study. A parking study, when required by this Code, shall include, but not be limited to:

a. Estimates of parking requirements based on recommendations in studies such as those from the Urban Land Institute (ULI), the Institute of Traffic Engineers (ITE), or the Traffic Institute, and based on data collected from uses or combinations of uses which are the same or comparable to the proposed use. Comparability shall be determined by density, scale, bulk, area, type of activity, and location. The study shall document the source of data used to develop recommendations.

***B. Number of Parking Spaces Required***

1. Requirements In Table 5.02.03-A below specifies the required minimum number of off-street automobile and bicycle parking spaces, the percentage of automobile spaces that must be allotted for compact vehicles, and, in the notes, any special requirements that may apply. If the number of spaces sought exceeds the minimum number by 20%, the developer must justify the larger number by a Parking Study and obtain approval.

2. Uses Not Specifically Listed in Table. The number of parking spaces required for uses not specifically listed in the table shall be determined by the Planning Official

or the Planning Commission. The Planning Commission shall consider 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.

3. When Parking Study Required. For several uses listed in Table 5.02.03-A the parking requirement is to be determined by the Planning Commission. These uses have a large variability in parking demand, making it impossible to specify a single parking requirement. A developer proposing to develop or expand one of these uses must submit four (4) copies of a parking study, as described at Section 5.03.01 C of this Part, to the Land Development Office that provides justification for the requirement proposed. The Planning Commission will review this study along with any traffic engineering and planning data that are appropriate to the establishment of a parking requirement for the use proposed.
4. Treatment of Mixed Uses. Where a combination of uses is developed, parking shall be provided for each of the uses as prescribed by the matrix, unless a reduction is granted pursuant to Section 5.02.03.04 of this Part.
5. Tandem Parking Spaces. The term "tandem parking space" used in the matrix means a parking space that abuts a second parking space in such a manner that vehicular access to the second space can be made only through the abutting (tandem) space.
6. Table 5.02.03-A  
(Begins on next page.)

**TABLE 5.02.03 - A  
MINIMUM OFF-STREET PARKING STANDARDS**

**RESIDENTIAL**

Use	Minimum Off-Street Parking Requirement	Ratio of Full Size to Compact Parking Spaces (Full/Compact)	Required Bicycle Spaces	Notes
1. <i>Conventional Detached:</i>	1,2, and 3 bedrooms: 2 spaces/unit.* ** 4 bedrooms: 3 spaces/unit.* **	100/0	0	* If on-street parking is not permitted or is restricted on the unit's street frontage, then 1 visitor parking space shall be required. The visitor space shall be located not more than 100 feet from the unit's street frontage.  ** Resident parking spaces may be tandem.
2. <i>Cluster/Multi Family Development:</i>				* Resident parking spaces may be tandem.
Resident Parking*	Studio: 1 space/unit  1 bedroom: 1.5 spaces/unit	100/0	.10 per required space	**On-street parking provided In accordance with the dimensions required for parallel spaces may count toward visitor parking requirements. These spaces must be located within the maximum distances specified in Section 5.02.03.
Visitor Parking**	.5 space/unit	50/50		

Adopted 10-20-05

3. *Housing for the Elderly*

To be determined by the Development Review Board.\*

\* Developer shall submit a parking study

4. *Mobile Home Parks:*

- Resident parking\*      2 spaces/unit      100/0

.25 per required parking space

\* Resident parking spaces may be tandem.

- Visitor parking\*\*      .25 spaces/unit      50/50

\*\*On-street parking provided in accordance with the dimensions required for parallel spaces may count toward visitor parking requirements. These spaces must be located within the maximum distances specified in Section 5.02.03

# COMMERCIAL

Use	Minimum Off - Street Parking Requirement	Ratio of Full Size to Compact Parking Spaces (Full/Compact)	Required Bicycle Spaces	Notes
5. <i>Uses Located in Commercial Shopping Centers:</i>	1 space/250 square feet or gross floor area.	75/25	.10 per required parking space.	

## COMMERCIAL AND SERVICE USES LOCATED INDEPENDENTLY:

6. <i>Auto Repair:</i>	1 space/200 square feet of gross floor area.	75/25	2	
7. <i>Auto Sales:</i>	1 space/400 square feet of gross floor area.	75/25	2	
8. <i>Auto Service Station:</i>	2 spaces plus 4 for each service bay.	75/25	2	
9. <i>Auto Washing:</i>	2.5 spaces/washing stall.	75/25	2*	* No bicycle spaces required if facility has no on site attendants.

10. <i>Barbershops or Beauty Parlors:</i>	2 for each barber chair or each beautician station.	75/25	.10 per required parking space.
11. <i>Bank, Savings &amp; Loan:</i>	1 space/250 square feet of gross floor area.	75/25	.10 per required parking space.
12. <i>Hotel, Motel:</i>	To be determined by the Development Review Board.*		* Developer shall submit a parking study
13. <i>Lumberyards, Nurseries</i>	1 space/250 square feet of gross floor area for retail sales plus 1 space/1,000 square feet of outdoor area devoted to displays and storage.	75/25	2
14. <i>Offices:</i>			* For on-site parking facilities containing 1,000 or more parking spaces, the parking requirement shall be 1 space per 500 square feet of gross floor area for parking spaces required in excess of 1000.
- Administrative, business and professional	1 space/250 square feet of gross floor area.**	50/50	.10 per required parking space
Government	1 space/200 square feet of gross floor area**		** For an office building of 6 or more stories in height and which contains less than 250,000 sq. feet of gross floor area of office uses, the

parking requirement shall be  
1 space per 300 sq. feet of gross  
floor area.

15. *Restaurants:*

- All restaurants except fast food	1 space/75 gross square feet of floor area up to 6,000 gross square feet plus 1 space/55 gross square feet of floor area over 6,000 gross square feet.	75/25	.10 per required parking space.
- Fast food restaurant	1 space/100 square feet of gross floor area.	75/25	.25 per required parking space.

16. <i>Retail, General (I.E. Department Stores, Markets, Etc.):</i>	1 space/250 square feet of gross floor area.	75/25	.10 per required parking area.
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17. <i>Retail, Furniture and Appliance:</i>	1 space/500 square fee of gross floor area	75/25	.05 per required parking area.
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## EDUCATIONAL

The State Regulations for Educational Facilities will supercede these standards if they are different.

Use	Minimum Off - Street Parking Requirement	Ratio of Full Size to Compact Parking Spaces (Full/Compact)	Required Bicycle Spaces	Notes
18. <i>Elementary and Junior High Schools:</i>	2 spaces/classroom	75/25	5.00 per required parking space. *	* Bicycle spaces for teachers and visitors should be separate from spaces for students.
19. <i>Senior High Schools:</i>	1 space/faculty member and employee, plus 1 space/6 students.	75/25	1.00 per required parking space.	
20. <i>Colleges:</i>	.5 space/faculty member and employee, plus 1 space/3 students.	75/25	.50 per required parking space.	

## HEALTH SERVICES

Use	Minimum Off - Street Parking Requirement	Ratio of Full Size to Compact Parking Spaces (Full/Compact)	Required Bicycle Spaces	Notes
21. <i>Convalescent and Nursing Homes:</i>	1 space/4 beds	75/25	.5 per required parking space.	
22. <i>Medical and Dental Offices and Clinics, Veterinary Hospitals, and Clinics:</i>	1 space/180 square feet of gross floor area.	75/25.	05 per required parking space.	

## INDUSTRIAL USES

Use	Minimum Off - Street Parking Requirement	Ratio of Full Size to Compact Parking Spaces (Full/Compact)	Required Bicycle Spaces	Notes
23. <i>Manufacturing:</i>	1 space/750 square feet of gross floor area devoted to manufacturing plus the required parking for square footage devoted to other uses.	50/50	.10 per required parking space.	
24. <i>Research and Development:</i>	To be determined by the Planning Commission for the proposed use.*			* Developer must submit a parking study.
25. <i>Warehouse:</i>	1 space/1,000 square feet of gross floor area for the first 20,000 square feet devoted to warehousing plus the required parking for square footage devoted to other uses. 1 space/2,000 square feet for the second 20,000 square feet. 1 space/4,000 square feet for floor area in excess of 40,000 square feet.	50/50	.05 per required parking space.	

## ENTERTAINMENT AND RECREATION

Use	Minimum Off - Street Parking Requirement	Ratio of Full Size to Compact Parking Spaces (Full/Compact)	Required Bicycle Spaces	Notes
26. <i>Arcades, Games:</i>	1 space/200 square feet of gross floor area	75/25	.20 per required parking space.	
27. <i>Bowling Alleys, Billiard Halls:</i>	4 spaces/alley plus 2 for each billiard table plus required parking for other uses on the site.	75/25	.20 per required parking space.	
28. <i>Commercial Stables:</i>	1 space/5 horses boarded on site.	75/25	.10 per required parking space.	
29. <i>Driving Range (Golf):</i>	1 space/tee plus required parking for any other uses on the site.	75/25	.10 per required parking space.	
30. <i>Golf Course (Regulation):</i>	6 spaces/hole plus required parking for any other uses on the site.	75/25	.10 per required parking space.	

31. <i>Miniature Golf:</i>	3 spaces/hole plus required parking for any other uses on the site.	75/25	.10 per required parking space.	
32. <i>Parks (Public or Private):</i>	To be determined by the Planning Commission*			* Developer must submit a parking study.
33. <i>Skating Rinks:</i>	1 space/100 square feet of gross floor area.	75/25	.25 per required parking space.	
34. <i>Tennis, Hand - Ball, and Racquetball Facilities:</i>	2 spaces/court plus required parking for additional uses on the site.	75/25	.25 per required parking space.	
35. <i>Health Club:</i>	1 space/150 square feet of gross floor area.*	75/25	.25 per * required parking space.	Swimming pool shall be counted as floor area.
36. <i>Theaters, Movies:</i>				
- single screen	1 space/2 seats plus 5 spaces for employees.	75/25	.10 per required parking space.	
- multi-screen	1 space/3 seats plus 5 spaces for employees.	75/25		

## MISCELLANEOUS

Use	Minimum Off - Street Parking Requirement	Ratio of Full Size to Compact Parking Spaces (Full/Compact)	Required Bicycle Spaces	Notes
37. <i>Auditoriums:</i>	1 space/3 seats or 1 space/35 square feet of gross floor area where there are no fixed seats.	75/25	.10 per required parking space.	
38. <i>Churches and Other Spaces of Public assembly:</i>	1 space/3 seats within the main auditorium or, if there are not fixed seats, 1 space/35 square feet of gross floor area within the main auditorium.	75/25	.10 per required parking spaces.	
39. <i>Day Care, Preschools, Nursery Schools:</i>	1 space/staff member plus 1 space/5 children or 1 space/10 children if adequate drop-off facilities are provided.*	75/25	.25 per employee	* Drop-off facilities must be designed to accommodate a continuous flow of passenger vehicles to load and unload children safely. The adequacy of drop-off facilities proposed shall be determined by the Transportation Engineer based on standard traffic safety principles.
40. <i>Model Home:</i>	3 spaces/model home plus 1 space/salesperson.* **	100/0	0	* Salesperson space may be a vacant garage space in the model home.

\*\* On-street parking adjacent to the site's frontage may count toward fulfilling required parking if doing so does not produce a shortage of residential parking or obstruct traffic.

41. *Utilities:* To be determined by the Planning Commission\*

\* Developer must submit a parking study.

42. *Libraries:* 1 space/300 square feet of gross floor area.

75/25

.20 per required parking space.

7. Special Parking Spaces

- a. Any parking area to be used by the general public shall provide suitable, marked parking spaces for handicapped persons. The number, design, and location of these spaces shall be consistent with the requirements of Sections 553.501-553.513 Florida Statutes, or succeeding provisions. No parking space required for the handicapped shall be counted as a parking space in determining compliance with Section 5.03.02 A of this Part, but optional spaces for the handicapped shall be counted. All spaces for the handicapped shall be paved.
- b. A portion of the parking spaces required by this Code may be designated as exclusively for motorcycle parking if the following conditions are met:
  - (1) The Development Administrator recommends that the spaces be so designated, based upon projected demand for them and lessened demand for automobile spaces.
  - (2) The Planning Commission approves the recommendation and the designated spaces are shown on the final development plan.
  - (3) The designated spaces are suitably marked and striped.
  - (4) The designation does not reduce the overall area devoted to parking so that if the motorcycle spaces are converted to automobile spaces the minimum requirements for automobile spaces will be met.

The approval may later be withdrawn, and the spaces returned to car spaces, if the Development Administrator finds that the purposes of this Code would be better served thereby, based upon actual demand for motorcycle and automobile parking.

- c. The following applies to bicycle parking:
  - (1) Other bicycle parking devices may be used if it is established to the satisfaction of the Development Administrator that the standards below are met.
  - (2) The rack or other facility shall:
    - (a) Be designed to allow each bicycle to be supported by its frame.
    - (b) Be designed to allow the frame and wheels of each bicycle to be secured against theft.
    - (c) Be designed to avoid damage to the bicycles.
    - (d) Be anchored to resist removal and solidly constructed to resist damage by rust, corrosion, and vandalism.

- (e) Accommodate a range of bicycle shapes and sizes and to facilitate easy locking without interfering with adjacent bicycles.
- (f) Be located to prevent damage to bicycles by cars.
- (g) Be consistent with the surroundings in color and design and be incorporated whenever possible into building or street furniture design.
- (h) Be located in convenient, highly-visible, active, well-lighted areas.
- (i) Be located so as not to interfere with pedestrian movements.
- (j) Be located as near the principal entrance of the building as practicable.
- (k) Provide safe access from the spaces to the right of way or bicycle lane.

## 8. Parking Deferral

- a. To avoid requiring more parking spaces than actually needed to serve a development, the Planning Commission may defer the provision of some portion of the off-street parking spaces required by this Code if the conditions and requirements of this Section are satisfied.
- b. As a condition precedent to obtaining a partial deferral by the Planning Commission, the developer must show any one or more of the following:
  - (1) A parking study as described in Section 5.02.03. A.3.C of this Part indicates that there is not a present need for the deferred parking.
  - (2) Public transportation satisfies transportation demands for a portion of the users of the facility that corresponds to the amount of parking sought to be deferred.
  - (3) The developer has established or will establish an alternative means of access to the use that will justify deferring the number of parking spaces sought to be deferred. Alternative programs that may be considered by the Planning Commission include, but are not limited to:
    - (a) Private and public car pools and van pools.
    - (b) Charging for parking.
    - (c) Subscription bus services.
    - (d) Flexible work-hour scheduling.
    - (e) Capital improvement for transit services.
    - (f) Ride sharing.

- (g) Establishment of a transportation coordinator position to implement car pool, van pool, and transit programs.
- (4) The percentage of parking spaces sought to be deferred corresponds to the percentage of residents, employees, and customers who regularly walk, use bicycles and other non-motorized forms of transportation, or use mass transportation to come to the facility.
- (5) Transportation System Management.
- (6) Transportation Demand Management.
- c. If the developer satisfies one or more of the criteria in 2., the Planning Commission may approve a deferred parking plan submitted by the developer. The number of parking spaces deferred shall correspond to the estimated number of parking spaces that will not be needed because of the condition or conditions established.
- d. A deferred parking plan:
  - (1) Shall be designed to contain sufficient space to meet the full parking requirements of this Code, shall illustrate the layout for the full number of parking spaces, and shall designate which are to be deferred.
  - (2) Shall not assign deferred spaces to areas required for landscaping, buffer zones, setbacks, or areas that would otherwise be unsuitable for parking spaces because of the physical characteristics of the land or other requirements of this Code.
  - (3) Shall include a landscaping plan for the deferred parking area.
  - (4) Shall include a written agreement with Jefferson County that, one (1) year from the date of issuance of the Certificate of Occupancy, the deferred spaces will be converted to parking spaces that conform to this Code at the developer's expense should the Planning Commission determine from experience that the additional parking spaces are needed.
  - (5) Shall include a written agreement that the developer will cover the expense of a traffic study to be undertaken by the Planning Official or other designated employee of the County, or a

consulting transportation engineer to determine the advisability of providing the full parking requirement.

e. When authorized by the Planning Commission upon a preliminary finding that the parking is inadequate, but not sooner than one (1) year after the date of issuance of the Certificate of Occupancy for the development, the Department shall undertake a study to determine the need of providing the full parking requirement to satisfy the proven demand for parking.

f. Based upon the study and the recommendations of the Transportation Engineer and the Planning Official, the Planning Commission shall determine if the deferred spaces shall be converted to operable parking spaces by the developer or retained as deferred parking area.

g. The developer may at any time request that the Planning Commission approve a revised development plan to allow converting the deferred spaces to operable parking spaces.

9. **Reduction for Mixed or Joint Use of Parking Spaces.** The Planning Commission shall authorize a reduction in the total number of required parking spaces for two or more uses jointly providing off-street parking when their respective hours of need of maximum parking do not normally overlap. Reduction of parking requirements because of joint use shall be approved if the following conditions are met:

a. The developer submits sufficient data to demonstrate that hours of maximum demand for parking at the respective uses do not normally overlap.

b. The developer submits a legal agreement approved by the County Legal Department guaranteeing the joint use of the off-street parking spaces as long as the uses requiring parking are in existence or until the required parking is provided elsewhere in accordance with the provisions of this Code.

10. **Reduction For Low Percentage Of Leaseable Space.** The requirements of Section 5.03.02 A of this Part assume an average percentage of gross leaseable building to total gross building area (approximately 85%). If a use has a much lower percentage of leasable space because of cafeterias, athletic facilities or covered patios; multiple stairways and elevator shafts; atriums; conversion of historic residential structures to commercial use; or for other reasons; the Planning Commission may reduce the parking requirements if the following conditions are met:

- a. The developer submits a detailed floor plan describing how all of the floor area in the building will be used.
  - b. The developer agrees in writing that the usage of the square footage identified as not leaseable shall remain as identified, unless and until additional parking is provided to conform fully with this Code.
11. **Historic Preservation Exemption.** The preservation of any property that has been placed on the National Register of Historic Places, a local register of historic places, or that is located in a historic district and contributes to the historic character of the district, shall be grounds for a grant, by the Planning Commission, of a reduction in, or complete exemption from, the parking requirements in Section 5.03.02 A of this Part. The reduction or exemption needed to allow a viable use of the historic structure shall be granted unless a severe parking shortage or severe traffic congestion will result. See Section 4.06.00, Historical and Archaeological Sites.
  12. **Increase in Requirements.** The number of required parking spaces may be increased by the Planning Commission if a parking study demonstrates that the proposed use would have a parking demand in excess of the requirements in Section 5.02.03. B.1. of this Part. The Planning Commission may require the developer to provide a parking study, as described in Section 5.02.03. A.3. of this Part, when the County or County's consulting Transportation Engineer presents preliminary data indicating that an increase in the number of parking spaces may be warranted.

**C. *Off Street Loading***

1. **Generally.** Spaces to accommodate off-street loading or business vehicles shall be provided as required below.
2. **Spaces Required.**
  - a. Schools, hospitals, nursing homes and other similar institutional uses and mid- and high-rise residential 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.

- b. Auditoriums, gymnasiums, stadiums, theaters, convention centers and other buildings for public assembly shall provide one (1) space for the first twenty thousand (20,000) square feet of gross floor area or fraction thereof, and one (1) space for each additional one hundred thousand (100,000) square feet.
  - c. 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.
  - d. 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.
  - e. Industrial uses shall provide one (1) space for every ten thousand (10,000) square feet of gross floor area.
3. Adjustments To Requirements. The Planning Commission may, upon the recommendation of the Planning Official, require that a study be done to determine the actual number of loading spaces needed for a proposed use. The Planning Official shall recommend the need for a study when it appears that the characteristics of the proposed use require a greater or lesser number of loading spaces than that required or proposed.

***D. Alteration Of Conforming Development***

- 1. Decreased Demand For Parking Or Loading. The number of off-street parking or loading spaces may be reduced if the Planning Official or Planning Commission 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.
- 2. Increased 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 Planning Official or Planning Commission 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.

***E. Design Standards For Off-Street Parking And Loading Areas***

Adopted 10-20-05

1. Location.

a. Except as provided herein, all required off-street parking spaces and the use they are intended to serve shall be located on the same parcel.

b. The Planning Commission may approve off-site parking facilities as part of the parking required by this Code if:

(1) The location of the off-site parking spaces will adequately serve the use for which it is intended. The following factors shall be considered:

- (a) Proximity of the off-site spaces to the use that they will serve.
- (b) Ease of pedestrian access to the off-site parking spaces.
- (c) Whether or not off-site parking spaces are compatible with the use intended to be served, e.g., off-site parking is not ordinarily compatible with high turnover uses such as retail.

(2) The location of the off-site parking spaces will not create unreasonable:

- (a) Hazards to pedestrians.
- (b) Hazards to vehicular traffic.
- (c) Traffic congestion.
- (d) Interference with access to other parking spaces in the vicinity.
- (e) Detriment to any nearby use.

(3) The developer supplies a written agreement, approved in form by the County Attorney, assuring the continued availability of the off-site parking facilities for the use they are intended to serve.

c. All parking spaces required by this Code for residential uses should be located no further than the following distances from the units they serve:

Resident parking: 200 feet  
Visitor parking: 250 feet

Distances shall be measured from a dwelling unit's entry to the parking space. Where a stairway or elevator provides access to dwelling units, the stairway or elevator shall be considered to be the entrance to the dwelling unit. For purposes of measuring these distances, each required

parking space shall be assigned to a specific unit on the development plan, whether or not the developer will actually assign spaces for the exclusive use of the specific unit.

## 2. Size

- a. Standard and compact parking spaces shall be sized according to Table 5.02.03-B and as shown by the accompanying illustration.
- b. Parallel parking spaces shall be a minimum of eight (8) feet wide and twenty two (22) feet long. If a parallel space abuts no more than one (1) other parallel space, and adequate access room is available, then the length may be reduced to twenty (20) feet.
- c. Tandem parking spaces must be a minimum of nine (9) feet wide and twenty (20) feet long.
- d. A standard motorcycle parking space shall be four and one-quarter (4 1/4) feet wide and nine and one-quarter (9 1/4) feet long.
- e. Spaces for handicapped parking shall be the size specified in Section 553.501-553.513, Florida Statutes.
- f. 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.
- g. The Planning Commission may modify these requirements where necessary to promote a substantial public interest relating to environmental protection, heritage conservation, aesthetics, tree protection, or drainage. The Transportation Engineer shall certify that the modification does not create a serious hazard or inconvenience, and the Planning Commission shall submit a written statement of the public interest served by allowing the modification.

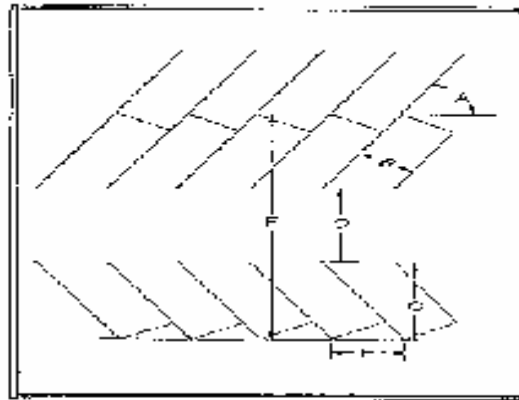
## 3. Layout

- a. Pedestrian circulation facilities, roadways, driveways, and off-street parking and loading areas shall be designed to be safe and convenient.
- b. Parking and loading areas, aisles, pedestrian walks, landscaping, and open space shall be designed as integral parts of an overall development plan and shall be properly related to existing and proposed buildings.
- c. 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.
- d. Landscaped, paved, and 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. Pedestrian walks should be designed to discourage incursions into landscaped areas except at designated crossings.
- e. Each off-street parking space shall open directly onto an aisle or driveway that, except for single-family and two-family residences, is not a public street.
- f. Aisles and driveways shall not be used for parking vehicles, except that the driveway of a single-family or two-family residence shall be counted as a parking space for the dwelling unit, or as a number of parking spaces as determined by the Development Administrator based on the size and accessibility of the driveway.
- g. The design shall be based on a definite and logical system of drive lanes to serve the parking and loading spaces. A physical separation or barrier, such as vertical curbs, may be required to separate parking spaces from travel lanes.
- h. Parking spaces for all uses, except single-family and two-family residences, shall be designed to permit entry and exit without moving any other motor vehicle.
- i. No parking space shall be located so as to block access by emergency vehicles.
- j. Compact car spaces should be located no more and no less conveniently than full size car spaces, and shall be grouped in identifiable clusters.

TABLE 5.02.03 - B PARKING SPACE STANDARDS

Parking Width Angle	Stall Width		Stall Depth		Aisle Width		Curb Length Per Car		Lot (Two Rows plus Aisle)	
	Std.	Compact	Std.	Compact	Std.	Compact	Std.	Compact	Std.	Compact
0o	10'	8.5'	10'	8.5'	12'	12'	23'	16'	32'	29'
45o	10'	8.5'	21.2'	17.3'	12'	12'	14.1'	12'	54.4'	46.6'
60o	10'	8.5'	22.3'	18.2'	18'	18'	11.5'	9.8'	62.6'	54.4'
90o	10'	8.5'	20'	16.0'	24'	24'	10'	8.5'	64'	56.0'

A = PARKING ANGLE  
 B = STALL WIDTH  
 C = STALL DEPTH  
 D = AISLE WIDTH



GTH  
 TH

E = CURB  
 F = LOT

## 5.02.04 Bicycle and Pedestrian Access

Adopted 10-20-05

**A. *When Required***

1. Sidewalks shall be provided on one side of all residential streets where the average lot width at the street is sixty (60) feet or less.
2. Where a proposed development includes improvements or new construction of collector or arterial facilities, facility designs shall include provision for sidewalks and bikeways within the right-of-way.
3. Residential projects adjacent to or in the immediate vicinity of an activity center comprised of commercial, office, service, or recreation activities shall provide pedestrian and bicycle access from the development to the activity center.
4. Pedestrian-ways or crosswalks, not less than ten (10) feet wide with a sidewalk meeting the requirements of this Code, may be required by the Planning Official or Planning Commission to be placed in the center of blocks more than eight hundred (800) feet long where deemed necessary to provide circulation or access to residential centers and schools, employment and retail commercial areas, transportation, recreation and other public facilities.

**B. *Design and Construction Standards***

Design and construction of sidewalks, bikeways, or other footpaths shall conform to the requirements of the most recent edition of the FDOT Bicycle Facilities Planning and Design Manual as well as provisions for access by physically handicapped persons.

**5.03.00 LOCAL PUBLIC SERVICE FACILITIES**

This section establishes the minimum requirements applicable to the development of public service facilities that include the following:

- . Linear Distribution/Collection Facilities;
- . Distribution/Collection and liquid pumping metering facilities;

The standards of this section are intended to minimize the adverse aesthetic and environmental impact of these types of development and to assume that all facilities adequately and safely provide for the distribution and collection of products consistent with land use compatibility principles.

**5.03.01                      Linear Distribution/Collection Facilities Transmission Facilities, and Substations**

- A.     Whenever reasonably practicable, in consideration of the factors listed in sub-subsection 2.03.05.C.1, Linear Distribution/Collection Facilities, Linear Transportation Facilities of less than 79 KV, and electric utility substations as described in sub-subsection 2.02.02.G.8 shall be constructed within or adjacent to existing or proposed public rights-of-way or in existing or proposed easements that traverse the rear or side property lines of platted land subdivisions in accordance with Section 5.08.00.
  
- B.     Whenever reasonably practicable, in consideration of the factors listed in sub-subsection 2.03.05.C.1, Linear Distribution/Collection Facilities, Linear Transmission Facilities of less than 79 KV, and electric utility substations as described in sub-subsection 2.02.02.G.8 shall be co-located in the same easement or rights-of-way as other linear facilities.
  
- C.     Setbacks from existing structures shall be as required by Federal and State regulations or laws.

**5.03.02                      Above Ground Metering and Pumping Facilities**

- A.     The location design and operation of each above ground facility shall be reasonably compatible with residential, recreational, and institutional uses which lie within five hundred (500) feet of the boundaries of the facility. Compatibility shall be determined by the scale, architectural and landscaping arrangement of the facility as well as noise levels and location of access.
  
- B.     Buffering shall be provided in accordance with Section 2.05.00, et seq.

**5.04.00                      *TRANSPORTATION/UTILITIES***

- A.     This section establishes the minimum requirements applicable to the development of specific Transportation/Utility facilities pursuant to Section 2.03.05. In determining whether to approve, approve with conditions, or deny an application for a construction permit for a permitted in the Transportation/Utility Overlay District, the Board shall make its determination based upon the following criteria. In making its determination, the Board shall consider all information contained in the application, the extent to which the approval is preempted by State or Federal regulations and the reports and recommendations of the County Attorney and the Land Development Office.

**B.** In addition to compliance with specific criteria listed below for particular types of transportation/utilities uses, no application for Major Development approval for any use allowed in the Transportation/Utility overlay district shall be approved unless the applicant demonstrates compliance with the following standards, conditions, limitations, and requirements:

1. The proposed development will not impede, impound, or otherwise interfere with the natural flow of any watercourse.
2. The proposed development will not involve the unnecessary removal of native plants, which stabilize soils, increase recharge, or provide wildlife habitat.
3. The proposed development will minimize any interference with the use of the land for feeding, foraging, resting, nesting, and breeding by indigenous and migratory birds and other wildlife, and will minimize the destruction or diminution of nests, burrows, and organisms or material upon which wildlife feed.
4. The proposed development will minimize erosion and sedimentation and will protect, restore, and maintain the chemical, physical, and biological integrity of open bodies of water.
5. Wastewater, fertilizers, pesticides, other potential pollutants, including but not limited to petroleum and petroleum products, and sediments shall be prevented from entering directly, through surface or groundwater flow or through outfall structures, into lakes, canals, rivers, and other open bodies of water, except during construction as specifically authorized.
6. The proposed development will not cause any danger or health hazard or unreasonable inconvenience to any person and will not damage any public or private lands.
7. The proposed development and its intended use will not create an unreasonable demand upon the emergency services personnel and equipment serving Jefferson County, so as to cause potential deficiencies in such services.
8. The proposed development and its intended use will be compatible with and will not interfere with or be inconsistent with the reasonably quiet and peaceful use and enjoyment of surrounding lands and uses.
9. All activities and all storage of flammable and explosive materials or products, associated with the proposed development, shall be provided with adequate safety devices against the hazards of fire and explosion, including adequate fire-fighting and fire suppression equipment, as prescribed by all applicable fire prevention laws, ordinances, and regulations.

10. The proposed development will not involve any activity, and no activity will be conducted, which may result in the discharge of any liquid or solid waste, including industrial wastes, or any toxic substance or pollutant into any public or private sewage system, the ground, or any lake, stream, or other body of water, in violation of any federal, state, or local law, ordinance, and regulation.
11. No activity conducted in conjunction with the proposed development, except during construction of the proposed development, will cause any earth vibrations perceptible to normal human sensitivity, or any excessively loud noises, or any noxious or offensive odors, or any adverse effect on the temperature, motion, or humidity of the atmosphere, beyond the applicant's property line.
12. The proposed development will not have any significant deleterious effect upon any public or private potable water well.
13. Any activity involving nuclear or electromagnetic radiation shall be conducted in compliance with all federal, state, and local requirements, and such nuclear or electromagnetic radiation shall not interfere with the quiet, peaceful, safe, and healthful, use and enjoyment of any other lands and uses.

#### **5.04.01 Electric Linear Transmission Facilities Corridors**

Electric Linear Transmission Facilities shall adhere to the following standards and design criteria.

- A.** *Buffering* shall be provided in accordance with the prescribed design standards specified in Section 2.05.00, et seq.
- B.** *Setback* standards shall be as required by Federal and/or State regulations or laws.

#### **5.04.02 Liquid or Gas Linear Transmission Facility**

Liquid or gas Linear Transmission Facilities shall adhere to the following standards and design criteria by demonstrating that:

- A.** The facility will be constructed utilizing the best practicable technology currently available.

- B.** The design and construction of the facility is reasonably compatible with areas designated for residential, recreational, and institutional uses pursuant to the Jefferson County Comprehensive Plan which are adjacent to the boundaries of the right-of-way of the proposed facility route.
- C.** The facility would not pose an unreasonable explosion risk or unreasonable risk of contamination to the environment of Jefferson County, particularly to a public water supply or surface waters in Jefferson County.
- D.** A non-governmental applicant has the ability, including the financial ability: to contain a discharge of products from the facility; to clean up and restore all of the property damage; and to return the soils, groundwater, and surface waters to a condition which meets the standards of Chapter 17-770, Florida Administrative Code. The posting of a surety bond in favor of Jefferson County, conditioned upon the applicant cleaning up a discharge of products and restoring to original condition any resultant property damage created by a discharge from the facility in Jefferson County, or a policy of liability insurance issued by an insurer authorized to do business in the State of Florida and naming Jefferson County as an additional insured, or both, may be required as a condition of a development permit. The development permit shall specify the amounts of such bonds and policies of insurance and the conditions of liability thereon, as may be reasonably necessary to ensure the prompt and complete payment of all immediate response costs, all long-term cleanup costs, and all immediate and long-term losses or damages to the County, any other local government, the environment, and any citizen or property owner.
- E.** The design and construction of the facility complies with the intent, purpose, criteria and standards of the other laws, rules and regulations of Jefferson County. The recommendations by the Land Development Officer and County Attorney, as to whether the proposed facility design and construction complies with such laws, rules and regulations shall be presumptively correct. Such presumption may be rebutted by competent, substantial evidence.

**5.04.03 Potable Water Standards**

- A.** The location, design and operation of each water well or distribution system for human consumption shall meet the requirements of the County Health Department, appropriate Water Management District, and other appropriate State or Federal Standards.
- B.** Water treatment facilities shall be buffered in accordance with the prescribed buffer standards specified in Section 2.05.00, et seq.

## **5.04.04 Wastewater Systems and Septic Tanks**

### **A. *Generally***

Mandatory requirements of the County Health Department and the State Department of Environmental Regulation for installation, inspection, operation, and maintenance of on-site wastewater treatment systems shall be met in addition to the requirements contained in this Section and in Article Three.

### **B. *Existing Wastewater Systems and Septic Tanks***

Existing septic tank and package treatment plants may remain in service until central service is available except as necessary to comply with Rule 10D-6, F.A.C. with regard to the compulsory hookup with a central wastewater system. Except as may otherwise be provided by law, such hookups shall be commenced and completed within a reasonable period of time.

### **C. *Siting and Installation Requirements and Limitations***

- 1.** Use of septic tank systems for new development shall be limited to areas where central service or package plants are not available in accordance with Florida Department of Health septic tank rules, and shall only be permitted subsequent to the receipt of all applicable Florida Department of Health and Florida Department of Environmental Protection permits.
- 2.** Use of package treatment plants shall be limited to areas where central sewer systems are not available, and septic tanks are prohibited due to Florida Department of Health and Florida Department of Environmental Protection rules. The installation of such facilities shall only be permitted by the County subject to the receipt of all applicable Florida Department of Health and Florida Department of Environmental Protection permits.
- 3.** The County shall require that alternative types of septic tanks, including aerobic systems and alternative drainfields, be required for development proposing densities of greater than one dwelling unit per acre (unless central facilities are required by Florida Department of Health).
- 4.** Septic tanks which are proposed for nonresidential use shall not exceed the sewage, flow limitations of the Florida Department of Health or the Florida Department of Environmental Protection.

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5. Wastewater treatment facilities shall be buffered in accordance with prescribed buffer standards specified in Section 2.05.00, et seq.

#### **5.04.05 Other Public Service, Utility Land Uses**

All other public service, utility uses specified in subsection 2.02.02.G and Section 2.03.05 shall be buffered in accordance with the standards specified in Section 2.05.00, et seq.

#### **5.05.00 WATER CONSERVATION**

- A. Development projects for which a central water system and sewer system is being developed, shall utilize a reclaimed water system for uses not requiring potable water. The lowest acceptable water quality shall be utilized for the purpose intended.
- B. All new construction and all remodeling activities shall utilize fixtures conforming to State Statutory requirements.
- C. All new major subdivisions within one quarter mile of existing water systems, shall connect to the water system if it has the capacity to handle the subdivision and service is available. The developer is required to run lines to each lot.

#### **5.06.00 DRAINAGE IMPROVEMENT**

- A. **Performance Standards.** All development must be designed, constructed and maintained to meet the following performance standards:
  1. While development activity is underway and after it is completed, the characteristics of stormwater runoff shall approximate the rate, volume, quality, and timing of stormwater runoff that occurred under the site's natural unimproved or existing state, except that the first one inch of stormwater runoff shall be treated in an off line retention system such as swales.
  2. The proposed development and development activity shall not violate the water quality standards as set forth in Chapter 17-3, the F.A.C.
  3. Silviculture and agricultural uses shall be required to use best management practices pursuant to Silviculture: Best Management Practices Manual (State

of Florida, Division of Forestry, June 1989) as may be revised, and to prevent drainage and pollution problems.

4. All roads created under these land uses shall use concrete culverts pursuant to the "Minimum Requirements for Pipes for Drives" (adopted by the Jefferson County Commission, 4/15/75) to ensure natural drainage features are not destroyed.
5. Storm drainage facilities shall be installed by the developer which have been designed in accordance with good engineering principals to adequately provide for proper and necessary drainage of all surface water. The design shall include all drainage facilities within the limits of said subdivision, plus all offsite facilities necessary to fully and finally dispose of all runoff of the maximum storm which might be expected once each 10 years, except for major drainage ways where the maximum storm which might be expected once each 25 years shall be the key design criteria.
6. Artificial lakes, swales or other means to allow resorption of storm water shall be utilized where feasible.
7. In subdivisions where the roads are to be owned and maintained by Jefferson County, all stormwater management facilities shall be owned and maintained by Jefferson County. Approval of the Preliminary Subdivision Plat by the Board of County Commissioners shall indicate ultimate ownership and maintenance of the stormwater management facilities by Jefferson County for the purpose of obtaining all applicable environmental permits, provided said facilities are constructed in compliance with all applicable federal, state and local regulations and standards.

## **5.07.00                    *SOIL EROSION***

### **A.     *Performance Standards***

1. Offsite migration of soil particles during and after all construction activities, and which originate from dirt roads, shall be eliminated.
2. Soil Conservation Service and U.S. Forestry Service Best Management Practices shall be followed during agricultural and silvicultural activities. Such

practices shall reduce erosion and sedimentation of soils into wetlands and water bodies.

3. Erosion and sedimentation controls, including staked hay bales, shall be used during construction.

## **5.08.00                    *EASEMENTS***

- A.** Utility easements shall be provided in all new development proposals for all utilities, including existing and future potable water and sanitary sewer lines, as needed. Minimum easement width shall be fifteen (15) feet, however, further width may be required to ensure adequate access for repair and maintenance of the utility.
- B.** Where a subdivision is traversed by a water course, drainage way, channel, or stream, there shall be provided a storm water or drainage easement conforming substantially with the lines of such water course, but not less than 20 feet in width and such further width as will be adequate for the purpose of protecting and utilizing such features.
- C.** Where indicated in the Comprehensive Plan, and in such other areas as the Planning Commission and developers may agree, pedestrian and service easements shall be provided. Such pedestrian and service easements may include, or be included in , easements required under A and B above.
- D.** Where utilities are placed in easements, no fences, or structures of a permanent nature shall be located on or within such easement.

## **5.09.00                    *FLOODPLAINS***

- A.** ***General Requirements and Minimum Standards of Design.*** In all areas where the Official 100-Year Flood Elevations have been provided as set forth in Section 2.2 the following provisions are required:
  1. Construction. New Construction or substantial improvement of any structure, including mobile homes, shall have the lowest habitable floor structure elevated to two (2) feet above the Official 100-Year Flood Elevations.
  2. Roads. All roads shall be constructed to specifications set forth in the applicable County Ordinances, and, if possible, constructed at natural grade, but in any event the road shall be designed to accommodate the natural flow of

water. In the case of subdivisions, the foregoing shall be certified by a registered Florida professional engineer.

3. Increase in Flood Elevations. No permit shall be approved if proposed levees, fills, structures or other features will individually or collectively increase the flood elevations beyond the upstream property limits of the developer's property line.
4. Permanent Elevation Monuments. The developer shall install permanent elevation monuments for each lot within a subdivision. (The monument may be shared by adjacent lots.)
5. Drainage Facilities. Drainage facilities shall be designed to store and convey the flow of storm waters without damage to persons or property pursuant to the provisions of the Development Code and other applicable local or state rules governing stormwater discharge. The preceding provision shall not apply to single-family residential structures.
6. Wastewater Disposal.
  - a. If a mound absorption system is necessary to comply with the requirements of Chapter 10D-6, F.A.C. for proper functioning, then the minimum lot or parcel size shall be one (1) acre. The one-acre minimum shall not apply to lots or tracts smaller than one acre, which were recorded prior to the effective date of this Ordinance. For areas where septic tank systems do not meet the requirements of this Code or Chapter 10D-6, F.A.C., alternative systems approved by the Florida Department of Health must be utilized.
  - b. Sanitary sewer systems shall be designed to withstand flooding to the Official 100-Year Flood Elevation as follows:
    - (1) Pipe system must be able to withstand pressure of water above ground.
    - (2) Manholes, pumpstations and treatment plants must either be elevated to 2 feet above the Official 100-Year Flood Elevation or sealed to hydrostatic pressure of 100-year flood.
7. Erosion and Sedimentation Control. The engineer/developer shall be required to utilize USDA-Soil Conservation Service Standards and Specifications in the design for grading, site development, landscaping involving earth moving, sediment control, vegetation establishment and other measures involved with a development plan to reduce on and off-site erosion and sediment damage

caused by the development. The engineer/developer shall also be required to authorize periodic on-site inspection of sediment control measures by the building inspector and his-her authorized agents, as it is deemed necessary. Deviation from the approved plan will not be made without authorization from the building inspector.

8. Riverbank setback. All development activities must take place landward of the Riverbank Setback Line. Vegetation riverward of the Riverbank Setback Line shall be preserved provided a reasonableness of access shall not be unduly restricted. Elevated boardwalks and private, non-commercial docks may be constructed. The setback distance shall be 100 feet except for the harvesting of timber, which shall be 75 feet set back from the riverbank.