CONNECTED CITY

LAND DEVELOPMENT CODE

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CONNECTED CITY
LAND DEVELOPMENT CODE
Section 522.9
LPA RECOMMENDED APPROVAL OCTOBER 13, 2016

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CHAPTER 500. ZONING STANDARDS

SECTION 522. MPUD MASTER PLANNED UNIT DEVELOPMENT DISTRICT

522.9. **Connected City Master Planned Unit Development District**

A. CC-MPUD

1. Intent and Purpose

The purpose of the CC-MPUD Zoning District is to implement the Connected City Corridor Overlay authorized by the State's Pilot Program in Senate Bill 1216 and implemented in the Connected City Comprehensive Plan. This promotes the use of advanced technology for economic development and the improved quality of life for current and future residents, business owners, and workforce members.

The intent of this Code is to provide flexible guidance for implementing the Connected City vision, which includes:

a. People First - CC-MPUD's must consider People First (automobiles last) in providing high levels of connectivity and also facilitating healthy choices by creating enticing streetscapes and social gathering spaces.

b. Mix It Up – A mixture of land uses (horizontally or vertically) over time will be encouraged within CC-MPUD's. Shorter distances to a variety of destinations will encourage alternative modes of transportation to become the most viable preferred choice by residents.

c. Planning for Redevelopment – CC-MPUD's must consider the future evolution of the current application into the next generation of development. The current application must reflect the measures being used to make future redevelopment more cost affordable.

2. Adherence to Connected City Comprehensive Plan Policies

All CC-MPUD development applications shall be consistent with the intent and policies of the Connected City Comprehensive Plan.

3. Adherence to Master Roadway Plan

The application must demonstrate adherence to the Master Roadway Plan, including the alignment of Primary and Intermediate Roads within

and abutting the site and the use of typical sections for construction of roads, alleys and Multipurpose Trails.

4. Adherence to the Alternative Transportation Vision Plan

The application must demonstrate consistency with the Alternative Transportation Vision Plan, as amended, and, as provided in the Connected City Financial Plan, including the general location of alternative vehicle crossings and alternative routes via Multipurpose Lanes, Multipurpose Paths and Multipurpose Trails. This will provide additional connectivity throughout the Connected City.

5. Adherence to the Conceptual Utility Plan

The application must demonstrate adherence to the Conceptual Utility Plan, including the location of major trunk lines.

6. Connected City Transportation Analysis (CCTA)

a. CC Transportation Concurrency

The roadway network adopted in the Master Roadway Plan has been analyzed based on the approved entitlements within the CC-SPA. All CC-MPUDs are therefore exempt from Transportation Concurrency through project build-out (2065) because a comprehensive Timing and Phasing Analysis was completed for the entire CC Pilot Area.

b. CC Transportation Analysis

The CC Transportation Analysis shall be conducted in accordance with this Code, Section 522.9.H. Connected City Transportation Analysis.

c. CC Traffic Monitoring

See this Code, Sections 603.8.M.8. and 603.10 Connected City Stewardship District.

7. Service-Ready Site Acreage

a. The application must reflect the location and acreage of the designated Service-Ready Site Acreage, as defined in this Code, Section 522.9.I, Service Ready Site Acreage, within the project, as applicable. The applicant must also demonstrate how the acreage was derived and how the specific project percentage of the Service-Ready Site acreage within the entire

CC-MPUD boundary relates to the total Service Ready Site acreage needs within the entire CC-SPA.

b. Any parcel of record as of January 10, 2017, within the CC-SPA that is forty (40) acres or less in size is not required to provide Service-Ready Site Acreage. However, such parcels may elect to provide SRSA lands to become eligible for Transportation Development Fee Credits.

8. Mix of Uses

a. The CC-SPA allows for all use types, though some uses are prohibited in certain SPA Zones as outlined in the CC-CPA. Each CC-SPA Zone has a specific character that describes the optimal density and intensity and predominant uses. The application must describe the Zone the project is located in, the proposed uses, their location within the project, the form of development and the magnitude in which they will be developed.

b. Mix of Use Requirement. Properties developed under the CC-MPUD that are within the CC-SPA Overlay are required to comply with the mix of use policies in the CC Comprehensive Plan. These policies encourage CC-MPUDs to provide multiple uses in close proximity that provide greater flexibility of movement from one destination to the next using multiple modes of movement (walking, biking, riding).

(1) Mixed Use Measurement Criteria

(a) Demonstrate the percentage of development acreage within ¼ mile of at least three (3) different use types; and

(b) Demonstrate the percentage of the development acreage within ½ mile of at least four (4) different use types; and

(c) Demonstrate the percentage of the development acreage within 1 mile of at least five (5) different use types

(d) Different use types include but are not limited to residential, office, retail, medical, hotel, industrial, civic, institutional, social gathering places, parks and recreation.

c. De Minimis Size Parcels. Any parcel of record as of January 10, 2017, within the CC-SPA that is forty (40) acres or less in size may be developed with only one use.

d. Mixed Use Buildings. A vertical mixture of uses and home-based businesses are encouraged within the CC-SPA.

e. Additional incentives are available through use of MUTRM (Land Development Code Section 901.13), TND (Land Development Code Section 601) and TOD (Comprehensive Plan Objective FLU 10.2).

9. Compatibility

a. The application shall provide a mix of land uses described in this Code, Section 522.9.A.8. The specific location of different uses within the CC-MPUD shall be established and clearly delineated on the Conceptual Plan.

b. Internal Compatibility. If applicable (when not under the de minimis size exemption as described in this Code, Section 522.9.A.8.c, in which case no mix of uses is required), the master plan shall demonstrate compliance with the following characteristics:

(1) That the land uses within the master plan are arranged and designed in a complementary and compatible manner;

(2) That the vehicular circulation system throughout the master plan directs traffic in an efficient and safe manner; and

(3) That the individual land use components of the master plan are interconnected by safe and convenient pedestrian and/or alternative transportation linkages.

c. External Compatibility. The CC-MPUD shall include conditions of approval that demonstrate compatibility with adjacent properties as described in this Code, Section 522.9.Q Landscaping and Buffering.

(1) If the adjacent property is a CC-MPUD, the applicant shall follow this Code, Section 522.9.A.9.b. above.

(2) If the adjacent property is not a CC-MPUD, the applicant shall provide, at a minimum, temporary buffering, landscaping or screening to the existing use. They shall

also provide opportunity for future connection to adjacent properties using vehicular connectivity, pedestrian connectivity, or alternative transportation network facilities (Multipurpose Trails), if practical.

10. Connectivity

    a. Connectivity shall be achieved by the implementation of at least 3 of the following.

        (1) Vehicular Connectivity shall be provided through a cohesive roadway system, providing vehicular connections between neighborhoods and non-residential areas.

        (2) Pedestrian and Bicycle Connectivity shall be provided though a cohesive alternative transportation system of Multipurpose Lanes, Multipurpose Paths, Multipurpose Trails, sidewalks and bicycle lanes.

        (3) Neighborhood Vehicle Connectivity shall be provided though a cohesive alternative transportation system of Multipurpose Lanes, Multipurpose Paths, and Multipurpose Trails.

        (4) Gigabit speeds using Fiber to the Premise (FTTP), or greater, connectivity shall be provided.

11. Redevelopment

    The application shall delineate the portion of the proposed parcel to be planned for redevelopment in the future. The specific entitlements to be geographically allocated to the portion of the parcel planned for redevelopment must be identified by each specific use type (retail, office, multifamily, etc.).

12. Development Fee Credits

    The development fee credits within the CC-SPA are outlined in the CC-FP. The specific terms of available credits to the applicant shall be described in the CC-MPUD conditions of approval, development agreement or other development approval granted by the Board of Supervisors.

13. Alternative Transportation

a. In addition to accommodating automobiles, the application must make safe accommodations for pedestrians, bicyclists, and neighborhood vehicles. Alternative transportation reduces vehicle miles traveled by automobiles while providing multiple choices for movement within the project and between uses resulting in an interconnected system linking all uses.

b. Typical roadway sections provided in the Master Roadway Plan determine where sidewalks, bike lanes, Multipurpose Paths and Multipurpose Lanes are to be provided.

c. Additional connections between destinations shall be provided for through the use of Multipurpose Trails. Multipurpose Trails are intended to provide increased capacity to the transportation network and may be a “short-cut” or scenic route from one destination to another.

14. Social Gathering Spaces

a. The application shall generally describe the location and type of social gathering spaces that will be integrated into the design of the project. These spaces shall be:

(1) Accessible by at least two of the following: automobile; neighborhood vehicle; bicycle; or foot

(2) Public or private establishments, including but not limited to parks, schools, libraries, cafes, and book stores; and

(3) Encouraged to be collocated with schools or other civic uses.

15. Buffering

a. The application shall describe where landscape buffering and screening will be incorporated into the project to ensure an aesthetically pleasing development environment that provides interest to pedestrians, bicyclists, neighborhood vehicle users, and motorists to provide separation between uses and intensities where desired as described in this Code, Section 522.9.Q. Landscaping and Buffering.

16. Building and Parking Standards

a. The application shall demonstrate how non-residential and multifamily development will accommodate the pedestrian and consider the alternative transportation network user as described in this Code, Section 522.9.R. On-Site Parking.

b. The application shall reflect techniques utilized to minimize the visual impact of parking for non-residential and multifamily development. The minimization of the number of parking spaces is an acceptable technique to reduce the visual impact of parking. Neighborhood vehicle parking shall be allowed as a percentage of the overall parking requirements.

B. CC-Entitled Property

The provisions of this CC-LDC apply to all land that lies within the jurisdiction of the Connected City Stewardship District (CCSD) boundary in Pasco County and which is zoned CC-MPUD or otherwise becomes a CC Entitled Property as defined in the CCSD, and addressed in this Code, Section 603 Connected City Stewardship District.

C. General Provisions

1. Title

These provisions shall be entitled the Connected City Land Development Code and may be referred to herein as the CC-LDC. Whenever a reference is made to the CC-LDC or any portion thereof, the reference shall apply to all amendments, corrections, and additions heretofore, now, or hereafter made.

2. Authority and Purpose

a. Pursuant to Article VIII, Section I(f), of the Constitution of the State of Florida; the Local Government Comprehensive Plan and Land Development Act, Chapter 163, Part II, Florida Statutes, as amended; and Chapter 125, Florida Statutes, as amended, the County is authorized and required to adopt this CC-LDC consistent with the adopted Pasco County Comprehensive Plan.

This CC-LDC consists of certain regulatory and administrative ordinances of the County, codified pursuant to the provisions of Sections 125.66, 125.67, and 125.68, Florida Statutes.

b. The provisions of the CC-LDC shall be construed and applied to implement the post-zoning aspects of the Connected City Pilot Program, including without limitation the following matters:

(1) To establish the regulations, procedures, and standards for review and approval of all proposed development in the Connected City Stewardship District boundary for which a Connected City Master Planned Unit Development (CC-MPUD) Zoning designation has been approved, or for any other property which becomes a CC-Entitled Property as defined in the Connected City Stewardship Ordinance, Section 603 of this Code.

(2) To foster and preserve public health, safety, and welfare and to aid in the harmonious, orderly, and progressive development of the Connected City in accordance with the adopted Comprehensive Plan and the CCSD.

(3) To implement a development review process that is:

(a) Efficient, in terms of time and expense;

(b) Effective, in terms of addressing the natural resource and public facility implications of proposed development;

(c) Equitable, in terms of consistency with regulations and procedures;

(d) Equitable, in terms of preservation of the rights of property owners; and

(e) Equitable, in the consideration of the interests of the citizens of the County.

(4) To implement the Comprehensive Plan provisions applicable to the Connected City, and the terms of the CCSD.

3. Required Consistency with the Comprehensive Plan

This CC-LDC is deemed consistent with the Pasco County Comprehensive Plan, including the provisions applicable to the CCSD. Any amendments to this CC-LDC must be consistent with the Comprehensive Plan in effect at the time of any proposed amendment to this CC-LDC. An amendment to this CC-LDC is consistent with the Comprehensive Plan if it implements the Goals, Objectives, Policies,

and strategies and vision statements contained in the Comprehensive Plan.

4. Construction

a. Coordination of Other Regulations

(1) The uses, structures, and land for CC Entitled Properties within the Connected City District boundary are subject to all other applicable regulations, except for local regulations which are inconsistent with the terms of the CC-LDC or the CCSD. References to other regulations or provisions of this Code are for the convenience of the reader and are not exhaustive. The lack of a reference or a cross-reference does not exempt a use, structure, development, or land from those regulations or all other applicable provisions of this Code

(2) If a provision of the CC-LDC imposes different standards than those required under another local ordinance or regulation, the regulation adopted under the CC-LDC controls.

b. Rules of Construction

(1) The function of the CC-LDC is to define the portions of this Code that will no longer be applicable to parcels of land within the CC-SPA which have elected to become a CC-Entitled Property, as defined in Sections 522.9.B and 603 of this Code and to provide replacement portions of this Code to effectively support the generalized guidance, recommendations and suggested strategies for implementation.

The portions of this Code that are intended to remain in effect for parcels of land within the CC-SPA that have elected to become a CC-Entitled Property are as follows:

301.2 – Effect of Overdue Taxes, Liens, and Fines

301.3 – Misrepresentation

303.2 – Authority to File Development Applications

303.3 – Authority to Access Property

309.2 – Inspections

310 – Performance Security

311 – Defect Security

402.3 – Conditional Uses

402.4 – Special Exceptions

402.5 – Miscellaneous Uses

403.6 – Fill

404.1 – Minor Land Excavation

404.2 – Land Excavation

404.3 – Mining

404.4 – Construction and Demolition Debris Facilities

404.5 – Land Spreading

404.6 – Yard Trash Processing

406.1 – Signs

406.2 – Billboards

406.3 – Development Agreements

406.4 – Building Permits and Certificates of Occupancy

406.6 – Model Centers

407.2 – Zoning Variances

407.3 – Administrative Variances

407.4 – Alternative Relief

407.6 – Vested Rights

Chapter 500 – Section 522 (CC-MPUD category included)

530.5 – Parking or Storage of Recreational Vehicles

530.7 – Essential Services

530.8 – Accumulation of Debris/Property Maintenance

530.9 – Temporary Uses

530.10 – Junkyards

530.11 – Travel Trailer/Recreational Parks and Campgrounds

530.12 – Travel Trailer/RV Subdivisions

530.13 - Waterfront Property

530.14 – Applicability of this Code to the Sale of Alcoholic Beverages

530.15 – Fraternal Lodges and Social and Recreational Clubs

530.16 – Parking and Storage of Commercial Vehicles and Commercial Equipment in Certain Residential Areas Prohibited

530.17 – Reserved

530.18 – Temporary Use of Portable Storage Units

530.19 – Use of Dumpsters in Residentially Zoned Property

530.20 – Temporary/Portable Toilet Facilities

601 – Traditional Neighborhood Development

602 – Villages of Pasadena Hills Stewardship District

700.4 – Conformance with County Policy

700.6 – Consideration of Soil Conditions, Flood Hazards, and Water Resources

700.10 – Prohibitions

700.11 – Dedication

Chapter 800 – Natural & Cultural Resource Protection

901.1 – Transportation - Corridor Spacing

901.2 – Transportation Corridor Management

901.3 – Access Management

901.4 – Substandard Roadway Analysis

901.6. G – Traffic Control Devices

901.6. H – Street Names

901.6. I – Street Lighting

901.7. E – Obstructions

901.7. F – Maintenance

901.9 – Street Naming and Addressing

901.10 – Traffic Control Devices

901.11 – Street Lighting

901.13 – Mixed Use Trip Reduction Measures (MUTRM)

902 – Stormwater

904 – Fire Protection

905.4 – Irrigation

907.2 – Loading

907.3 – Stacking Spaces and Drive-through Facilities

907.4 – Lighting

Chapter 1000 – Miscellaneous Structure Regulations

Chapter 1100 – Special Development Standards

Chapter 1200 – Nonconformities

Chapter 1300 - Concurrency, Mobility and Impact Fees

The portions of this Code that no longer apply to parcels of land within the Connected City Special Planning Area that have elected to become a CC-Entitled Property are as follows:

303.1 – Development Manual (CC-LDC will serve as the Development Manual within the CC)

402.1 – Zoning Amendment Euclidean

402.2 – Zoning Amendment MPUD (CC-MPUD will be added to Pasco LDC in Chapter 522)

405 – Property Division Limited Family Lot Division

903.5 – Wells and/or septic tank (in that all parcels will be served by the PCUD)

906 – Outdoor Refuse, Loading, and Mechanical Equipment Screening (addressed in CC-LDC Landscaping & Buffering)

(2) This CC-LDC contains numerous graphics, pictures, illustrations, and drawings in order to assist the reader in understanding and applying this CC-LDC. However, to the extent that there is any inconsistency between the text of this CC-LDC and any such graphic, picture, illustration, or drawing, the text controls unless otherwise provided in the specific section.

(3) Title and chapter headings and section catch lines in this CC-LDC shall not be deemed to govern, limit, modify, or in any manner affect the scope, meaning, or intent of the provisions of any title, chapter, or section hereof.

(4) Words as defined herein, whether within individual sections of this CC-LDC or as put forth in this Code, Appendix A, Definitions, are specifically incorporated herein and made a part of this CC-LDC.

(5) All general provisions, terms, phrases, and expressions contained in this CC-LDC shall be liberally construed in order that the true intent and meaning of the CCSD may be fully carried out. Terms used in this CC-LDC, unless otherwise specifically provided, shall have the meanings prescribed by the statutes of the State for the same terms.

(6) Where this CC-LDC incorporates by reference a provision of another statute, regulation, guideline, or rule, it shall be deemed to be the most recent applicable version.

c. Rules of Interpretation

(1) Gender

Words importing the masculine gender shall be construed to include the feminine and neuter. Words importing the feminine gender shall be construed to include the masculine and neuter.

(2) Number

A word importing the singular number only may extend and be applied to several persons and things as well as to one person and thing. The use of the plural number shall be deemed to include any single person or thing.

(3) Shall / May

The word "shall" is mandatory and not discretionary; "may" is permissive.

(4) Written or In Writing

The term "written" or "in writing" shall be construed to include any representation of words, letters, or figures, whether by printing or otherwise.

(5) Computation of Time

The time within which an act is to be done shall be computed by excluding the first and including the last day. If the last day is a Saturday, Sunday, or legal holiday, that day shall be excluded.

(6) Day

The word “day” shall mean a calendar day unless a working day is indicated.

d. Continuation of Existing Ordinances

The sections of this CC-LDC, insofar as they are substantially the same as legislation previously adopted by the County

relating to the same subject matter, shall be construed as restatements and continuations thereof and not as new enactments.

e. Effect of Repeal or Amendment

(1) The repeal or amendment of an ordinance shall not revive any ordinance in force before or at the time the repealed or amended ordinance took effect.

(2) The repeal or amendment of any ordinance shall not affect any punishment or penalty finalized before the repeal took effect, nor any suit, prosecution, or proceeding pending at the time of the repeal for an offense committed under the repealed or amended ordinance.

5. Amendment of this CC-LDC

a. Purpose

The CC-LDC may be amended from time to time in accordance with the procedures and standards set forth in this section. The purpose of this section is not to relieve particular hardships and not to confer special privileges or rights on any person, but only to make adjustments to the text of the CC-LDC that are necessary in light of changed conditions or changes in public policy or that are necessary to implement the Comprehensive Plan or to advance the general welfare of the CCSD.

b. Initiation of Amendment

An amendment to the text of the CC-LDC may be initiated by the County Staff or the Connected City Management Committee (CCMC), subject to approval by the BCC. County staff shall post such amendments on the County's website, and any other electronic distribution requested by the CCMC or BCC, but is otherwise not required to submit such amendments to any group prior to the submission to the CCMC.

c. Public Hearings

Public hearings to consider and adopt amendments to the CC-LDC shall be duly noticed in accordance with the general procedures and requirements of Section 125.66, Florida Statutes, and other applicable law. Public hearings to enact emergency ordinances to amend the text of the CC-LDC need

not comply with the notice requirements of Section 304, hereof, so long as they comply with the requirements of Section 125.66(3), Florida Statutes. The Connected City Management Committee (CCMC) shall hold an advertised public hearing to consider a recommendation on the proposed amendment, provided additional hearings may be held at the option of the CCMC. The BCC shall hold an advertised public hearing to consider approval of the proposed amendment, provided additional hearings shall be held when required by applicable law.

d. Recommendation of the CCMC acting as the Local Planning Agency (LPA)

The CCMC shall consider the proposed amendment and provide a recommendation to the BCC addressing consistency with the Comprehensive Plan and the CCSD. The CCMC may also provide comments, including recommended changes to the proposed amendment and additional issues to be considered. The County Administrator or designee shall forward the recommendation and comments of the CCMC, together with any County staff recommendations, to the BCC for consideration in the public hearing or hearings in which the proposed amendment will be considered.

e. Action by the BCC

The BCC may:

(1) Determine that the proposed amendment is consistent with the Comprehensive Plan and the CCSD, and promotes the public health, safety and welfare and adopt the amendment as proposed, or with such modifications as are necessary ensuring consistency with the Comprehensive Plan and promoting public health, safety and welfare;

(2) Refer the matter back to the CCMC for further review and recommendations; or

(3) Determine that the proposed amendment is not consistent with the Comprehensive Plan or does not promote the public health, safety, or welfare and reject the proposed amendment.

6. Fees

The CCMC is authorized to recommend that the BCC adopt, by resolution, all necessary fees to administer, implement, and enforce the CC-LDC, including appropriate fees for procurement of consulting assistance when appropriate.

7. Enforcement

a. Any person who violates any provision of the CC-LDC may be prosecuted and punished in the manner provided by law under Section 125.69, Florida Statutes; Chapter 162, Part II, Florida Statutes; Section 1 of the Pasco County Code of Ordinances; and/or as otherwise specifically provided for elsewhere in this Code.

Nothing in the CC-LDC shall be construed to prohibit the County from enforcing the CC-LDC by any means including, but not limited to, issuance of a citation without warning, a summons, an arrest, an action before an enforcement board or special master, a civil action for injunctive relief, a stop work order, demolition, or by any other matter provided for in Chapter 125, Florida Statutes, or the Pasco County Code of Ordinances. Each violation of the CC-LDC shall be a separate offense. Each day that the violation continues shall constitute a separate violation. All costs for enforcement, prosecution, and judicial review may be assessed against the violator of the provisions of the CC-LDC on finding by the court that the violations have occurred.

b. The owner, tenant, or occupant of any land or structure or part thereof, and any architect, builder, contractor, agent, or other person who participates in, assists, directs, creates, or maintains any situation that is contrary to the requirements of the CC-LDC, or any person otherwise responsible as provided elsewhere in the CC-LDC, may be held responsible for the violation and be subject to the penalties and remedies provided for in this Code.

c. The BCC or any aggrieved person may resort to such remedies in law and equity as may be necessary to ensure compliance with the provisions of the CC-LDC, including injunctive relief to enjoin and restrain any person violating the said provisions. The County may elect any or all of the available remedies concurrently and the pursuance of one shall not preclude the pursuance of another. The County Attorney is hereby authorized to take whatever legal action is necessary to prevent, abate, or correct violations of the CC-LDC.

d. Any law enforcement official, County Code Enforcement Officer, and the County Administrator or designee is hereby designated as a "Code Enforcement Officer" authorized to issue citations for the County.

e. County officials authorized to issue development approvals including, but not limited to, Building Permits and Certificates of Occupancy, may withhold such approvals from any person found to be in violation of the CC-LDC or in violation of any prior, unexpired, development approval issued in accordance with the provisions of the CC-LDC. Such pending development approvals and/or permits may be withheld until compliance with the CC-LDC or the development approval occurs. However, any person aggrieved by a decision to withhold a pending development approval and/or permit may appeal such decision to the CCMC.

f. It shall not be a defense to or grounds for dismissal of any action for damages and civil penalties that the County has failed to exhaust its administrative remedies, has failed to serve a notice of violation, or has failed to hold an administrative hearing prior to the institution of a civil action, or that criminal proceedings or other enforcement proceedings are pending. The failure of the County to enforce any requirements of the CC-LDC shall not constitute a waiver of the County's right to enforce the CC-LDC with respect to that violation or subsequent violations of the same type or to pursue other remedies.

g. The County's Uniform Fine Schedule, as provided for in Sections 1-11 of the Pasco County Code of Ordinances and as may be amended, is incorporated herein.

h. In the event a violation of the CC-LDC or a permit creates an immediate health hazard or threatens immediate, serious damage to the public health or threatens or causes irreparable injury or damage to aquatic life or property, the County Administrator or designee shall have the power and authority to order immediate cessation of the activities causing such conditions. Any person receiving such an order for immediate cessation of operations shall immediately comply with the requirements thereof. It shall be unlawful for any person to fail or refuse to comply with an order for immediate cessation issued and served under the provisions of this Code. The failure of a permittee or any other appropriate party to comply with an order for immediate cessation issued under this Code or with any requirements, measures, or steps imposed upon the

violator through such an order shall be unlawful and shall constitute a violation of this Code.

i. Any person violating the provision of the CC-LDC and causing damage, destruction, or unsafe, dangerous, or unhealthful conditions shall be responsible for:

(1) Correcting such conditions.

(2) Repairing damage to or replacing destroyed County, public, or County maintained property.

(3) Reimbursing the County for the cost of correcting such conditions, repairing, or replacing County or publicly owned or maintained property, where such correction, repair, or replacement by the County is required, provided that prior to undertaking repair or replacement, the County may first make:

(a) Demand upon a person responsible for such adverse conditions, damage, or destruction to make appropriate corrections, repairs, or replacement.

(b) If such demand is made, the responsible person shall take such action within a reasonable time as determined by the County, based upon the circumstances giving rise to the demand.

(4) Indemnifying the County for any liability for damages caused by such violation or violations.

j. Any person failing to implement or carry out development in accordance with the CC-LDC or other applicable regulations or approved plans, development permits, applications, conditions, or standards shall be responsible for correcting, repairing, or replacing materials, property, or conditions in order to bring the development into conformity with such regulations, the CC-LDC, plans, development permits, applications, conditions, or standards. Any such person shall be deemed in violation of the CC-LDC.

k. Enforcement of any setback or height restrictions set forth in the CC-LDC, shall be barred if enforcement; e.g., notice of violation, citation, complaint, lawsuit, etc., of such violation has not been initiated within one (1) year of the date the violation occurs. This exemption shall not apply to violations involving recreational vehicles, nor to buildings or structures built or placed without

required building or zoning permits and/or inspections after January 1, 1995, nor to buildings or structures built or placed upon easements where structures would otherwise be prohibited.

I. The following acts and omissions constitute a violation of the CC-LDC:

(1) Failing to observe any requirements of the CC-LDC.

(2) Failing to perform any act required by the CC-LDC.

(3) Failing to perform any act required by the CC-LDC in the manner or within the time specified for performance.

(4) Performing an act prohibited by the CC-LDC.

(5) Failing to observe any condition of any permit or approval.

(6) Failing to pay required fees.

D. Greenlight Process Procedures

1. Intent and Purpose

The intent and purpose of this section is to provide the procedures and general standards for review of development, development activity, and other applications that are submitted to the County for review under this Code for property located within the Connected City District boundary for which a CC-MPUD zoning amendment has been approved. All applicable applications for development approval shall comply with these procedures and the applicable standards of this Connected City Land Development Code and as may be required by other Federal, State, or local regulation.

2. Incremental Development Approvals

The commencement of specifically authorized development activities on property located within the Connected City District boundary for which a CC-MPUD zoning amendment has been approved prior to issuance of all other development approvals is anticipated and is specifically encouraged in accordance with this Connected City Land Development Code. The issuance of Incremental Development Approvals is recognized as a significant methodology to facilitate the

rapid commencement of development activity fueling the economic competitiveness of the Connected City.

3. Common Procedures

a. Fees

Fees shall be paid according to the fee schedule established by resolution(s) by the BCC.

b. Preapplication Consultation

(1) The purpose of a preapplication consultation is to familiarize the applicant with the provisions of this Code applicable to the proposed development, and to inform the applicant about the development approval application, preparation, and submission. The owner/applicant shall request a preapplication consultation prior to submittal of a development approval application. The applicant shall provide the property identification number, physical address, and contact information, including name, telephone number, and e-mail address, if applicable, when requesting the preapplication consultation. The applicant should come to the consultation prepared to discuss the proposed development in enough detail so that staff can evaluate the proposal and provide helpful feedback to the applicant.

(2) A preapplication consultation, with attendance by the owner/applicant, is required prior to the submission and acceptance of any development approval application for:

(a) Preliminary Site Plans (PSPs)

(b) Preliminary Development Plans (PDPs)

The requirement for a preapplication consultation may be waived by the Assistant County Administrator for Development Services or designee.

(3) The preapplication consultation shall take place prior to the first submission in the Connected City incremental review process. In the case of a project where subdivision of land is proposed, the preapplication consultation shall take place prior to the submission of a PDP. In the case of a project where subdivision of land

is not proposed, the preapplication consultation shall take place prior to the submission of a PSP. Additional consultations prior to later submissions in the incremental review process are not required but may be requested by the applicant and scheduled at the discretion of the Assistant County Administrator for Development Services or the appropriate designee.

c. Application Submittal and Acceptance

(1) The owner/applicant shall submit a development approval application pursuant to applicable submittal requirements. A content-review consultation is mandatory for all development approval applications prior to acceptance.

(2) A development approval application shall be accepted when it contains all required information and documents. Incomplete applications will not be accepted for review and shall be returned to the applicant with a list of deficiencies.

4. Application Processing

For projects that have rezoned to CC-MPUD, a process that consists of incremental plan submissions that progress in a logical sequence and gain approval in that same sequence is mandated. Hereinafter, this process is referred to as the "Greenlight Process." This process shall be conducted in accordance with the procedures outlined in this Code, Subsection 522.9.D.4.b.

The Greenlight Process is only available to those properties that have been rezoned to CC-MPUD, and for those properties, it is the only process that shall be used.

a. General

At each increment of the Greenlight Process, the County Administrator or designee may issue one of the three following decisions: (A) Denial (if plans and/or proposed activity are inconsistent with the LDC); (B) Incremental Approval (if plans and proposed activity are completely acceptable and require no minor corrections or modifications); or (C) Incremental Conditional Approval (ICA) (if minor exceptions are identified by staff and the applicant desires to proceed with the next incremental review by addressing the minor exceptions with the next submission at their own risk). The ICA shall contain, in addition to standard approval conditions, Specific Conditions

that identify and describe the minor exceptions that must be addressed with the next Incremental Plan submission, and which must also be addressed on a revised and resubmitted plan for the increment for which the Specific Conditions were issued. Approval, conditional or otherwise, of any increment shall not occur until all conditions for the previous increment have been satisfied.

b. Review Increments

The Greenlight Process facilitates incremental review and conditional approval of Incremental Plans in a logical sequence that mirrors the typical construction sequence. Applicants using the Greenlight Process, which are those whose projects are located on properties with Connected City Master Planned Unit Development (CC-MPUD) zoning, shall not be permitted to submit a PDP or PSP simultaneously with construction plans. Plans and supporting documentation shall be submitted in the following incremental sequence:

(1) Preliminary Development Plan (PDP) or Preliminary Site Plan (PSP), as applicable.

(a) The purpose of this plan is to demonstrate project intent by addressing general conformance with this Code and applicable conditions of the CC-MPUD zoning prior to preparation of detailed incremental construction plans for an individual project.

(b) PDP or PSP contents and submittal requirements are detailed in this Code, Section 522.9.E. Permit Types and Applications.

(2) Mass Grading Plans

(a) The purpose of this plan is to allow applicants to proceed with land clearing, earth moving, and stormwater management system construction in advance of obtaining approval for other development increments that occur later in the land development process.

(b) Depending on the size, scope, and status of a project, this increment might or might not be required. For example, small projects for which the earthwork phase of construction would be

relatively short in duration would derive no benefit from pursuing mass grading as a stand-alone increment. Also, some projects might have previously obtained mass grading approval as part of a prior phase of development and would not need a stand-alone mass grading increment.

(c) Mass Grading Construction Plan contents and submittal requirements are detailed in this Code, Section 522.9.E. Permit Types and Applications.

(3) Utility Construction Plans

(a) The purpose of this plan is to allow applicants to proceed with water distribution system, wastewater collection/transmission system, and reclaimed water distribution system construction in advance of gaining approval for other development increments that occur later in the land development process.

(b) Utility Construction Plan contents and submittal requirements are detailed this Code, Section 522.9.E. Permit Types and Applications.

(4) Paving, Grading, and Drainage Plans

(a) The purpose of this plan is to allow applicants to proceed with construction of streets, storm sewer systems, and final grading after installation of deep gravity sanitary sewer systems and before gaining final approval for all development increments.

(b) Paving, Grading, and Drainage Plan contents and submittal requirements are detailed in this Code, Section 522.9.E. Permit Types and Applications.

(5) Landscaping and Hardscaping Plans

(a) The purpose of this plan is to address tree removal and replacement, buffering, and other required landscaping, and hardscaping, including but not limited to sidewalks, plazas, courtyards, etc. Addressing these elements last mirrors the construction process and allows applicants to proceed with earlier increments of

construction prior to approval of landscaping and hardscaping plans. Further, addressing these elements at the end of the development process should reduce the need for landscaping plan modifications that often occur when landscaping design is completed at the beginning of the process.

(b) Landscaping and Hardscaping Plan contents and submittal requirements are detailed in this Code, Section 522.9.E. Permit Types and Applications.

c. Process Detail

(1) Applicant shall request and attend a Preapplication Consultation for the Preliminary Development Plan (PDP) or Preliminary Site Plan (PSP), as applicable, as required by this Code, Subsection 522.9.D.3.b. Preapplication Consultation.

(2) Applicant shall request and attend a face-to-face Content Review Consultation as required in this Code Subsection 522.9.D.3.c. Application Submittal and Acceptance.

(a) If County staff finds at the Content Review Consultation that the application materials are incomplete, the applicant or the applicant's representative shall be provided with a list of deficiencies.

(i) The applicant shall have up to fourteen (14) days to provide additional materials to satisfy the content deficiencies. If no additional materials are provided within 14 days and no time extension for cause is requested and granted, the application shall be deemed withdrawn and a new Content Review Consultation shall be requested at such time as the applicant is ready to submit a complete application.

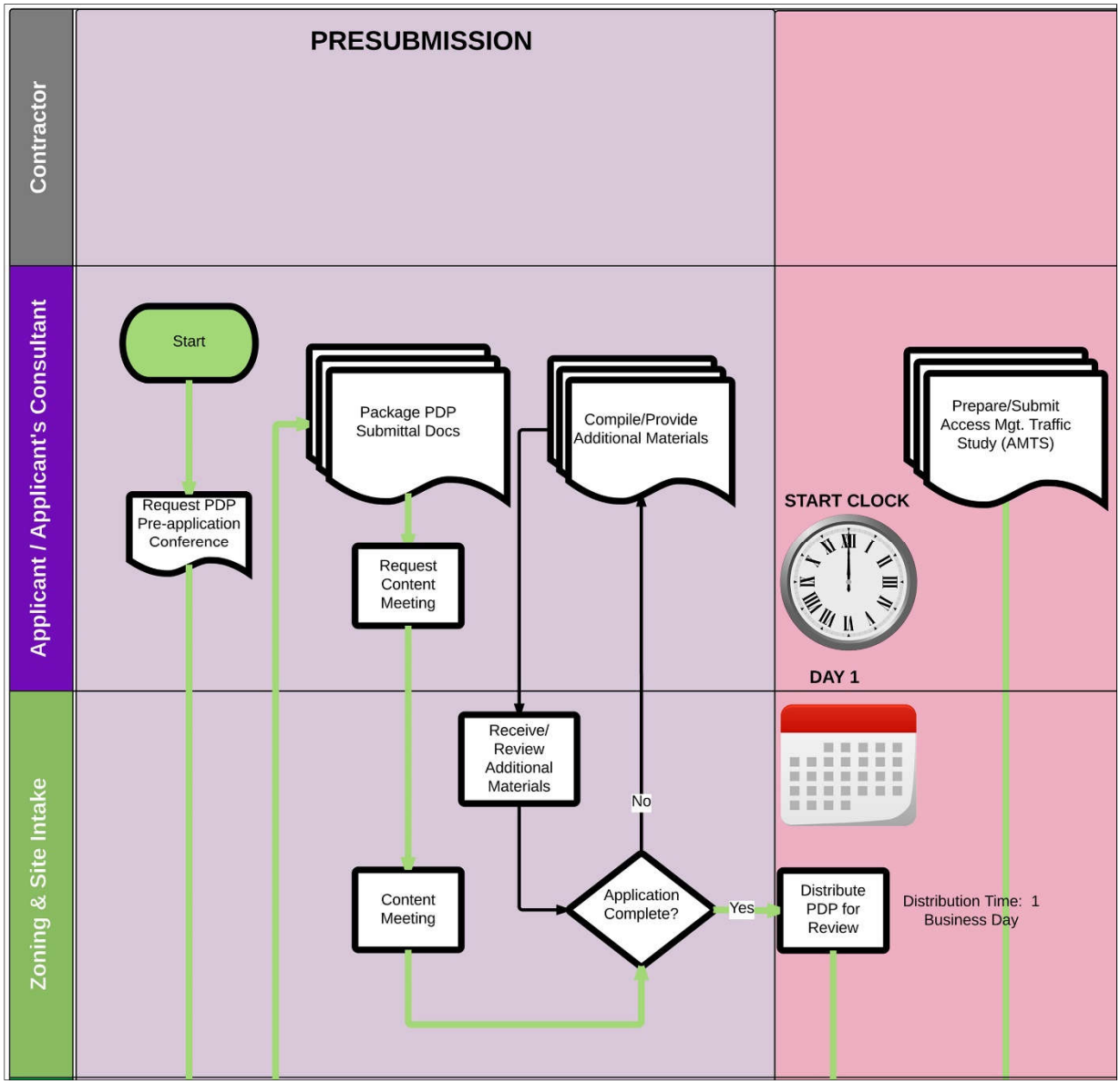
(ii) Once the applicant provides additional materials to satisfy content deficiencies, the County shall have one (1) business day to determine if the application is complete. If staff still deems the

application incomplete, the applicant or applicant's representative shall be notified by electronic mail of remaining deficiencies and shall again have fourteen (14) days to respond before the application shall be deemed withdrawn.

(b) Once County staff finds that the application materials are complete, either at the Content Review Consultation or after the applicant has provided additional materials deemed sufficient by County staff, the County shall have one (1) business day after receipt of the materials comprising a complete application to distribute the PDP or PSP and associated application materials to all applicable reviewing departments and/or entities.

(c) Figure 522.9.D.-1 is an excerpt from the Connected City Greenlight Process Map depicting the intake and content review process.

Figure 522.9.D.-1
Greenlight Process Map Excerpt
Intake and Content Review



(3) Once the PDP or PSP and accompanying application materials are distributed, Current Planning staff in the Pasco County Planning & Development Department shall have the number of days prescribed in Table 522.9.D.-1 Greenlight Process Timeframes to review the PDP or PSP and associated materials and issue an Incremental Approval, a Denial, or an ICA.

(a) Pasco County shall approve the PDP or PSP if the County deems it consistent with the LDC. It shall be deemed consistent if all required information and documents have been prepared in accordance with professionally accepted standards, the Comprehensive Plan, Land Development Code, and all other applicable rules and regulations.

(b) The effect of an Incremental Approval:

(i) The applicant may rely upon the approved PDP or PSP for subsequent submittals.

(ii) The applicant may also proceed to the next Incremental Plan in the Greenlight Process.

(iii) The time limit on approval for a PDP or PSP shall be as indicated in this Code, Section 522.9.E. Permit Types and Applications. However, notwithstanding the approval time limit stipulated in this Code, Section 522.9.E., the applicant must submit the next Incremental Plan in the process within 180 days of approval of the PDP or PSP. If the next Incremental Plan is not submitted within 180 days, the applicant will have forfeited the ability to continue through the Greenlight Process without scheduling and attending a new preapplication consultation with Pasco County staff to update the project's status.

(c) If the County Administrator or designee determines a PDP or PSP to be deficient, but further determines that reasonable assurance has been provided by the applicant such that it can be deemed sufficient subject to compliance with Specific Conditions of reasonable number

and scope, then an ICA with Specific Conditions shall be issued. If an ICA is issued, the applicant shall address all Specific Conditions with the next Incremental Plan review.

(i) The applicant shall make any changes to the PDP or PSP as may be required to address Specific Conditions of the ICA. In addition, any Specific Conditions of the ICA that affect the next Incremental Plan (Mass Grading or Utility Construction Plans, as applicable) shall be addressed in the next Incremental Plan.

(ii) The applicant shall submit the revised PDP or PSP addressing the Specific Conditions of the ICA to Pasco County simultaneously with the next Incremental Plan. Pasco County shall have the number of days prescribed in Table 522.9.D.-1 Greenlight Process Timeframes to review the revised PDP or PSP and associated materials and either issue an Incremental Approval, or request additional information. The process for review and approval of a Revised Incremental Plan (a PDP, PSP, or other incremental plan described in this Code, Subsection 522.9.D.4.b. Review Increments that has been revised to address Specific Conditions of an ICA) is described in this Code, Subsection 522.9.D.4.c. Process Detail.

(iii) When submitting the next Incremental Plan with the revised PDP or PSP, the applicant and Pasco County shall follow the same content review procedures as outlined for the PDP/PSP submission in this Code, Subsection 522.9.D.4.c. Process Detail.

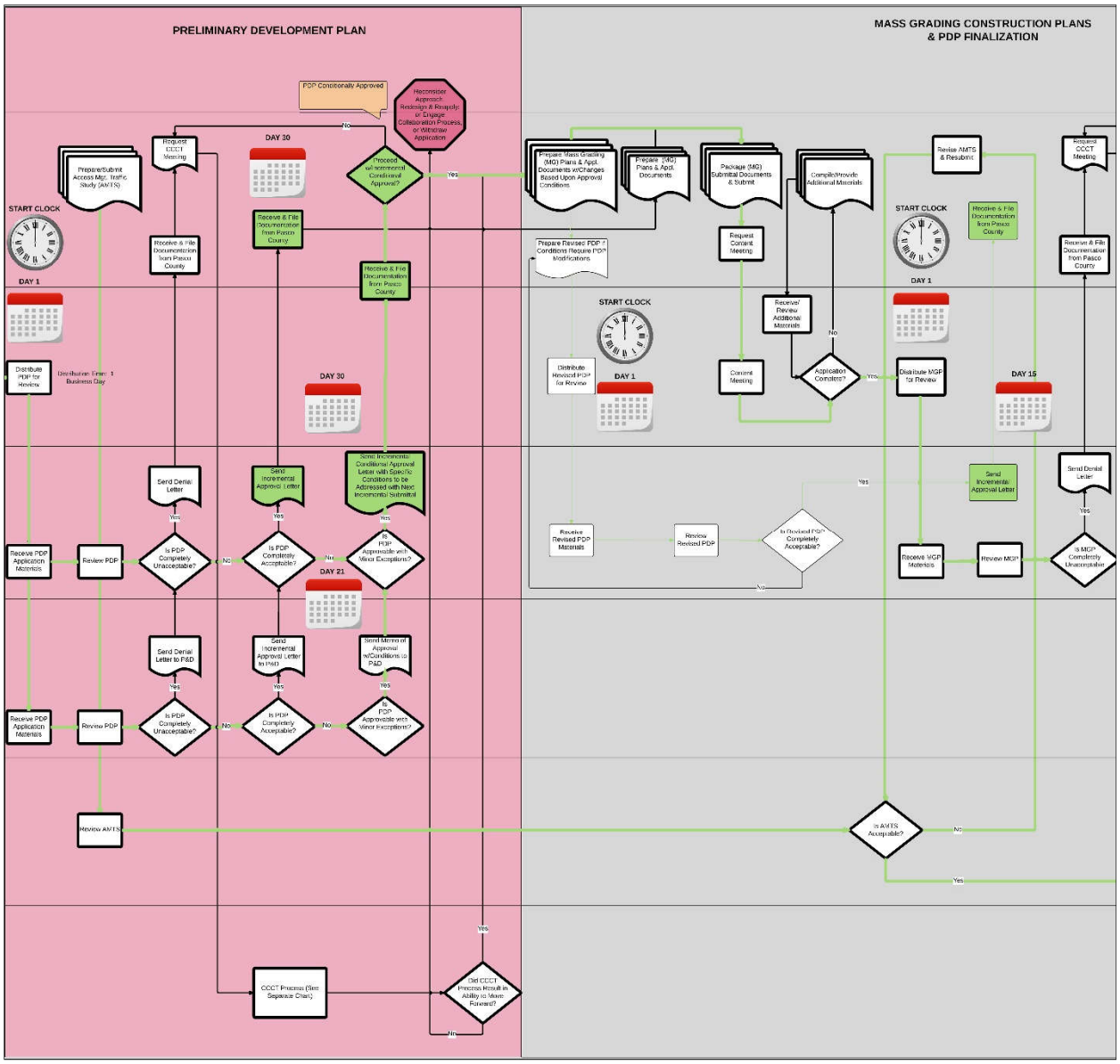
(iv) The time limit on approval of a conditionally approved PDP or PSP shall be 180 days. If the applicant does not submit a revised PDP or PSP within 180 days, the ICA will expire, except that it shall remain valid as long as the applicant has made timely submission of a revised PDP or PSP and is making timely responses to Pasco County in an

effort to gain final approval of the PDP or PSP. Further, the applicant must submit the next Incremental Plan in the process within 180 days of issuance of the ICA for the PDP or PSP. If the next Incremental Plan is not submitted within 180 days, the applicant will have forfeited the ability to continue through the Greenlight Process without scheduling and attending a new preapplication consultation with Pasco County staff to recap the project's status.

(d) If the County Administrator or designee determines a PDP or PSP to be inconsistent with the Comprehensive Plan or LDC, and determines that insufficient assurance exists such that it could be deemed consistent subject to Specific Conditions of reasonable number and scope, then the application shall be denied. The applicant shall be notified in writing with citations to the applicable regulation(s) with which the application has not sufficiently complied. If a denial is issued, the applicant may seek relief under this Code, Subsection 522.9.E.5.a. Connected City Collaboration Process.

(e) Figure 522.9.D.-2 is an excerpt from the Connected City Greenlight Process Map depicting the PSP/PDP review process.

Figure 522.9.D.-2
Greenlight Process Map Excerpt
PDP / PSP Review



(4) Once the next Incremental Plan in sequence (Mass Grading or Utility Construction Plan as applicable) and accompanying application materials are distributed, Current Planning staff in the Pasco County Planning & Development Department shall have the number of days prescribed in Table 522.9.D.-1 Greenlight Process Timeframes to review the incremental plan and associated materials and issue an Incremental Approval, a Denial, or an ICA.

(a) Pasco County shall approve the Incremental Plan if the County deems it consistent with the Comprehensive Plan and LDC. It shall be deemed consistent if all required information and documents have been prepared in accordance with professionally accepted standards, the Comprehensive Plan, Connected City Land Development Code, and all other applicable rules and regulations.

(b) The effect of an Incremental Approval:

(i) The applicant may rely upon the approved Incremental Plan for subsequent submittals.

(ii) The applicant may also proceed to the next Incremental Plan in the Greenlight Process.

(iii) In addition, the applicant may proceed, at their own risk, with construction of the improvements depicted on the approved Incremental Plan.

(iv) The approval of an Incremental Plan shall expire when its associated PDP or PSP expires. However, the expiration of the PDP or PSP notwithstanding, the applicant must submit the next Incremental Plan in the process within 180 days of approval of the current Incremental Plan. If the next Incremental Plan is not submitted within 180 days, the applicant will have forfeited the ability to continue the Greenlight Process without scheduling and attending a new preapplication consultation with Pasco County staff to update the project's status.

(c) If the County Administrator or designee determines an Incremental Plan to be inconsistent with the Comprehensive Plan or LDC, but further determines that reasonable assurance has been provided by the applicant such that it can be deemed sufficient subject to compliance with Specific Conditions of reasonable number and scope, then an ICA with Specific Conditions shall be issued. If an ICA is issued the applicant shall address all Specific Conditions with the next Incremental Plan submittal.

(i) The applicant shall make any changes to the current Incremental Plan as may be required to address Specific Conditions of the ICA. In addition, any Specific Conditions of the ICA that affect the next Incremental Plan (Utility Construction or Paving, Grading, and Drainage Plans, as applicable) shall be addressed in the next Incremental Plan submittal.

(ii) The applicant shall submit the revised current Incremental Plan addressing the Specific Conditions of the ICA to Pasco County simultaneously with the next Incremental Plan. Pasco County shall have the number of days prescribed in Table 522.9.D.-1 Greenlight Process Timeframes to review the revised Incremental Plan and associated materials and either issue an Incremental Approval, or request additional information. The process for review and approval of a Revised Incremental Plan (a PDP, PSP, or other incremental plan described in Code, Subsection 522.9.D.4. Application Processing that has been revised to address Specific Conditions of an ICA) is described in this Code, Subsection 522.9.D.4.c. Process Detail.

(iii) When submitting the next Incremental Plan with the revised current Incremental Plan, the applicant and Pasco County shall follow the same content review procedures as outlined for the PDP/PSP

submission in this Code, Subsection 522.9.D.4.c. Process Detail.

(iv) In addition, the applicant may proceed, at their own risk, with construction of the improvements depicted on the conditionally approved current Incremental Plan subject to the following:

- The applicant shall understand that proceeding with construction of the improvements depicted on the conditionally approved Incremental Plan shall be at the applicant's sole risk. If the applicant fails to satisfactorily address any of the conditions of the ICA and such failure results ultimately in the need for corrections to any constructed improvements, such corrections shall be implemented at the applicant's sole risk and expense.
- The applicant is required to execute a hold harmless affidavit in a form acceptable to the County Attorney or designee to affirm the applicant's recognition of the at-risk nature of proceeding with construction upon receipt of an ICA and to defend, indemnify and hold the County harmless for any corrections that the applicant might be required to make as a result of so proceeding; or for any damages, costs or claims arising from the decision to commence construction with the ICA.

(v) The time limit on approval for a conditionally approved Incremental Plan shall be 180 days. If the applicant does not submit a revised Incremental Plan within 180 days, the ICA will expire, except that it shall remain valid as long as the applicant has made a timely submission of a revised Incremental Plan and is making timely responses to Pasco County in an effort to gain final approval of the Incremental Plan in question. Further, the applicant must submit the next Incremental Plan in the process within 180 days of issuance of the ICA for

the current Incremental Plan. If the next Incremental Plan is not submitted within 180 days, the applicant will have forfeited the ability to continue through the Greenlight Process without scheduling and attending a new preapplication consultation with Pasco County staff to update the project's status. Once the Incremental Plan gains final approval status, it shall expire when its associated PDP or PSP expires.

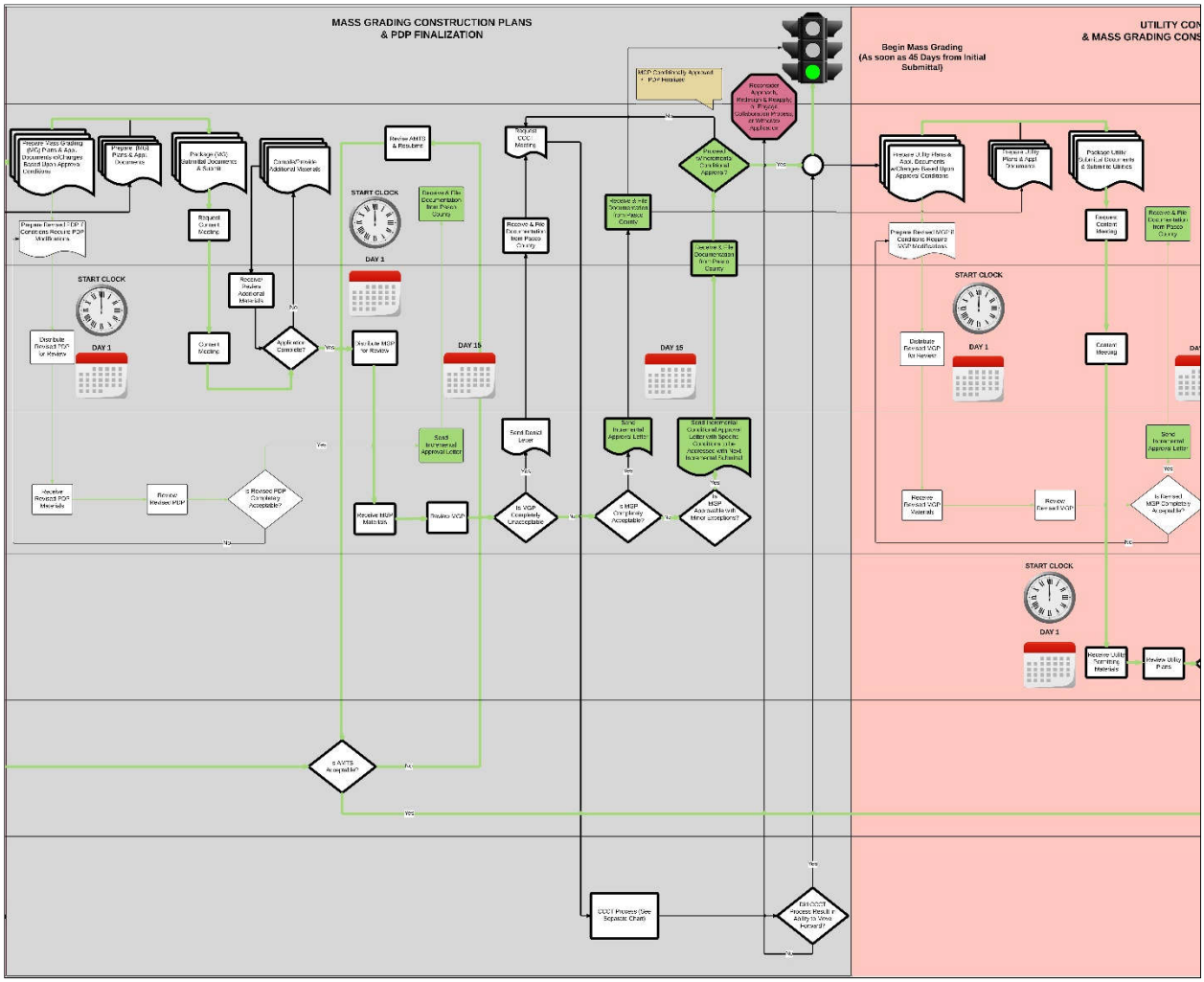
(d) If the County Administrator or designee determines an Incremental Plan to be inconsistent with the Comprehensive Plan or LDC, and determines that insufficient assurance exists such that it could be approved subject to Specific Conditions of reasonable number and scope, then the application shall be denied. The applicant shall be notified in writing with citations to the applicable regulation(s) with which the application has not sufficiently complied. If a denial is issued, the applicant may seek relief under the Collaboration Process described in this Code, Subsection 522.9.E.5.a. Connected City Collaboration Process.

(5) Each Incremental Plan submission and review shall follow the same procedures outlined in this Code, Subsection 522.9.D.4.c. Process Detail.

(6) After all Incremental Plans are approved, the applicant shall compile them into a single final submission that demonstrates that all conditions of each ICA have been addressed. Once the final submission is satisfactory, Pasco County shall issue a Final Approval Memorandum confirming that the project has been approved in its entirety and that all ICA Specific Conditions have been satisfactorily addressed.

(7) Figure 522.9.D-3 is an excerpt from the Connected City Greenlight Process Map depicting the Incremental Plan review process for the Mass Grading Construction Plan increment.

Figure 522.9.D.-2
Greenlight Process Map Excerpt
Mass Grading Construction Plan Review



(8) Revised Incremental Plan Processing

When any Incremental Plan described in this Code, Subsection 522.9.D.4.b. Review Increments is revised by the applicant and resubmitted to address Specific Conditions of an ICA, the following procedures shall be followed.

(a) The applicant shall submit the Revised Incremental Plan at the same face-to-face Content Review Consultation as the next Incremental Plan in sequence.

(b) The County shall have one business day after the Content Review Consultation to distribute the Revised Incremental Plan to applicable departments/entities as so deemed at staff's discretion.

(c) Pasco County shall have the number of days prescribed in Table 522.9.D.-1 Greenlight Process Timeframes to review the Revised Incremental Plan and associated supporting materials and either issue an Incremental Approval, or request additional information.

(d) The County shall approve the Revised Incremental Plan if the County deems it consistent with the Comprehensive Plan and LDC. It shall be deemed consistent if all required information and documents have been prepared in accordance with professionally accepted standards, the Comprehensive Plan, Connected City Land Development Code, and all other applicable rules and regulations. The County Administrator or designee is authorized to take into consideration and request from an applicant any other information which is reasonable and relevant to the formulation of a decision on the matter being reviewed. No Incremental Plan shall be deemed consistent until all required information relevant to that increment of development is provided.

(e) If the County determines an Incremental Plan to be inconsistent, the applicant shall be notified in writing with citations to the applicable regulation(s) and a specific request made for

additional information that is required to continue or conclude review. An applicant has the number of days prescribed in Table 522.9.D.-1 Greenlight Process Timeframes from the date of written notification of deficiency to provide all the requested information. Response by the applicant to additional rounds of comments must be made within the timeframes outlined in Table 522.9.D.-1 Greenlight Process Timeframes. The development approval application shall be deemed withdrawn unless the applicant responds, within the allotted timeframe, in one of the following ways:

(i) The applicant provides all the information requested.

(ii) The applicant requests in writing that the application be processed in its present form. In this case, the applicant acknowledges that the application has been determined to be inconsistent and that the final determination on the application shall be based on the information submitted, and the applicant waives the right to supplement the application with additional information. The application shall then be processed in its present form. Where an applicant has requested processing pursuant to this subsection, action shall be taken on the application within fourteen (14) days.

(iii) The applicant requests, in writing, an extension of time to provide all the requested information. An extension of time may be granted by the County Administrator or designee. For each application, any and all extensions of time shall not exceed 180 days.

(f) If after the third submission of a Revised Incremental Plan the County still determines an Incremental Plan to be inconsistent, the application shall be denied. The applicant shall be notified in writing with citations to the applicable regulation(s) with which the application has not sufficiently complied. The applicant may seek relief under the Collaboration Process described in this Code, Subsection

522.9.E.5.a. Connected City Collaboration Process.

(9) Timelines for Site Plan Actions

(a) Refer to Table 522.9.D.-1 Greenlight Process Timeframes or timeframes for the Greenlight Process.

(b) Note that all times are expressed in calendar days (not including holidays that occur during the work week) except intake/distribution times, which are expressed in business days in case plans are received on the day before a weekend or holiday.

TABLE 522.9.D.-1
GREENLIGHT PROCESS TIMEFRAMES

	Intake/Distribution		Incremental Plan Review		Review of Revised Incremental Plan[3]	
Incremental Plan Reviews	**Days After Submittal to Content Feedback or Distribution [1][2]**	**Applicant Must Respond Within**	**Days After Distribution to Approval, Denial, or Incremental Conditional Approval**	**Applicant Must Respond/ Proceed Within**	**Days After Distribution to Approve or Request Information**	**Applicant Must Respond Within**
PDP/PSP	2 Bus. Days	14 days	14 days	180 days	7 days	30 days
Mass Grading Construction Plan	2 Bus. Days	14 days	14 days	180 days	7 days	30 days
Utility Construction Plans	N/A	N/A[4]	14 days	180 days	7 days	30 days
Paving, Grading, & Drainage Plans	2 Bus. Days	14 days	14 days	180 days	7 days	30 days
Landscaping & Hardscaping Plans	2 Bus. Days	14 days	14 days	180 days	7 days	30 days
Final Approval	2 Bus. Days	14 days	14 days	180 days	7 days	30 days

(1) Note that all times are expressed in calendar days (not including holidays that occur during the work week) except intake/distribution times, which are expressed in business days.

(2) Note that, for an initial PDP/PSP submission, the content feedback will occur during the face-to-face Content Review Consultation.

(3) This refers to the review of any Incremental Plan that is submitted to address the Specific Conditions of an Incremental Conditional Approval (ICA).

(4) No content completeness times are stated for Utility Construction Plans because the Pasco County Utilities Services Branch has no procedures for completeness review.

5. Neighborhood Notice

a. Intent and Purpose

The intent and purpose of a neighborhood notice is to provide an opportunity for early citizen participation in conjunction with development approval applications. The neighborhood notice shall be provided at least twenty-one (21) calendar days prior to the issuance of an ICA that authorizes construction (Mass Grading Plan, Utility Construction Plan, or Paving, Grading, and Drainage Plan). Neighborhood notice may be provided prior to application submittal. If an applicant fails to provide the neighborhood notice, the County shall not issue any ICA for the development that authorizes construction until the applicant provides the neighborhood notice and twenty-one (21) calendar days have elapsed. A neighborhood notice is mandatory for the following development applications:

(1) PSPs

(2) PDPs (Residential or Nonresidential)

b. General Requirements

(1) A neighborhood notice shall be provided by the applicant by mail and posting in accordance with the mailing and posting requirements below:

(a) Timing

Neighborhood Notice is required at least twenty-one (21) calendar days prior to the issuance of any ICA that authorizes construction (Mass Grading Plan, Utility Construction Plan, or Paving, Grading and Drainage Plan).

(b) Mailed

The applicant shall provide notification by mail to those who own property, including entities such as homeowners' associations, local governments, and the District School Board of Pasco County, within 500 feet of the property lines of the land for which the final determination is sought. In addition, the notice shall also be mailed to neighborhood organizations registered with the County whose members reside within 1,000 feet of the property lines of the land for

which the final determination is sought, regardless of whether such organizations own property within such distance. Names and addresses of property owners shall be deemed those appearing on the latest ad valorem tax rolls of Pasco County. For property that is a part of or adjacent to a condominium or manufactured home community, individual owners shall be noticed if located within 500 feet of the project, and for property that is a common tract, appropriate notice shall only need to be sent to the association. The County Administrator or designee may require additional notice to other property owners and neighborhood organizations based upon project design and potential impacts. Where the proposal is internal to a CC-MPUD, the public notice shall be from the boundary line of the proposed internal change, unless the applicant owns all the property to be noticed, then the public notice shall be sent to all property owners within 500 feet which might include properties internal and external to the CC-MPUD. The County Administrator or designee may require additional notice to other property owners and neighborhood organizations based upon project design and potential impacts.

(c) Sign

A sign purchased through the County shall be erected on the property, providing notice in such a manner as to allow the public to view the same from one (1) or more streets. In the case of landlocked property, the sign shall be erected on the nearest street right-of-way and include notation indicating the general distance and direction to the property for which the approval is sought. In all cases, the number of signs to be used shall be left to the discretion of the County Administrator or designee provided that the numbers shall be reasonably calculated to adequately inform the public of the purpose. The application shall ensure that the signs are maintained on the land until completion of the final action of the development approval application. The applicant shall ensure the removal of the signs within ten (10) days after

final action of the development approval application.

(2) Content of the Neighborhood Notice

The neighborhood notice shall contain the following as applicable:

(a) A general description of the project, including size and/or number of units.

(b) Date the application was accepted for review.

(c) Availability to view the application at the County offices where the application was filed.

(d) Ability to provide comments directed to the County Administrator or designee.

(3) Proof of Neighborhood Notice

The applicant shall submit a copy of the mailed neighborhood notices sent to the property owners along with the mailing list and proof of mailing to the County Administrator or designee.

E. Permit Types and Applications

1. Intent and Purpose

This Code, Section 522.9.E. contains the permit types and review criteria for the development applications necessary for approval of projects within the Connected City that have undergone a rezoning amendment to Connected City Master Planned Unit Development (CC-MPUD).

2. Section Organization

This Code, Section 522.9.E. has been organized as follows:

a. Site Development. These are the permits necessary for land development. Permits include those which are preliminary, where the approach to meeting Pasco County development standards is outlined and the specific detailed plans authorizing construction.

b. Miscellaneous Permits. This section contains a variety of permit types which may be required. Right-of-Way Use Permits are included in this section.

c. Relief Applications. The final section of this chapter outlines the various methods of relief that may be available, against the strict application of this Code. These include administrative remedies as well as those requiring public hearings

3. Use Permits

a. Preliminary Development Plans (PDP-R / PDP-MU / PDP-NR)

(1) Intent and Purpose

PDPs are used to identify applicable existing site conditions and demonstrate general conformance with the standards of this Code and applicable conditions of the CC-MPUD zoning prior to the preparation of detailed construction plans for a parcel to be subdivided for residential purposes.

While much the same information is required for a PDP-NR/MU as for Preliminary Development Plans - Residential, these projects may have individual preliminary site plans (PSPs) and construction plans prepared and approved prior to individual lot development. As such, the focus of the PDP-NR/MU is on the overall plan of development, with details of individual site development approved through PSPs. It is also recognized that there are two (2) types of nonresidential subdivisions: "common plan of development" and "stand-alone." As such, the required information will vary by proposed type.

(2) Submittal Requirements
An applicant shall submit required information in the form as specified by the County Administrator or designee.

Plans shall be drawn at a readable scale, signed, and sealed by a Florida Registered Engineer. The application package shall include:

(a) Applicant Information

(i) Proof of Ownership; i.e., copy of deed.
(ii) Agent of Record Letter, if applicable.

(iii) Application Fee.

(b) General Information to be Shown on Plan

(i) Pictorially show parent parcel and property division.

(ii) A legend, title, and number of revisions; date of plan and revisions; scale of plan; north arrow; acreage in the tract being subdivided; total number of lots; and names, mailing addresses, e-mail addresses, and telephone numbers of the developer, owner, surveyor, and engineer.

(iii) A plan, if applicable, designating each phase by number or letter and heavy line border at an appropriate scale with the size of the tract.

(c) Map Information

(i) Location map showing the relationship between the areas proposed for development and surrounding developments or lots, including a current aerial photograph with the proposed development overlaid on it, which in no case shall be older than that available from the Property Appraiser's Office, with boundaries of development and roadway layout delineated. The location map shall show all Major County Roads within one (1) mile of the proposed development.

(ii) All existing and planned Primary and Intermediate Roadways on the Connected City Master Roadway Plan within the proposed development and within one (1) mile of the proposed development.

(iii) Wellhead Protection Areas and Special Protection Areas for all Community Water System supply wells within the proposed development and within 1,000 feet of the proposed development.

(d) Existing Site Information to be Shown on Plan

(i) Legal description sufficient to describe the size and location of the property to be subdivided.

(ii) Existing Streets: The name, location, right-of-way width, and pavement status; i.e., dirt, lime rock, concrete, asphalt, etc., of all existing streets, platted or recorded easements, other rights-of-way, and platted streets within 200 feet of the proposed development.

(iii) Existing platted or recorded easements or rights-of-way for drainage, pedestrian facilities, Multipurpose Lanes, Multipurpose Paths, Multipurpose Trails, or bicycle facilities, etc., including location, width, design criteria, and purpose within 200 feet of the proposed development.

(iv) Configuration of that portion of abutting developments within 200 feet with preliminary site plan or preliminary development plan approval, or, if platted, with Plat Book and Page number shown.

(v) Existing storm sewers, potable water facilities, and sewerage facilities within 200 feet of the proposed development.

(vi) Existing structures or uses on the site and a statement as to intend future use.

(vii) Present use of the property proposed for development.

(viii) CC-SPA Zone and zoning district of the property proposed for development and that of abutting land.

(ix) Dates and reference numbers of most recent substantial rezonings and subsequent non-substantial rezonings, applicable special exceptions, variances, conditional uses, or vested rights that have been granted for the subject property, if applicable.

(x) Approximate location and acreage of natural features, including lakes, marshes or swamps, watercourses, and other jurisdictional areas.

(xi) Identify any registered cultural resources on site.

(xii) Wetland Delineation / Identification

Provide documentation in the form of a survey, sketch, or aerial that delineates the location of the Categories I, II, or III wetland areas, as defined in the Comprehensive Plan, Conservation Element, Wetlands, Policy Nos. CON 1.3.1, CON 1.3.2, CON 1.3.3, CON 1.3.4, and CON 1.3.5, and provide the acreage for each wetland classification type.

In addition to the wetland type and acreage information, provide the following:

- Cumulative acreage total for Categories I, II, and III wetlands.
- Acreage total for water bodies.
- Acreage total for land with FLU Classification of CON (Conservation Lands).
- Developable acreage.

(xiii) The Base Flood Elevation, where available, and delineation of flood zone(s) shall be superimposed on the PDP in accordance with the latest Flood Insurance Rate Map published by the Federal Emergency Management Agency (FEMA) or latest study as accepted by the FEMA.

(xiv) Density / Intensity Calculations

(e) Proposed Development

(i) Identification of Subdivision Type: Each PDP-NR shall identify whether the proposed subdivision is to be a common plan of development subdivision or a stand-alone subdivision. For common plan of development subdivisions, the PDP-NR shall identify shared infrastructure and amenities, such as stormwater, parking, and landscaping.

(ii) Proposed Circulation: The name, location, and Connected City Roadway Type and typical section for all proposed streets. Indicate if streets are proposed to be public or private. Identify nonresidential accessways where ingress/egress is proposed to be provided by easement. In common plan of development subdivisions, each individual lot is not required to have access to a street. Rather, the entire subdivision shall have access to a street, public or private. Other access may be provided internal to the subdivision through easement.

(iii) As required by this Code, Section 903 Utilities, a statement identifying the supplier of the potable water facilities, sewerage facilities, fire service, and electric service.

(iv) As required by this Code Section 904 Fire Protection, indicate the method of fire protection; i.e., water main size, location of hydrants, tanks, etc.

(v) A landscape buffering plan sufficient to demonstrate the intended location, width, and type of all proposed buffers, landscaping areas, and tree replacement areas as described in this Code, Section 522.9.Q. Landscaping and Buffering.

(vi) If residential uses are proposed, illustrate neighborhood park locations and open-space area dimensions as described in this Code, Section 522.9.P. Neighborhood Parks.

(vii) Easements (show all existing or proposed; note if none). Proposed easements shall include required non-ingress/egress easements for double frontage lots.

(viii) Subdivision Design:

- Lots and Layout. Approximate lot lines, minimum lot dimensions and sizes, typical lot layout, lot numbers and design in accordance with Section 707.7, Standards.

- Proposed model center locations.
- Gross residential acreage densities for the entire project and net residential acreage for each phase or portion thereof. This data shall be presented in a tabular format.

(f) Requests for variances and required fees shall be submitted with the application. As described in this Code, Subsection 522.9.E.5.d.(1) General, formal requests for alternative standards as part of the incremental approval process is not required.

(g) Studies and Other Required Submittals

The following submittals may be required based on location within the County and/or development type proposed:

(i) Listed Species Site Survey.
(ii) Provide a narrative meeting the requirements of Section 809, Cultural Resources.

(3) Standards of Review

The County Administrator or designee shall determine whether the application substantially meets the intent technical requirements of this Code, the CC-SPA Zone and the CC-MPUD zoning conditions of approval sufficient for issuance of an approval or Incremental Conditional Approval. In making the determination, the County Administrator or designee shall review the PDP for the following:

(a) Conformance with the Connected City Master Roadway Plan.

(b) Conformance with the Connected City Conceptual Utility Plan.

(c) Conformance with the principle of planning for redevelopment, as applicable to the site's location and configuration. At the PDP stage, this relates primarily to the proposed street configuration as it relates to the Master Roadway

Plan and surrounding street network so that evolving land uses can be built around an existing grid.

(d) Conformance of the perimeter, Primary and/or Intermediate Roadway buffering (if any) locations and widths, with the landscaping requirements of this Code, Section 522.9.Q. Landscaping and Buffering and CC-MPUD zoning, as applicable.

(e) Conformance of the identified roadway types with those identified in the CC-MRP.

(f) If a MUTRM project (as declared by the applicant), conformance of the street/block layout with MUTRM criteria as defined in this Code, Subsection 901.13 Mixed-Use Trip Reduction Measures.

(g) If a TOD project (as declared by the applicant), conformance of the street/block layout and mix of uses with Comprehensive Plan Objective FLU 10.2 Transit Oriented Design.

(h) If a TND project (as declared by the applicant), conformance of the street/block layout and development form with Land Development Code Section 601 Traditional Neighborhood Development.

(i) Conformance of lot dimensions and setbacks with the Development Standards in the CC-MPUD zoning.

(j) If applicable, conformance with Neighborhood Park size, location, and configuration with the standards set forth in this Code, Section 522.9.P. Neighborhood Parks or CC-MPUD zoning.

(k) Conceptual provision for tracts, and/or easements, as appropriate, to accommodate ingress/egress, drainage, and public utilities, as applicable.

(l) Notes indicating that future Incremental Plans will address, as a minimum, provision of utilities, fire protection, erosion and turbidity control,

wetland conservation and protection, and protection of listed species in accordance with applicable rules and standards.

(4) Form of Decision

Incremental Approval, Denial, or Incremental Conditional Approval of a PDP shall be in writing. The written approval may include conditions as necessary to ensure compliance with this Code. Refer to this Code, Section 522.9.D. Greenlight Process Procedures for an explanation of these forms of decision.

(5) Effect of Approval

Refer to this Code, Section 522.9.D. Greenlight Process Procedures.

(6) Time Limit of Approval

Except where project development schedules are established for Developments of Regional Impact and Florida Quality Developments, the following time limits on approvals shall apply:

(a) Final plan approval (all Incremental Plan approvals and Final Approval) must be received for the entire PDP within six (6) years of PDP approval.

(b) The project must be completely platted within ten (10) years of PDP approval.

(c) In the event that the developer does not comply with these provisions, all plans for the uncompleted portion of the project shall be deemed void.

(d) An applicant may request a one (1) year extension. Such extension may be granted by the County Administrator or Designee upon showing of good cause. Within six (6) months of expiration of the initial one (1) year extension, the County Administrator or Designee may grant an additional one (1) year extension, upon demonstration by the applicant that:

(i) the proposed development remains consistent with the Comprehensive Plan;
(ii) there has been no substantial change in the applicable Sections of this Code;
(iii) there is a hardship; and
(iv) the extension will not adversely impact the public health and safety.

If the applicant demonstrates compliance with the foregoing criteria, the Connected City Management Committee (CCMC) may grant up to two (2) total, two (2) year extensions beyond the initial two (2) one-year extensions, totaling no more than six (6) years from the initial PDP expiration.

Any extension granted by the State of Florida shall not be required to comply with the foregoing extension criteria, but shall run concurrently with any extension granted by the County and CCMC.

(e) In the event a PDP expires, all subsequent submittals shall comply with regulations in effect at the time of the said submittals.

(7) Simultaneous Submittals

Simultaneous submittals are prohibited for those projects within the Connected City Stewardship District for which a CC-MPUD has been adopted. Refer to this Code, Section 522.9.D. Greenlight Process Procedures for a description of the incremental review and approval process.

(8) Prohibitions

(a) Development of land shall not be commenced in the Connected City Stewardship District by any person, unless an Incremental Approval or Incremental Conditional Approval authorizing such development has been obtained from the County and the procedures established in this Code, Section 522.9.D. Greenlight Process Procedures have been followed by the person requesting development approval.

(b) No person shall commence, authorize, allow, or complete any development which does not conform to or abide by the terms and conditions of an Incremental Approval or Incremental Conditional Approval and to the requirements of this Code.

(c) It shall be unlawful for anyone who is the owner of any land or agent of the owner to transfer or convey such land by reference to, exhibition of, or other use of a site plan or a plat of a subdivision of such land, without having submitted the required site plans, plans, and plat of such subdivision and received approval in accordance with this Code, and without having recorded the approved subdivision plat, unless platting is not required.

(d) Development approved for use at a specific density or intensity shall not be used in a manner inconsistent with that approval, without an appropriate amended Site Development Permit.

b. Preliminary Site Plans (PSP)

(1) Intent and Purpose

PSPs are used to identify applicable existing site conditions and demonstrate general conformance with the standards of this Code and applicable conditions of the CC-MPUD zoning prior to the preparation of detailed incremental construction plans for an individual development site.

PSPs are required for all nonresidential and multiple family developments. PSPs are also used for other development activity that is not a subdivision or development requiring an operating permit.

(2) Submittal Requirements

An applicant shall submit required information in the form as specified by the County Administrator or designee. In circumstances where a PSP is submitted where a Preliminary Development Plan (PDP) has been approved, modifications to the submittal requirements shall be made to eliminate the need for providing duplicative information. This determination will be based

on the level of detail provided with the PDP and subsequent submissions and approvals.

Plans shall be drawn at a readable scale, signed, and sealed by a Florida Registered Engineer. The application package shall include:

(a) Application Information

(i) Proof of Ownership; i.e., copy of deed.
(ii) Agent of Record Letter, if applicable.
(iii) Application fee.

(b) General Information to be Shown on Plan

(iv) Pictorially show parcel.
(v) A legend, title, and number of revisions; date of preliminary site plan and revisions; scale of plan; north arrow; acreage in the parcel; and names, mailing addresses, e-mail addresses, and telephone numbers of the developer, owner, surveyor, and engineer.
(vi) Phasing plan, if applicable, designating each phase by number or letter and heavy line border at an appropriate scale.

(c) Map Information

(i) Location map showing the relationship between the site proposed for development and surrounding developments or lots, including a current aerial photograph with the project overlaid on it, which in no case shall be older than that available from the Property Appraiser's Office, with boundaries of development and roadway layout delineated. The location map shall show all major County Roads within one (1) mile of the development boundary.
(ii) All existing and planned Primary and Intermediate Roadways on the Connected City Master Roadway Plan within the proposed development and

within one (1) mile of the proposed development.

(iii) Wellhead Protection Areas and Special Protection Areas for all Community Water System supply wells within the proposed development and within 1,000 feet of the proposed development.

(d) Existing Site Information to be Shown on Plan

(i) Legal description sufficient to describe the size and location of the parcel.

(ii) Existing Streets: The name, location, right-of-way width, and pavement status; i.e., dirt, lime rock, concrete, asphalt, etc., of all existing streets, platted or recorded easements, other rights-of-way, and platted streets within 200 feet of the proposed development.

(iii) Existing platted or recorded easements or rights-of-way for drainage, pedestrian facilities, Multipurpose Lanes, Multipurpose Paths, Multipurpose Trails, or bicycle facilities, etc., including location, width, design criteria, and purpose within 200 feet of the proposed development.

(iv) Configuration of that portion of abutting developments within 200 feet with PSP approval, preliminary plan or, if platted, with Plat Book and Page number shown.

(v) Existing storm sewers, potable water facilities, and sewerage facilities on or abutting the tract within 200 feet.

(vi) Other existing structures or uses on site and a statement as to intend future use.

(vii) Present use of the property proposed for development.

(viii) CC-SPA Zone and zoning district of the property proposed for development and that of abutting land.

(ix) Dates and reference numbers of most recent substantial rezonings and subsequent nonsubstantial rezonings,

applicable special exceptions, variances, conditional uses, vested rights, or PDP that have been granted for the subject property, if applicable.

(x) Approximate location and acreage of natural features, including lakes, marshes or swamps, watercourses, and other jurisdictional areas.

(xi) Identify registered cultural resources on site.

(xii) Wetland Delineation / Identification

Provide documentation in the form of a survey, sketch, or aerial that delineates the location of the Categories I, II, or III wetland areas, as defined in the Comprehensive Plan, Conservation Element, Wetlands, Policy Nos. CON 1.3.1, CON 1.3.2, CON 1.3.3, CON 1.3.4, and CON 1.3.5, and provide the acreage for each wetland classification type.

In addition to the wetland type and acreage information, provide the following:

- Cumulative acreage total for Categories I, II, and III wetlands.
- Acreage total for water bodies.
- Acreage total for land with FLU Classification of CON (Conservation Lands).
- Developable acreage.

The Base Flood Elevation, where available, and delineation of flood zone(s) shall be superimposed on the PDP in accordance with the latest Flood Insurance Rate Map published by the Federal Emergency Management Agency (FEMA) or latest study as accepted by the FEMA.

(xiii) Density / Intensity Calculations

(e) Proposed Development

(i) Proposed Streets and Circulation: The name, location, and Connected City Roadway Type and typical section for all proposed streets. Indicate if streets are proposed to be public or private.

(ii) As required by this Code, Section 903 Utilities, provide a statement identifying the supplier of the potable water facilities, sewerage facilities, fire service, and electric service.

(iii) As required by this Code, Section 904 Fire Protection, indicate the method of fire protection; i.e., water main size, location of hydrants, tanks, etc.

(iv) As required by this Code, Section 522.9.P. Neighborhood Parks illustrate the neighborhood park locations and open space areas.

(v) Easements (show all existing or proposed; note if none). Proposed easements shall include required non-ingress/egress easements for double frontage lots.

(vi) Building Information

- Proposed building layout with all setbacks to property lines and between buildings.
- Proposed building height(s), number of floors, intended uses, and finished floor elevations.
- Proposed building size(s) in square feet, which includes all floors, mezzanines, or other similar features.

(vii) Parking Information Pursuant to this Code, Section 522.9.R. On-Site Parking:

- Calculations showing the number of parking spaces required and a statement as to the number of parking spaces (both standard and compact) to be provided.

- Indicate type of paving surface proposed for use on site.
- Americans with Disabilities Act spaces and route, including designation of accessible building entrances.

Requests for variances and required fees shall be submitted with the application. As described in this Code, Subsection 522.9.E.5.d.(1) General, formal requests for alternative standards as part of the incremental approval process is not required.

(f) Studies and Other Required Submittals

The following submittals may be required based on location within the County and/or development type proposed:

(i) Listed Species Site Survey.
(ii) Provide a narrative meeting the requirements of Section 809, Cultural Resources.
(iii) Connected City Transportation Analysis Application pursuant to this Code, Section 522.9.H.

(3) Standards of Review

The County Administrator or designee shall determine whether the application substantially meets the intent of the technical requirements of the Connected City Land Development Code (CC-LDC), the CC_SPA Zone, and the CC-MPUD zoning conditions of approval sufficient for issuance of an approval or Incremental Conditional Approval. In making the determination, the County Administrator or designee shall review the PSP for following:

(a) Conformance with the Connected City Master Roadway Plan.

(b) Conformance of the site access points to the access management criteria in this Code, Section 522.9.H Connected City Transportation Analysis.

(c) Conformance with the principle of planning for redevelopment, as applicable to the site's

location and configuration. At the PSP stage, this relates primarily to the proposed street configuration as it relates to the Master Roadway Plan and surrounding street network so that evolving land uses can be built around an existing grid.

(d) Conformance of the perimeter, Primary and/or Intermediate Roadway buffering (if any) locations and widths, with the landscaping requirements of this Code, Section 522.9.Q. Landscaping and Buffering and CC-MPUD zoning, as applicable.

(e) If applicable, conformance of the identified roadway types with those identified in the CC-MRP.

(f) If a MUTRM project (as declared by the applicant), conformance of the street/block layout with MUTRM criteria as defined in this Code, Subsection 901.13. Mixed-Use Trip Reduction Measures

(g) If a TOD project (as declared by the applicant), conformance of the street/block layout and mix of uses with Comprehensive Plan Objective FLU 10.2 Transit Oriented Design.

(h) If a TND project (as declared by the applicant), conformance of the street/block layout and development form with Land Development Code Section 601 Traditional Neighborhood Development.

(i) Conformance of lot dimensions and setbacks with the Development Standards in the CC-MPUD zoning.

(j) If applicable, conformance of Neighborhood Park size, location, and configuration with the standards set forth in this Code, Section 522.9.P. Neighborhood Parks or CC-MPUD zoning, as applicable.

(k) Conceptual provision for easements, as appropriate, to accommodate ingress/egress, drainage, and public utilities, as applicable.

(l) Notes indicating that future Incremental Plans will address, as a minimum, provision of utilities, fire protection, erosion and turbidity control, wetland conservation and protection, and

protection of listed species in accordance with applicable rules and standards.

(4) Form of Decision

Incremental Approval, Denial or Incremental Conditional Approval of a PSP shall be in writing. The written approval may include conditions as necessary to ensure compliance with this Code. Refer to LDC this Code, Section 522.9.D. Greenlight Process Procedures, for an explanation of these forms of decision.

(5) Effect of Approval

Refer to this Code, Section 522.9.D. Greenlight Process Procedures.

(6) Time Limit of Approval

Except where project development schedules are established for Developments of Regional Impact and Florida Quality Developments, the following time limits on approvals shall apply:

(a) Final plan approval (all Incremental Plan approvals and Final Approval) must be received for the entire PSP within six (6) years of PDP approval.

(b) The project must be completely platted within ten (10) years of PSP approval.

(c) In the event that the developer does not comply with these provisions, all plans for the uncompleted portion of the project shall be deemed void.

(d) An applicant may request a one (1) year extension. Such extension may be granted by the County Administrator or Designee upon showing of good cause. Within six (6) months of expiration of the initial one (1) year extension, the County Administrator or Designee may grant an additional one (1) year extension, upon demonstration by the applicant that:

(i) the proposed development remains consistent with the Comprehensive Plan;
(ii) there has been no substantial change in the applicable Sections of this Code;
(iii) there is a hardship; and
(iv) the extension will not adversely impact the public health and safety.

If the applicant demonstrates compliance with the foregoing criteria, the CCMC may grant up to two (2) total, two (2) year extensions beyond the initial two (2) one-year extensions, totaling no more than six (6) years from the initial PSP expiration.

Any extension granted by the State of Florida shall not be required to comply with the foregoing extension criteria, but shall run concurrently with any extension granted by the County and CCMC.

In the event a PSP expires, all subsequent submittals shall comply with regulations in effect at the time of the said submittals.

(7) Prohibitions

(a) Development of land shall not be commenced in the Connected City Stewardship District by any person, unless an Incremental Approval or Incremental Conditional Approval authorizing such development has been obtained from the County, and the procedures established in this Code, Section 522.9.D. Greenlight Process Procedures have been followed by the person requesting development approval.

(b) No person shall commence, authorize, allow, or complete any development which does not conform to or abide by the terms and conditions of an Incremental Approval or Incremental Conditional Approval and to the requirements of this Code.

(c) It shall be unlawful for anyone who is the owner of any land or agent of the owner, to transfer, or convey such land by reference to, exhibition of,

or other use of a site plan or a plat of a subdivision of such land, without having submitted the required site plans, plans, and plat of such subdivision and received approval in accordance with this Code, and without having recorded the approved subdivision plat, unless platting is not required.

(d) Development approved for use at a specific density or intensity shall not be used in a manner inconsistent with that approval, without an appropriate amended PSP.

c. Stormwater Management Plan and Report

(1) Intent and Purpose

The Stormwater Management Plan and Report is used to ensure that the stormwater management system will be constructed in accordance with the standards of this Code, Section 902 Stormwater. It is intended that the Stormwater Management Plan and Report will accompany the Mass Grading Incremental Plan, if the Mass Grading Plan proposes wetland impacts, floodplain encroachments or alterations to pre-development drainage patterns, and the Paving, Grading, and Drainage Incremental Plan.

(2) Submittal Requirements

(a) The Stormwater Management Plan and Report shall substantially conform to the preliminary plans or preliminary site plans as approved. Stormwater Management Plans and Reports may be approved only after the preliminary plans or preliminary site plans have been incrementally approved. An applicant shall submit required information in the form and within the time as specified by the County Administrator or designee.

Plans shall be drawn at a readable scale, signed, and sealed by a Florida Registered Engineer. The application package shall include sufficient information for the County Administrator or designee to evaluate the environmental characteristics of the affected area, the potential and predicted impacts of the proposed activity on

area surface waters, and the effectiveness and acceptability of those measures proposed by the applicant to reduce adverse impacts.

(b) The Stormwater Management Plan and Report shall contain, as a minimum, the following information:

(i) The names, addresses, e-mail addresses, and telephone numbers of the applicant and the engineer.

(ii) The location map.

(iii) The predevelopment, environmental, and hydrological conditions of the site, and/or receiving waters and wetlands shall be described in detail, including the following:

- The direction, peak-flow rate, and for closed basins, the volume of predevelopment stormwater runoff.
- The locations on site where predevelopment stormwater collects or percolates into the ground.
- A description of all water courses, water bodies, and wetlands on or adjacent to the site or into which stormwater from the site flows.
- Seasonal high water table elevations.
- Location of 100-year flood plain or best available information.
- Description of vegetation on and adjacent to the site.
- Topography.
- Soils.
- Location of drainage basins and subbasins.
- Rainfall data for the appropriate design storm.
- Natural Resources Conservation Service (NRCS) curve numbers.

(iv) Proposed post development conditions of the site shall be described in detail, including:

- Areas to be filled, graded, and/or excavated.
- Areas where vegetation will be cleared or otherwise removed.

- The size and location of nonresidential buildings or other structures. The typical lot layout shall be used to compute the coefficient of runoff.
- Location of drainage basins and subbasins.
- NRCS curve numbers.
- Effect of any proposed open space irrigation systems.

(v) All components of the drainage system and any measures for the detention, retention, or infiltration of water or for the protection of water quality shall be described in detail, including:

- The direction, flow rate, and for closed basins and drainage basins of special concern, the volume of stormwater that will be conveyed from the site, if any, with a comparison to the predevelopment conditions.
- Detention and retention areas, including plans for the discharge of waters.
- Areas of the, if any, site to be used or reserved for percolation.
- A plan for the control of erosion, which describes in detail the type and location of control measures.
- Any other information which the developer or the County Administrator or designee believes is necessary for an evaluation of the Stormwater Management Plan.

(3) Standards of Review

The County Administrator or designee shall be responsible for approving or disapproving all Stormwater Management Plans and Reports. The County Administrator or designee shall not approve any Stormwater Management Plans and Reports until the said plans and reports comply with this Code and the Comprehensive Plan.

Prior to approval or disapproval, the County Administrator or designee shall determine whether the plans:

(a) Are consistent with this Code.

(b) Provide design features which address the protection of the public health, safety, and welfare.

(c) Are consistent with the Goals, Objectives, and Policies set forth in the adopted Comprehensive Plan.

(d) Provide for necessary public improvements or facilities.

(4) Forms of Decision

As the Stormwater Management Plan and Report are a component of the Mass Grading and/or Paving, Grading, and Drainage Incremental Plans, as applicable, the decision (Approval, Incremental Conditional Approval, or Denial) shall be rendered as part of those incremental approval processes.

(5) Effect of Approval

Refer to this Code, Section 522.9.D. Greenlight Process Procedures for the effect of approval for Mass Grading and/or Paving, Grading, and Drainage Incremental Plans, as applicable, of which the Stormwater Management Plan and Report is a component.

d. Mass Grading Plan

(1) Intent and Purpose

The purpose of the Mass Grading Plan (MGP) plan is to allow applicants to proceed with land clearing, earth moving, and stormwater management system construction in advance of gaining approval for other Incremental Plans that occur later in the land development process. The intent of the MGP plan is to provide reasonable assurance to the County Administrator or designee that the stormwater management system improvements will be constructed

in accordance with the standards of this Code, Section 902 Stormwater.

(2) Submittal Requirements

An applicant shall submit required information in the form as specified by the County Administrator or designee.

Plans shall be drawn at a readable scale, signed, and sealed by a Florida Registered Engineer. The application package shall include:

(a) Applicant Information

(i) Proof of Ownership; i.e., copy of deed.
(ii) Agent of Record Letter, if applicable.
(iii) Application fee.

(b) General Information to be Shown on Plan

(i) Pictorially show parcel.
(ii) A legend, title, and number of revision(s); date of preliminary site plan and revision(s); scale of plan; north arrow; acreage in the parcel; and names, mailing addresses, e-mail addresses, and telephone numbers of the developer, owner, surveyor, and engineer.
(iii) Phasing plan, if applicable, designating each phase by number or letter and heavy line border at an appropriate scale. The phasing plan shall be accompanied by a narrative addressing at a minimum:
- Maximum area or the site to be exposed at any one time;
- Provisions for the preservation of natural land and water features, vegetation, drainage, and other natural features of the site;
- Provisions for actions to be taken to create or contribute to flooding, erosion, increased turbidity, siltation, or other forms of pollution in a watercourse; and
- Provisions for installation of stabilization/vegetation of the site.

(c) Map Information

(i) A location map showing the relationship between the sites proposed for development and surrounding developments or lots, including a current aerial photograph, which in no case shall be older than that available from the Property Appraiser's Office, with boundaries of development and roadway layout delineated. The location map shall show all Major County Roads within one (1) mile of the development project.

(ii) All existing and planned Primary and Intermediate Roadways on the Connected City Master Roadway Plan within the proposed development and within one (1) mile of the proposed development.

(iii) Wellhead Protection Areas and Special Protection Areas for all Community Water System supply wells within the proposed development and within 1,000 feet of the proposed development.

(d) Existing Site Information to be Shown on Plan

(i) A legal description sufficient to describe the size and location of the parcel.

(ii) Existing Streets: The name, location, right-of-way width, and pavement status; i.e., dirt, lime rock, concrete, asphalt, etc., of all existing streets, platted or recorded easements, other rights-of-way, and platted streets within 200 feet of the proposed development.

(iii) Existing platted or recorded easements or rights-of-way for drainage, pedestrian facilities, Multipurpose Lanes, Multipurpose Paths, Multipurpose Trails, or bicycle facilities, etc., including location, width, design criteria, and purpose within 200 feet of the proposed development.

(iv) Configuration of that portion of abutting developments within 200 feet with preliminary site plan approval,

preliminary plan, or if platted, with Plat Book and Page number shown.

(v) Existing storm sewers, potable water facilities, and sewerage facilities on or abutting the tract within 200 feet.

(vi) Other existing structures or uses on site and a statement as to the intended future use.

(vii) Existing contours at a maximum of two (2) foot intervals, based on the National Geodetic Vertical Datum of 1929, identifying the tract to be developed and, where practicable, extending a minimum of 100 feet beyond the tract boundary. A note stating the basis of the vertical datum shall be shown on the drawing. After October 1, 2011, the submittal shall be based on the North American Vertical Datum of 1988.

(viii) Present use of the property proposed for development.

(e) CC-SPA Zone and Zoning District of the Parcel Proposed for Development and that of Abutting Land

(i) Dates and reference numbers of most recent substantial rezonings and subsequent non-substantial rezonings, applicable special exceptions, variances, conditional uses, vested rights, or preliminary plans that have been granted, if applicable.

(ii) Location and acreage of natural features, including lakes, marshes or swamps, watercourses, and other jurisdictional areas.

(iii) Identify any historic resources on site.

(iv) Wetland Delineation/Identification
Provide documentation in the form of a survey, sketch, or aerial that delineates the location of the Categories I, II, or III wetland areas, as defined in the Comprehensive Plan, Chapter 3, Conservation Element, Wetlands, Policy Nos. 1.3.1, 1.3.2, 1.3.3, 1.3.4, and 1.3.5, and provide the acreage for each wetland classification type.

(v) The Base Flood Elevation, where available, and delineation of flood zone(s) shall be superimposed on the preliminary plan in accordance with the latest Flood Insurance Rate Map published by the Federal Emergency Management Agency (FEMA) or latest study as accepted by the FEMA. All development proposals greater than five (5) acres shall include within such proposals Base Flood Elevation data.

(vi) Tree data chart (identification by species and size) of existing and removed trees sufficient to enable evaluation of impacts.

(vii) The predevelopment, environmental, and hydrological conditions of the site and/or receiving waters and wetlands shall be described in detail, including the following:

- The direction; peak-flow rate; and for closed basins, the volume of predevelopment stormwater runoff.
- The location of areas on the site where predevelopment stormwater collects or percolates into the ground.
- A description of all water courses, water bodies, and wetlands on or adjacent to the site or into which stormwater flows.
- Seasonal high water table elevations.
- Location of 100-year flood plain or best available information.
- Description of vegetation.
- Topography.
- Soils.
- Location of drainage basins and subbasins.
- Rainfall data for the appropriate design storm.
- Natural Resources Conservation Service (NRCS) curve numbers.

(f) Proposed Development

(i) Proposed post-development conditions of the site shall be described in detail, including:

- Areas to be filled, graded, and/or excavated.
- Areas where vegetation will be cleared or otherwise removed.
- The size and location of nonresidential buildings or other structures. The typical lot layout shall be used to compute the coefficient of runoff.
- Location of drainage basins and subbasins.
- NRCS curve numbers.
- Effect of any proposed open space irrigation systems.

(ii) All components of the drainage system and any measures for the detention, retention, or infiltration of water or for the protection of water quality shall be described in detail in the accompanying Stormwater Management Plan and Report (refer to this Code, Subsection 522.9.E.3.c.), including:

- The direction; flow rate; and for closed basins and drainage basins of special concern, the volume of stormwater that will be conveyed from the site, if any, with a comparison to the predevelopment conditions.
- Detention and retention areas, including plans for the discharge of waters.
- Areas of the site, if any, to be used or reserved for percolation.
- A plan for the control of erosion, which describes in detail the type and location of control measures.
- Any other information which the developer or the County Administrator or designee believes is reasonably necessary for an evaluation of the stormwater management plan.

(iii) Easements (show all existing or proposed; note if none)

Requests for variances and required fees shall be submitted with the application. As described in this Code, Subsection 522.9.E.5.d.(1) General, formal requests for alternative standards as part of the incremental approval process is not required.

(g) Studies and Other Required Submittals

The following submittals may be required based on location within the County and/or development type proposed:

(i) Listed Species Site Survey. If the site is shown on Maps 3-1 in the Comprehensive Plan, as a location for known listed species habitat.

(ii) A narrative meeting the requirements of Section 809, Cultural Resources.

(3) Standards for Approval

The County Administrator or designee shall not approve any mass grading plans unless the said plans and reports meet the technical requirements of this Code and are consistent with the Comprehensive Plan.

Nothing contained herein shall be construed to require Pasco County to duplicate the function of any State or Federal agency, including but not limited to the Southwest Florida Water Management District (SWFWMD) or the Army Corps of Engineers (COE).

(4) Form of Decision

The Incremental Approval, Denial or Incremental Conditional Approval shall be made in writing. The written incremental approval may include conditions as necessary to ensure compliance with this Code. Refer to LDC this Code, Section 522.9.D. Greenlight Process Procedures, for an explanation of these forms of decision.

(5) Effect of Approval

Refer to this Code, Section 522.9.D. Greenlight Process Procedures.

(6) Time Limit of Approval

Except where project development schedules are established for Developments of Regional Impact and Florida Quality Developments, the following time limits on approvals shall apply:

(a) Once a Mass Grading Incremental Plan has gained final approval status as described in this Code. Section 522.9. D. Greenlight Process Procedures, it shall expire when its associated preliminary site plan or preliminary development plan expires.

However, the expiration of the underlying PDP or PSP notwithstanding, a conditionally approved Mass Grading Plan shall expire in 180 days if the applicant has not submitted a revised Incremental Plan within that time period. If the applicant has made timely submission of a revised Incremental Plan for mass grading and is making timely responses to Pasco County in an effort to gain final approval of the Mass Grading Plan, it shall remain valid. Refer to this Code, Section 522.9.D. Greenlight Process Procedures, for a description of the process for submitting Revised Incremental Plans and gaining final approval for incremental plans.

(b) For a Mass Grading Plan that has gained final approval, the applicant may request an extension by following the procedures for extending its underlying PDP or PSP as set forth in this Code, Subsection 522.9.E.3.a.(6) and 522.9.E.3.b.(6), respectively, Time Limit of Approval.

e. Utility Construction Plans

(1) Intent and Purpose

The purpose of the Utility Construction Plan is to allow applicants to proceed with water distribution system, wastewater collection/transmission system, and reclaimed water distribution system construction (primarily gravity sanitary sewer systems) in advance of gaining approval for other development increments that occur later in the land development process. The intent

of the utility plan is to provide reasonable assurance to the Assistant County Administrator for Utilities, or designee, that water distribution systems, wastewater collection/transmission systems, and reclaimed water distribution systems will be constructed in conformance with the Pasco County Standards for Design and Construction of Water, Wastewater, and Reclaimed Water Facilities Specifications, latest edition, and all applicable permitting criteria of the Florida Department of Environmental Protection (FDEP).

(2) Submittal Requirements

Prior to installing improvements, the developer shall submit Utility Construction Plans and FDEP applications to the Pasco County Utilities Services Branch. All sheets shall be signed and sealed by a Florida registered engineer. An applicant shall submit the required information on the form as specified by the County Administrator or designee.

The Utility Construction Plans for any portion of a proposed development shall substantially conform to the preliminary development plans or preliminary site plans, as approved.

Utility Construction Plans shall, at a minimum, conform to the following requirements:

(a) The construction plans shall be drawn to a scale of 1":50' or larger (or other scale, if approved by the Assistant County Administrator for Utilities or designee) and shall be submitted with the engineering specifications for the following improvements:

(i) Water: Existing and proposed water supply and/or distribution system.
(ii) Sanitary sewerage system: Horizontal and vertical alignments, shall be shown graphically, in plan and profile views, of existing and proposed sanitary sewage collection and/or treatment system.
(iii) Reclaimed water system: Existing and proposed reclaimed water supply and/or distribution system.
(iv) Pedestrian, bicycle, and neighborhood vehicle facilities, including Multipurpose

Lanes, Multipurpose Paths and Multipurpose Trails, where applicable.

(v) Parks, where applicable.

(vi) Existing contours at maximum two (2) foot intervals and proposed lot grades.

(vii) Easements, existing and proposed.

(viii) The plans shall certify that the utility system is in substantial conformance with Pasco County Standards for Design and Construction of Water, Wastewater, and Reclaimed Water Facilities Specifications, latest edition, and all applicable permitting criteria of the Florida Department of Environmental Protection (FDEP).

(ix) Fire protection system.

(x) Any other items required by the Assistant County Administrator for Utilities or designee that are necessary for review prior to a final decision of the Utility Construction Plans and FDEP Permits for the subject development.

(xi) Geotechnical/geological engineering report meeting the requirements of this Code, Section 807 Soils and Geotechnical Hazards for manholes exceeding 12 feet in depth and all pumping station wet wells.

(xii) Erosion and Sedimentation Control Plan.

(b) When deemed necessary, the County Administrator or designee may require the submission of engineering calculations in support of any of the proposed construction plans and specifications submitted under this Code.

(3) Standards of Approval

The Assistant County Administrator for Utilities or designee shall not approve any Utility Construction Plans and associated FDEP permits unless the said plans, specifications, or proposed alternative standard meets the technical requirements of this Code and FDEP rule criteria are consistent with the Comprehensive Plan and substantially conform to the preliminary development plans or preliminary site plans.

Utility Construction Plans may be approved only after the preliminary development plans or preliminary site plans have been incrementally approved.

(4) Form of Decision

Incremental Approval, Denial or Incremental Conditional Approval of a Utility Construction Plan shall be made in writing. The written approval may include conditions as necessary to ensure compliance with this Code. Refer to LDC this Code, Section 522.9.D. Greenlight Process Procedures for an explanation of these forms of decision.

(5) Effect of Approval

Refer to this Code, Section 522.9.D. Greenlight Process Procedures.

(6) Consideration of Adjacent Development

Prior to construction of any development where the construction plans were designed and engineered based on the proposed construction of an abutting development, the developer shall provide one of the following to the County Administrator or designee:

(a) A statement that the site has been reviewed and the construction plan, as approved, needs no modifications to accommodate the existing field conditions.

(b) Revised construction plans to accommodate the existing field conditions.

(7) Simultaneous Submissions

Simultaneous submittals are prohibited for those projects within the Connected City Stewardship District for which a CC-MPUD has been adopted. Refer to this Code, Section 522.9.D. Greenlight Process Procedures for a description of the incremental review and approval process.

(8) Time Limit of Approval

Except where project development schedules are established for Developments of Regional Impact and

Florida Quality Developments, the following time limits on approvals shall apply:

Once a Utility Construction Incremental Plan has gained final approval status as described in this Code, Section 522.9.D. Greenlight Process Procedures, it shall expire when its associated preliminary site plan or preliminary development plan expires. However, the Florida Department of Environmental Protection (FDEP) Water Distribution System and Wastewater Collection/Transmission System Permits issued by the Pasco County Utilities Services Branch shall expire one (1) year after their issuance. These permits shall be reapplied for, inclusive of all applicable state forms and fees, if the applicant wishes to construct these systems after the original permit's expiration.

However, the expiry of the FDEP Permits and the underlying PDP or PSP notwithstanding, a conditionally approved Utility Construction Plan shall expire in 180 days if the applicant has not submitted a revised Incremental Plan within that time period. If the applicant has made timely submission of a revised Incremental Plan for utilities and is making timely responses to Pasco County in an effort to gain final approval of the Utility Construction Plan, it shall remain valid. Refer to this Code, Section 522.9.D. Greenlight Process Procedures, for a description of the process for submitting Revised Incremental Plans and gaining final approval for incremental plans.

f. Paving, Grading, and Drainage Plans

(1) Intent and Purpose

The purpose of the Paving, Grading, and Drainage Plan (PGD) is to allow applicants to proceed with construction of streets, storm sewer systems, and final grading after installation of deep gravity sanitary sewer systems and before gaining final approval for all development increments. The intent of the PGD plan is to provide reasonable assurance to the County Administrator or designee that the stormwater management system improvements will be constructed in accordance with the standards of this Code, Section 902 Stormwater and that streets will be constructed in accordance with the standards of the CC-MRP.

(2) Submittal Requirements

Prior to installing improvements (other than those authorized under previous Incremental Plans) the developer shall submit Paving, Grading, and Drainage Plans. All sheets shall be signed and sealed by a Florida registered engineer. An applicant shall submit the required information on the form as specified by the County Administrator or designee.

The Paving, Grading and Drainage Plans for any portion of a proposed development shall substantially conform to the preliminary development plans or preliminary site plans and simultaneously submitted Stormwater Management Plan and Report.

Paving, Grading, and Drainage Plans shall, at a minimum, conform to the following requirements:

(a) The construction plans shall be drawn to a scale of 1":50' or larger (or other scale, if approved by the County Administrator or designee) and shall be submitted with the engineering specifications for the following improvements:

(i) Water: Existing and proposed water supply and/or distribution system so that potential conflicts between the water system and the storm sewer system can be reviewed.

(ii) Sanitary sewerage system: Horizontal and vertical alignments, shall be shown graphically, in plan and profile view, of existing and proposed sanitary sewage collection system so that potential conflicts between the sanitary sewerage system and the storm sewer system can be reviewed.

(iii) Reclaimed Water: Existing and proposed reclaimed water supply and/or distribution system so that potential conflicts between the reclaimed water system and the storm sewer system can be reviewed.

(iv) Drainage facilities, showing horizontal and vertical alignments, shall be shown graphically, in the plan profile, of both natural and man-made systems; i.e.,

storm sewer systems and retention/detention ponds. The cover sheet of the construction plan shall provide a statement indicating whether the drainage plan provided was based on the existing field conditions of the abutting property or was based on the proposed development design of the abutting property.

(v) Streets and Circulation: Proposed design speed, vertical and horizontal alignment, pavement cross section, structural components, design calculations, and, where applicable, proposed street names pursuant to this Code, Section 522.9.J. Street Design and Dedication Requirements.

(vi) Flood zone delineation, base flood elevation, when available, and the Federal Emergency Management Agency's current Florida Insurance Rate Map Panel Reference.

(vii) Pedestrian, bicycle, and neighborhood vehicle facilities, including Multipurpose Lanes, Multipurpose Paths and Multipurpose Trails, where applicable.

(viii) Parks, where applicable.

(ix) Existing contours at maximum two (2) foot intervals and proposed lot grades.

(x) Easements, existing and proposed.

(xi) Traffic control device plan showing all required signs and pavement markings and informational signs; i.e., street signs.

(xii) The plans shall certify that the roadway system is in substantial conformance with the *Manual of Uniform Minimum Standards for Design, Construction*, *and Maintenance of Streets and Highways,* State of Florida, in effect at the time the plans are prepared.

(xiii) Fire protection system.

(xiv) For subdivisions, a plan showing lot lines, minimum lot sizes, lot numbers and phasing, designating each phase by number or letter with a heavy line border and a lot type typical showing minimum lot sizes, at a scale appropriate with the size of the tract.

(xv) Any other items required by the County Administrator or designee that are necessary for review prior to a final decision of the construction plans for the subject development.

(xvi) Geotechnical/geological engineering report meeting the requirements of this Code, Section 807 Soils and Geotechnical Hazards.

(xvii) Erosion and Sedimentation Control Plan.

(b) When deemed necessary, the County Administrator or designee may require the submission of engineering calculations in support of any of the proposed construction plans and specifications submitted under this Code.

(3) Standards for Approval

The County Administrator or designee shall not approve any construction plans unless the said plans, specifications, or proposed alternative standard meets the technical requirements of this Code are consistent with the Comprehensive Plan and substantially conform to the preliminary development plans or preliminary site plans.

Construction plans may be approved only after the preliminary development plans or preliminary site plans and the Stormwater Management Plan and Report have been incrementally approved.

(4) Form of Decision

Incremental Approval, Denial or Incremental Conditional Approval of a Paving, Grading, and Drainage Plan shall be made in writing. The written approval may include conditions as necessary to ensure compliance with this Code. Refer to this Code, Section 522.9.D. Greenlight Process Procedures for an explanation of these forms of decision.

(5) Effect of Approval

Refer to this Code, Section 522.9.D. Greenlight Process Procedures.

(6) Consideration of Adjacent Development

Prior to construction of any development where the construction plans were designed and engineered based on the proposed construction of an abutting development, the developer shall provide one of the following to the County Administrator or designee:

(a) A statement that the site has been reviewed and the construction plan, as approved, needs no modifications to accommodate the existing field conditions.

(b) Revised construction plans to accommodate the existing field conditions.

(7) Simultaneous Submissions

Simultaneous submittals are prohibited for those projects within the Connected City Stewardship District for which a CC-MPUD has been adopted. Refer to this Code, Section 522.9.D. Greenlight Process Procedures for a description of the incremental review and approval process.

(8) Time Limit on Approval

Except where project development schedules are established for Developments of Regional Impact and Florida Quality Developments, the following time limits on approvals shall apply:

(a) Once a Paving, Grading, and Drainage Incremental Plan has gained final approval status as described in this Code, Section 522.9.D. Greenlight Process Procedures, it shall expire when its associated preliminary site plan or preliminary development plan expires.

However, the expiration of the underlying PDP or PSP notwithstanding, a conditionally approved Paving, Grading, and Drainage Plan shall expire in 180 days if the applicant has not submitted a revised Incremental Plan within that time period. If the applicant has made timely submission of a revised Incremental Plan for paving, grading, and drainage and is making timely responses to Pasco County in an effort to gain final approval

of the Paving, Grading, and Drainage Plan, it shall remain valid. Refer to this Code, Section 522.9.D. Greenlight Process Procedures, for a description of the process for submitting Revised Incremental Plans and gaining final approval for incremental plans.

(b) For a Paving, Grading, and Drainage Plan that has gained final approval, the applicant may request an extension by following the procedures for extending its underlying PDP or PSP as set forth in this Code, Section 522.9.E. Permit Types and Applications."

g. Landscaping and Hardscaping Plans

(1) Intent and Purpose

The purpose of this plan is to address tree removal and replacement, buffering, and other required landscaping, and hardscaping, including but not limited to supplemental sidewalks, plazas, courtyards, etc., and structures such as benches, shade structures, pavilions, etc. Addressing these elements last, mirrors the construction process and allows applicants to proceed with earlier increments of construction prior to approval of landscaping and hardscaping plans. Further, addressing these elements at the end of the development process should reduce the need for landscaping plan modifications that often occur when landscaping design is completed at the beginning of the process. The intent of the plans is to provide reasonable assurance to the County Administrator or designee that the Tree Protection requirements in this Code, Section 802 Tree Preservation and Replacement and Section 522.9.Q. Landscaping and Buffering are met.

(2) Submittal Requirements

All sheets shall be signed and sealed by a Florida registered Landscape Architect. An applicant shall submit the required information on the form as specified by the County Administrator or designee.

The Landscaping and Hardscaping Plans for any portion of a proposed development shall substantially conform to the preliminary development plans or preliminary site plans and all previously approved Incremental Plans.

Landscaping and Hardscaping Plans shall, at a minimum include the following:

(a) The plans shall be drawn to a scale of 1":50' or larger (or other scale, if approved by the County Administrator or designee) and shall be submitted with applicable notes and specifications for the following improvements:

(i) Trees: Existing trees to remain and trees that existed in the pre-developed condition and were removed to facilitate development shall be shown. Trees (including street trees per other provisions of the LDC) proposed as replacements for removed trees and to meet other requirements of this Code shall be shown.

(ii) Shrubs and Ground Covers: Shrubs and ground covers proposed to meet buffering and other requirements of this Code shall be shown.

(iii) Provide tables to list and summarize all plant materials and to provide calculations demonstrating compliance with all LDC criteria, including, but not limited to, tree replacements, lot trees, species diversity requirements, etc.

(iv) Minimum Code-Required Landscaping and Elective Enhancements: Where the applicant proposes elective landscaping enhancements that exceed the requirements of this Code, such enhanced landscaping shall be shown and identified on the plans in a manner clearly distinguishable from landscaping intended to meet minimum Code requirements. If enhanced landscaping is not distinguished from minimum Code-required landscaping, the applicant shall be required to install all landscaping as shown on the plans, as the Pasco County Engineering Inspections Division will have no means to distinguish between required and elective landscaping.

(v) Hardscaping Elements: Supplemental sidewalks, plazas, courtyards, etc., and

structures such as benches, shade structures, pavilions, etc. shall be shown. Where structures are proposed, dimensions shall be provided to indicate their location relative to rights-of-way, easements, drainage features, and other site features deemed by the County Administrator or designee as significant and relevant to the review of the Landscaping and Hardscaping Plans.

(3) Standards for Approval

The County Administrator or designee shall determine whether the application substantially meets the intent of the technical requirements of the Connected City Land Development Code (CC-LDC), the CC-SPA Zone, and the CC-MPUD zoning conditions of approval sufficient for issuance of an approval or Incremental Conditional Approval. In making the determination, the County Administrator or designee shall review the Landscaping and Hardscaping Plans for the following:

(a) Substantial conformance of site layout/configuration with the approved PDP or PSP, as appropriate, and the approved or conditionally approved PGD, as appropriate.
(b) Substantial conformance of all buffers, tree replacement areas, vehicular use planting areas, or other required planting zones with the approved PDP or PSP. If there are substantial deviations, they shall be identified, and the narrative submitted with the Landscaping/Hardscaping Plan shall provide an explanation and justification for the deviations.
(c) Compliance with applicable Specific Conditions, if any, of the PGD, if conditionally approved.
(d) Depiction of the location, number, and species of all proposed planting materials.
(e) Identification of all landscape areas by type/purpose (e.g., roadway buffer, perimeter buffer, vehicular use area landscaping, building perimeter landscaping, tree replacement area, etc.).
(f) Provision of tables to list and summarize all plant materials and to provide calculations demonstrating compliance with all LDC criteria,

including, but not limited to, tree replacements, lot trees, species diversity requirements, etc.

(g) Provision of specifications, notes, and details for installation of plant materials, including language regarding the provision of an acceptable maintenance entity other than Pasco County.

(h) Provision of hardscape depictions in plan view, including dimensions as necessary to determine the location of all hardscape elements relative to rights of way and easements.

(4) Form of Decision

Incremental Approval, Denial or Incremental Conditional Approval of a Landscaping and Hardscaping Plan shall be made in writing. The written approval may include conditions as necessary to ensure compliance with this Code. Refer to this Code, Section 522.9.D. Greenlight Process Procedures for an explanation of these forms of decision.

(5) Effect of Approval

Refer to this Code, Section 522.9.D. Greenlight Process Procedures.

(6) Simultaneous Submissions

Simultaneous submittals are prohibited for those projects within the Connected City Stewardship District for which a CC-MPUD has been adopted. Refer to Section 522.9.D. Greenlight Process Procedures for a description of the incremental review and approval process.

(7) Time Limit on Approval

Except where project development schedules are established for Developments of Regional Impact and Florida Quality Developments, the following time limits on approvals shall apply:

(a) Once a Landscaping and Hardscaping Incremental Plan has gained final approval status as described in this Code, Section 522.9.D. Greenlight Process Procedures," it shall expire when its associated preliminary site plan or preliminary development plan expires.

However, the expiration of the underlying PDP or PSP notwithstanding, a conditionally approved Landscaping and Hardscaping Plan shall expire in 180 days if the applicant has not submitted a revised Incremental Plan within that time period. If the applicant has made timely submission of a revised Incremental Plan for landscaping and hardscaping and is making timely responses to Pasco County in an effort to gain final approval of the Landscaping and Hardscaping Plan, it shall remain valid. Refer to this Code, Section 522.9.D. Greenlight Process Procedures, for a description of the process for submitting Revised Incremental Plans and gaining final approval for incremental plans.

(b) For a Landscaping and Hardscaping Plan that has gained final approval, the applicant may request an extension by following the procedures for extending its underlying PDP or PSP as set forth in this Code, Section 522.9.E. Permit Types and Applications.

(c) In the event that the developer does not comply with these provisions, all plans for the project shall be deemed void.

h. Modifications to Development Approvals

(1) Substantial Modifications

Unless otherwise approved by the County Administrator or designee, all substantial modification requests shall be submitted and processed as an amendment in the same manner as the original approval. A modification shall be considered substantial when:

(a) The modification consists of a ten (10) percent cumulative change in density or intensity (square footage).

(b) The modification would require additional review or compliance based on other sections of this Code, the Comprehensive Plan, State or Federal law, and/or conditions that were previously imposed on the development.

(c) The modification has the potential to be contrary to the public health or safety.

Only those portions of the development that are affected by the substantial modification are subject to additional review or compliance with subsequently adopted provisions of this Code, the Comprehensive Plan, and applicable provisions of State or Federal law.

(2) Nonsubstantial Modifications

Nonsubstantial Modifications Applications shall consist of a narrative describing the proposed changes, as well as plans depicting the proposed changes. Nonsubstantial modifications are not subject to subsequent amendments of this Code after adoption of the original approval.

(3) Modifications Requiring a Public Hearing

The following modifications shall require a public hearing:

(a) Modifications requiring a variance.

Modifications to a condition of approval specifically imposed by the CCMC, BCC or DRC (where applicable).

(b) Modifications, including alternative standards that were specifically denied by the CCMC.

These modifications shall be approved, approved with conditions, or denied by the CCMC or Board of County Commissioners (BCC), as applicable, utilizing the applicable procedures and standards as set forth in this Code.

(4) Mistake of Law

If the mistake of law by the County results in a previously approved development, or portion thereof, to not be adequately reviewed for compliance, the development shall be subject to additional review for compliance with those regulations, as amended, that were not applied due to the mistake of law.

(5) Incremental Modifications

Modifications of any type (substantial or nonsubstantial) in the Connected City Stewardship District shall be made to all Incremental Plans affected by the modification except for the Mass Grading Plan which is superseded by the Paving, Grading, and Drainage Plans.

4. Miscellaneous Permits

a. Right-of-Way Use Permit

The Right-of-Way Use Permit in the Connected City Stewardship District shall in all respects have the same characteristics (Intent and Purpose, Applicability, Exemptions, Application Requirements, Etc.) as all Rights-of-Way Use Permits in unincorporated Pasco County as addressed in this Code, Section 406.5, except that, in the Connected City Stewardship District, Right-Of-Way Use Permits for water lines, sanitary sewer lines, reclaimed water lines, landscaping and irrigation, and access management improvements including, but not limited to driveways, roadway connections including turnouts and flares, left- and right-turn lane queue storage and deceleration lanes, tapers, etc., and all other development-related features proposed in County right-of-way that are integral to any of the Incremental Plans being processed as part of the Project, shall be processed simultaneously with the Paving Grading, and Drainage Plan or Landscaping and Hardscaping Plan, as applicable. The applicant shall not be required to wait for approval of all Incremental Plans before development-related Right-of-Way Use Permits are processed. All application and other requirements for the Right-of-way Use Permit shall be as addressed in Section 406.5 of this Code.

For any improvements not directly related to the Incremental Plans for a project, such as dry/soft utility installations (electric, telephone, cable, gas, etc.) and any “after-the-fact” improvements, such as stand-alone landscaping and irrigation installed apart from an Incremental Approval process, Section 406.5 shall be followed.

5. Relief Procedures

All projects required to use the Connected City Greenlight Process described in this Code, Section 522.9.D. Greenlight Process Procedures are eligible to seek relief through the Connected City Collaboration Process during the process of review of any Incremental Plan, including Preliminary Development Plans, Preliminary Site Plans, Mass Grading Plans, Utility Construction Plans, Paving, Grading, and Drainage Plans, and Landscaping and Hardscaping Plans. The Collaboration Process is intended to be an informal process wherein the applicant and County staff, represented by the Connected City Collaboration Team (CCCT), can collaborate to seek resolution in the case of Incremental Plan denials or disagreements over Incremental Conditional Approval Specific Conditions.

a. Connected City Collaboration Process

The Collaboration Process is designed to be initiated by the applicant. Circumstances under which an applicant in the Greenlight Process may choose to initiate the Collaboration Process are as follows:

(1) Circumstances Triggering Collaboration Process

(a) The applicant receives a denial of any of the Incremental Plans in the Greenlight Process.

(b) The applicant receives an Incremental Conditional Approval that is subject to conditions that the applicant finds unfavorable.

(2) Collaboration Process for Incremental Conditional Approval

(a) Upon receipt of an Incremental Conditional Approval (ICA) written notification, applicant shall have seven (7) days to file a written request with the County Administrator or designee to meet with the CCCT. If the applicant fails to timely file a written request to meet with the CCCT, the applicant's opportunity to use the Collaboration Process shall be foreclosed and the standard appeal process in this Code, Subsection 522.9.E.5.b. Appeals shall become the next available opportunity to seek relief, and the applicant would be subject to the timelines prescribed therein.

(b) The CCCT shall have ten (10) days to hold the CCCT meeting with the applicant (or applicant's agents/consultants) to discuss the Specific Conditions that the applicant finds problematic.

(c) During the CCCT meeting the applicant and CCCT shall discuss the facts of the project in a collaborative manner in an effort to arrive one of the following conclusions:

(i) Applicant determines the Specific Condition(s) to be acceptable as written and agrees that the Specific Condition(s) will be properly addressed with the next Incremental Plan application and with a Revised Incremental Plan submission.

(ii) The CCCT determines the Specific Condition(s) is able to be modified and it is revised to reflect the results of the discussion held at the CCCT meeting.

- The CCCT issues a modified ICA within three (3) days with language adjusted as agreed at the CCCT meeting.
- Applicant accepts the revised ICA conditions and proceeds with the remainder of the Greenlight Process as outlined in this Code, Section 522.9.D. Greenlight Process Procedures.

(iii) The CCCT determines that the Specific Condition(s) in question is appropriate and that it cannot consider deleting or revising the Specific Condition(s) and the applicant determines that it cannot resolve the Specific Condition(s) with the next Incremental Plan to be submitted. If this circumstance occurs, the applicant may:

- Withdraw the application, change the project approach, or redesign the project in whole or in part in an effort to cure the situation giving rise to the unresolvable Specific Condition(s), and submit a new application.
- File an appeal with the CCMC in accordance with the procedures of

this Code, Subsection 522.9.E.5.b. Appeals

(3) Collaboration Process for Incremental Plan Denials

(a) Upon receipt of a denial written notification, the applicant shall have seven (7) days to file a written request with the County Administrator or designee to meet with the CCCT. If the applicant fails to timely file a written request to meet with the CCCT, the applicant's opportunity to use the Collaboration Process shall be foreclosed and the standard appeal process in this Code, Subsection 522.9.E.5.b. Appeals shall become the next available opportunity to seek relief, and the applicant would be subject to the timelines prescribed therein.

(b) The CCCT shall have ten (10) days to hold the CCCT meeting with the applicant (or applicant's agents/consultants) to discuss the reasons for issuing a denial.

(c) During the CCCT meeting the applicant and CCCT shall discuss the facts of the project in a collaborative manner in an effort to arrive one of the following conclusions:

(i) Applicant agrees to change the project approach, or redesign the project in whole or in part to address the reasons for denial as stated in the written denial notification and file a new application.

(ii) The CCCT determines that the reasons for denial stated in the written denial notification can be modified and transformed into Specific Conditions of approval and that the denial can be withdrawn and replaced with an ICA.

- The CCCT withdraws the denial and issues an ICA within three (3) days with Specific Conditions agreed at the CCCT meeting.
- Applicant accepts the ICA conditions and proceeds with the remainder of the Greenlight Process as outlined in this Code, Section 522.9.D. Greenlight Process Procedures.

(iii) Applicant does not agree to redesign the project and submit a new application, and CCCT does not agree to withdraw the denial and replace it with an ICA. If this circumstance occurs, the applicant may file an appeal with the CCMC in accordance with the procedures of this Code, Subsection 522.9.E.5.b. Appeals.

b. Appeals

(1) General

The authority granted by this section shall be limited to final determinations made by the CCMC, and other administrative officials empowered to implement or interpret this Code. A determination shall not be considered "final" and appealable pursuant to this section unless:

(a) A land development regulation specifically states that the determination is appealable in accordance with this section;

(b) The determination is in writing and uses the phrase "final determination" or otherwise states that the determination is appealable pursuant to this section; or

(c) The determination is a written policy or interpretation of general applicability that is considered final upon approval by the CCMC or upon final publication by the administrative official empowered to render such policy or interpretation.

(2) The Appeal Provision in this section shall not apply to:

(a) County court citations, warnings, or judgments issued pursuant to the process outlined in Section 125.69, Florida Statutes; Chapter 162, Part II, Florida Statutes; and/or Chapter 1 of the Pasco County Code of Ordinances; or

(b) Provisions of this Code, the Code of Ordinances, or other resolutions or regulations of the Board of County Commissioners (BCC) for which

different appeal procedures are provided in such provisions or by State law.

(3) Process

Table 522.9.E.-1 provides for the appeal body and timeframe in which appeals must be filed.

TABLE 522.9.E.-1

Final Determination	Appeal Body	Application and Fee
Code Interpretations	CCMC	30 Days
Administrative Final Decisions Related to Application for Development	CCMC	30 Days
CCMC Action	BCC	30 Days*
Sign Permit Denial Applications	BCC	30 Days

*Applications for Appeals of CCMC Action have sixty (60) days to be made complete. All other Applications for Appeals must be complete within thirty (30) days.

Failure to submit an appeal application and fee within 30 (thirty) days of the rendering of the decision to be appealed or to complete the appeal application within the required time period (thirty [30] or sixty [60] days as applicable from the rendering of the decision to be appealed) shall foreclose the right to initiate the administrative appeal. Additionally failure to submit a completed application for appeal shall foreclose the right to initiate the administrative appeal. Each appeal application shall be accompanied by a separate application fee and treated as a separate appeal application, provided; however, the County Administrator or designee may consolidate related appeal applications for agenda, notice, and public hearing purposes.

(4) Appeal Application

An appeal shall be initiated by the aggrieved person by filing an application and the required fee. A complete appeal application shall consist of the following:

(a) Statement of the final determination and date of the same that is the subject of the appeal.

(b) Copy of the final determination being appealed.

(c) For appeals from the CCMC, a verbatim transcript of the meeting in which the matter being appealed was conducted. The verbatim transcript shall consist of the complete discussion of the CCMC meeting for the matter being appealed. The verbatim transcript produced by the Pasco County Clerk and Comptroller is acceptable.

(d) Statement of the relief requested.

(e) Justification for the relief requested, including citations to the specific portions of the verbatim transcript, exhibits, this Code, and/or Comprehensive Plan provisions relevant to the relief requested.

(5) Hearing Procedures

An action on the appeal application, which may include conducting the public hearing, remand, or continuance of the matter being appealed, shall occur within 90 days of the filing of the complete appeal application, unless an appellant who is also the development approval applicant requests an extension of such time period. Public notice of the hearing shall be provided in accordance with this Code, Section304.2 Public Notice. Sign Permit appeal hearings shall be held within the timeframe provided in this Code, Section 406.1.2. Authorization for Signs.

(6) Standards of Review

(a) Appeals of Decisions of Administrative Officials. The BCC or CCMC, as applicable, shall conduct a de novo hearing on appeals and may adopt, modify, condition, or reverse both factual findings, legal conclusions, and conditions relating to the matter being appealed or remand the matter to the County Administrator or designee for reconsideration based on direction from the BCC or DRC, as applicable. Notwithstanding the foregoing, the BCC, or CCMC, as applicable, may remand any appeal

filed pursuant to this Section to the County Administrator or designee without conducting a public hearing.

(b) Appeals of Final Determinations of the CCMC. In considering appeals of final actions of the CCMC, the BCC shall base its decision on facts in the record of the CCMC public hearing, as applicable, and shall not make new factual findings or base its decision on evidence or facts outside of the record. However, the BCC may base its decision on any applicable law and may adopt, modify, condition, or reverse the CCMC's legal conclusions and conditions including, but not limited to

(i) Conclusions and conditions relating to consistency with this Code, the Comprehensive Plan, and County approvals and development orders;
(ii) Conclusions and conditions relating to the application of this Code, the Comprehensive Plan, and County approvals and development orders to the record evidence and facts;
(iii) Reweighing the record evidence to evaluate consistency with this Code, the Comprehensive Plan, and County approvals and development orders; and/or
(iv) Interpretations of this Code, the Comprehensive Plan, or County approvals and development orders.

The BCC may also remand that the matter being appealed to the CCMC, receive additional evidence, make additional factual findings, or reconsider the matter based on direction from the CCMC.

(7) Final Determination of Appeals

The final determination pertaining to an appeal shall be rendered within thirty (30) days of the close of the appeal hearing. Final determinations granting or remanding an appeal may be rendered in writing or by motion and may, if rendered in writing, include findings of fact, findings or conclusions of law, conditions of

approval, and action taken. Final determinations denying an appeal shall be rendered in writing, including citations to any applicable ordinance, rule, statute, or other legal authority for the denial.

A final determination shall be deemed "rendered" after it is reduced to writing and signed by the Chairman, Vice-Chairman, or acting Chairman of the BCC or CCMC, as applicable, or after the adoption of a motion if no written decision is to be prepared and entered.

c. Appeals of Final Determinations of the BCC

Any aggrieved party may appeal a final determination of the BCC to the Sixth Judicial Circuit Court of the County in accordance with the applicable Florida Rules of Procedure. An appeal shall be filed within thirty (30) days of the decision to be appealed and shall not be a hearing de novo, but shall be limited to appellate review of the record created before the BCC in accordance with applicable law for a first tier certiorari review. For the purposes of this appeal, the "record" shall include:

(1) The transcript of the BCC public hearing, along with any additional evidence accepted at the public hearing;

(2) Where the action was an appeal, the transcript of the CCMC public hearing, along with any additional evidence accepted at the CCMC public hearing; and

(3) Any applicable County staff reports and written orders or decisions of the CCMC.

(4) Administrative Res Judicata

When a decision on an appeal application has been rendered by the BCC, no new appeal may be submitted where the new appeal requests the same relief or determination, unless the applicant can demonstrate and the County Administrator or designee determines that a material change in the circumstances or conditions has occurred which could prompt a different or contrary decision. For the purposes of this Section, facts or circumstances which were known or could have been discovered through the exercise of reasonable due diligence of the applicant or his privy prior to the initial application shall not constitute a sufficient basis for claiming a change in circumstances or conditions. This provision does not address or modify the res judicata

effect of the BCC decisions in subsequent State or Federal court proceedings; such effect shall be determined in accordance with applicable law.

d. Alternative Standards

(1) General

Alternative standards are only required for substantial deviations from the Connected City Conceptual Utility Plan and from the following sections of this Code:

(a) §901.1 Transportation - Corridor Spacing (BCC approval required with recommendation from CCMC)
(b) §901.2 Transportation – Corridor Management (CCMC approval required)
(c) §901.3 Access Management (CCMC approval required)
(d) §406.1 Signs (CCMC approval required)

Otherwise, design creativity is encouraged. Unique designs that meet the intent and purpose of this code may be evaluated by the County Administrator or designee as part of the incremental approval process without formal alternative standards request.

(2) Requests

Requests for alternative standards may be made in conjunction with the filing of a development application. Alternatively, an application may be filed prior to submittal of an application. In that circumstance, sufficient information shall be submitted to permit a reasoned consideration of the request. Sufficient information must be provided for the administrative official to make a determination.

(3) Criteria

The County Administrator or designee shall consider the following criteria when reviewing an alternative standards request to deviate from the Connected City Conceptual Utility Plan. As per below, (a), (b) or (c) shall be met, and all of (d), (e), and (f) shall be met:

(a) The alternative standard meets or exceeds the intent and purpose of the Code requirement at issue.

(b) The alternative standard proposes new, innovative, and/or unconventional methodologies for conforming to the guiding principles, policies, and standards of the CC-CPA.

(c) No feasible engineering or construction solutions can be applied to satisfy the regulation.

(d) The alternative standard does not adversely affect compliance with other Code provisions, development order(s), or permit(s).

(e) The alternative standard is not in conflict with other mandatory substantive requirements of local, State, or Federal law.

(f) The alternative standard is consistent with the applicable provisions of the Comprehensive Plan.

(4) Alternative Standard to Access Management

Where an access management alternative standard is requested, or where deviations from this Code, Section 901.3 Access Management are requested, the CCMC shall hear the request and consider the following criteria at a public hearing duly noticed pursuant to this Code, Section 304.2 Public Notice:

(a) No feasible engineering or construction solutions can be applied to satisfy the regulation; or

(b) The proposed alternative standard will maintain or improve collector/arterial roadway capacity and travel times without increasing the number or severity of accidents; or

(c) Compliance with the regulation will deny reasonable access.

(5) Alternative Standard for Signs

For alternative standard requests regarding signs, the CCMC shall consider the request at a public hearing duly noticed pursuant to this Code, Section 407.5 Alternative Standards.

(a) Purpose and Intent

The purpose of this section is to provide the circumstances where alternative standards may be approved. Granting a request shall meet or exceed the intent to:

(i) Ensure no pole signs or other prohibited sign is erected;
(ii) Approve signs which are compatible with other nearby signs, other elements of street and site furniture, and with adjacent structures. Compatibility shall be determined by the relationships of the elements of form, proportion, scale, color, materials, surface treatment, overall sign size, and the size and style of lettering;
(iii) Ensure the location and placement of the sign will not endanger motorists;
(iv) Ensure the sign will not cover or blanket any prominent view of a structure or façade of historical or architectural significance;
(v) Ensure the sign will not obstruct views of users of adjacent buildings to side yards, front yards, or to open space;
(vi) Ensure the sign will not negatively impact the visual quality of a public open space as a public recreation facility, square, plaza, courtyard, and the like; and
(vii) Ensure the sign's lighting will not cause hazardous or unsafe driving conditions for motorists.

(b) Increase in Number of Monument Signs

The intent of this subsection is to provide for allowing an increase from one (1) to two (2) monument signs only when there is a reduction in the overall total sign area on the site. Approval

of such a request shall require the CCMC to affirmatively determine compliance with the following criteria:

(i) The request is consistent with the purpose and intent of this section.

(ii) The subject parcel shall have a total combined linear frontage between 590 and 600 linear feet of frontage.

The combined sign structure area and copy area of both proposed monument signs shall not exceed the total sign structure area and copy area as would be allowed for one (1) monument sign on the subject parcel;

(iii) The total allowed sign area of all other on-site signage; e.g., wall signs, awnings, etc., shall be reduced by at least thirty-five (35) percent.

(c) Increase in Height of a Monument Sign or Size of a Wall Sign

Where an alternative standard is requested to increase the height of a monument sign, or to increase the size of a wall sign, the CCMC shall affirmatively determine compliance with the following criteria:

(i) The request is consistent with the purpose and intent of this section, as stated in this Code, Subsection 407.5.D.1;

(ii) Granting the request reduces the number of signs on the parcel and/or the number of registered billboards in the unincorporated areas of Pasco County. The request must achieve one or more of the following:

- Removal of one or more unconstructed monument signs on the parcel visible from any right-of-way which the applicant otherwise would have been permitted to erect on the parcel; or

- Removal of one or more nonconforming signs on the parcel visible from any right-of-way which the applicant otherwise would have been permitted to retain on the parcel; or
- One or more registered billboards from any parcel in unincorporated Pasco County; or
- Any combination of the above.

AND

(iii) Granting the request reduces the overall sign structure area visible on the parcel from any right-of-way. The total sign structure area which applicant otherwise would have been permitted to erect or retain on the parcel must be reduced by at least thirty-five (35) percent. For the purposes of calculating the allowable sign structure area in this section, the actual size of registered billboards that are proposed to be removed will be used. All other requirements of Section 406.1 of this Code, including but not limited to, copy/sign structure ratios and required architectural features, must be observed for the proposed sign;

AND

(iv) Granting the request does not result in excessive sign heights. The maximum height for a sign erected pursuant to this alternative standard may not exceed twenty (20) feet, or thirty (30) feet on controlled access roadways, even where a reduction in overall numbers of signs on the property and a reduction in overall sign structure area is achieved;

AND

(v) Granting the request does not result in the erection of pole signs or any other prohibited structures identified in this Code;

AND

(vi) Granting the request meets or exceeds the stated intent and purpose of:

- Section 406.1 of this Code; and
- This subsection. The specific intent and purpose of this subsection is:
    - To allow applicants to combine monument sign height allowances (or to combine wall sign size allowances) in exchange for reducing the overall number and size of monument signs (or wall signs) which are, or may be, erected on the property; and
    - To provide an incentive for property owners to remove nonconfoming signs and registered billboards in return for increased flexibility in the height of monument signs or increased size of wall signs; and
    - To give flexibility in height and size to allow signs that are proportionate for the property, but not to approve signs of excessive heights or heights that will be inharmonious or incompatible with its surroundings. The sign should be compatible with building heights of the existing neighborhood and should not impose a foreign or inharmonious element to an existing skyline.

(vii) Granting the request does not require Pasco County to compensate for any signage or registered billboards proposed to be removed. The owner(s) of any sign or registered billboard, and landowner(s) where such sign or

registered billboard was erected, must provide a written acknowledgement in a form approved by the County Attorney's Office that:

- The increased height/size of signage obtained through approval of an alternative standard is just compensation, and is the sole compensation owing pursuant to Section 70.20, Florida Statutes and under any other legal theory available, for any sign and/or registered billboard removed from the property, or any sign which could have been erected but was not; and
- The sign/registered billboard owner and the landowner waive any right to additional compensation under Section 70.20, Florida Statutes, or under any other legal theory available, for any sign and/or registered billboard removed from the property, or which could have been erected but was not; and
- If the sign/registered billboard owner and landowner are not the same entity requesting approval of the alternative standard, the applicant for an alternative standard must agree to defend, indemnify, and hold the County harmless for any claim for compensation by other persons, in a form approved by the County Attorney's Office.

(6) Denial of Alternative Standards

(a) Any request for an alternative standard which does not meet the criteria above will be denied, and the applicant shall either:

(i) Comply with this Code.

(b) For those alternative standards heard by the CCMC pursuant to this Code, Subsection 522.9.E.5.d. Alternative Standards, a denial may be appealed to the Board of County

Commissioners pursuant to this Code, Section 522.9.E.5.b. Appeals.

F. Subdivision and Platting Standards

1. Intent and Purpose

The intent and purpose of this Section is to set forth the standards for subdividing and platting CC-Entitled Properties. It is the intent of this Code to ensure that all future developments are served adequately and economically by the County or developed with facilities and services as are necessary for the health, safety, and welfare of the residents. Except as provided in this chapter section, platting is required when a parent parcel is divided into three or more parcels or when any lot which was platted after May 1, 1974, is divided.

2. General

A subdivision shall not be approved unless the County finds after full consideration of all pertinent data, that the proposed subdivision conforms to all the provisions of this Code and the Comprehensive Plan. These requirements apply to the three (3) types of subdivision plat approvals which are:

a. Residential Subdivisions

b. Nonresidential and Mixed Use Subdivisions, which are those subdivisions not designed for fee-simple residential development, or which contain a mix of uses that might include a mix of fee simple and/or non-fee simple residential and non-residential uses. There are two categories of nonresidential subdivisions:

(1) Common Plan of Development, those subdivisions where the created lots are inextricably linked through shared infrastructure such as parking, access and landscaping. The most common form of these subdivisions are shopping centers with outparcels.

(2) Stand Alone, those subdivisions where the created lots are generally developed independently. A common form of these subdivisions are commerce parks.

3. Exemptions

Refer to this Code, Section 700.3. Exemptions.

4. Conformance with County Policy

The subdivision and development within any subdivision shall be consistent with the Pasco County Comprehensive Plan, all applicable provisions of this Code, and all adopted water supply, waste disposal, street lighting, and other essential utilities plans.

5. Use of Natural Features

The arrangement of lots and blocks and the street system on CC-Entitled Properties within the Connected City should make the most advantageous use of the land form such that a compact, dense form of development is achieved where appropriate in accordance with the Connected City Land Development Code (CC-LDC).

6. Standards

The design of subdivisions as reflected on incremental Preliminary Development Plans and subsequently submitted and incrementally approved Incremental Plans, shall be consistent with the standards adopted in the CC-MPUD zoning amendment for the subdivision.

a. Lots and Blocks

Lots shall be consistent with the standards adopted in the approved CC-MPUD. Lots proposed for industrial or commercial purposes shall be adequate to provide off-street parking, loading, and service facilities, with recognition given to any mixed use parking reductions allowed in the CC-SPA and any cross-parking agreements with adjacent or nearby projects.

b. Corner Lots

Corner lots shall be sized to meet setback requirements set forth in the CC-MPUD development standards.

c. Access

The subdivision shall be so designed that remnants and landlocked areas shall not be created, which do not have access by right-of-way or easement. No lot shall be created without sufficient legal access. All subdivisions shall have access to a street, public or private, including alleys, where appropriate.

d. Lot Lines

In subdivisions which overlap municipal, County, tax district boundaries, or other district boundaries, lot lines shall follow the boundary lines, unless specifically approved otherwise at the time of preliminary development plan approval.

e. Double-Frontage Lots

Double frontage lots shall be approved in the CC-SPA where appropriate to facilitate a form of development that encourages fronts of buildings to face Primary, Intermediate, or Local Roads with alley access in the rear of the buildings.

f. Block Lengths

Where practicable, the length of blocks should not exceed 1,760 feet, unless specifically approved otherwise at the time of preliminary development plan approval. Where an applicant elects to develop in accordance with MUTRM, TND, or TOD standards, the maximum block dimensions shall be dictated by those standards.

g. Streets

All streets shall be constructed in accordance with this Code, Section 522.9.H. Street Design and Dedication Requirements.

h. Pedestrian, Bicycle and Neighborhood Vehicle Facilities

Provisions for public pedestrian, bicycle and neighborhood vehicle traffic shall be incorporated into the subdivision design in accordance with this Code, Sections 522.9.K., Pedestrian Facilities, 522.9.I Bicycle Facilities, and 522.9.M. Neighborhood Vehicle Facilities.

i. Street Names

Streets shall be named in accordance with this Code, Section 901.9, Street Naming and Addressing.

j. Traffic Control Devices

Traffic control devices shall be provided, designed, and constructed in accordance with this Code, Section 901.10, Traffic Control Devices.

k. Street Lighting

Street lighting shall be provided, designed, and constructed in accordance with this Code, Section 901.11, Street Lighting.

l. Stormwater Management System

The Stormwater Management System shall be designed in accordance with the requirements of this Code, Section902 Stormwater.

m. Easements

The use of all easements shall be clearly shown on all plans. The minimum easement widths shall be as stated in this Code.

n. Utilities

Utilities shall be in accordance with this Code, Section 522.9.O. Utilities.

o. Fire Protection

Fire protection shall be provided in accordance with this Code, Section 904, Fire Protection.

p. Neighborhood Parks

Neighborhood Parks shall be provided in accordance with this Code, Section 522.9.P. Neighborhood Parks for all subdivisions with a residential component.

q. Landscaping and Buffering

Landscaping, and buffering shall be in accordance with this Code, Section522.9.Q. Landscaping and Buffering. In addition, all double-frontage lots which abut a roadway functionally classified in the County Comprehensive Plan future roadway network shall be provided with a Type B buffer along the rear-lot lines.

7. Prior to Platting

Prior to commencing the platting process, the following approvals are required:

a. Incremental Conditional Approvals

The Preliminary Development Plan as required pursuant to this Code, Section 522.9.E.3.a. shall outline the intent of development for the proposed subdivision. The PDP shall identify the general configuration of lots and plans for public services as required.

After a PDP is conditionally approved, all other applicable Incremental Conditional Approvals must be issued, including the Mass Grading Plan (optional), the Utility Construction Plan, the Paving, Grading, and Drainage Plan, and the Landscaping and Irrigation Plan.

b. Final Approval

As required by this Code, Section 522.9.D.4.c.(6) after all Incremental Plans are approved, the applicant shall submit a request for a Final Approval Memorandum. The plat shall be based upon the final plans that accompany the Final Approval Memorandum.

8. Platting

Refer to this Code, Section 700.9 Platting.

9. Prohibitions

Refer to this Code, Section 700.10 Prohibitions.

10. Dedication

Refer to this Code, Section 700.11 Dedication.

G. <u>Natural Resources</u>

1. General

a. Intent and Purpose

The purpose of this Code, Section 522.9.G. is to implement the CC-CPA Natural Resources and Conservation Policies, with the intent to promote development that supports the long-term sustainability of the County's natural resources.

b. Applicability

Development of CC-Entitled Properties shall meet the requirements of this Code, Chapter 800 Natural & Cultural Resource Protection, Section 902 Stormwater, and Section 903 Utilities except as otherwise identified herein.

2. Wetlands

Wetland protection shall be consistent with this Code, Section 805 Wetlands.

3. Listed and Protected Species

Listed and protected shall be consistent with this Code, Section 803 Listed Species.

4. Water

a. Conservation Techniques

Techniques that reduce water consumption will be encouraged in all CC-MPUD zoned development, in accordance with the following:

(1) Waterstar

(a) New construction will be encouraged to incorporate a minimum of 25% of Waterstar or similar program standards, for such things as: water efficient appliances; plumbing fixtures; irrigation systems and landscapes; and best management practices in landscapes; or

(b) Other techniques can be used in place of Waterstar that have a proven record of reducing water consumption, as demonstrated by the applicant. For example, new construction can utilize reclaimed water for toilets and irrigation to address water conservation; and

(c) Construction should utilize Florida Friendly landscape design in accordance with this Code Section 522.9.Q. Landscaping and Buffering.

(2) Developers that incorporate many new smart technologies that demonstrate water conservation may receive credit from the Smart Gigabit Community

Infrastructure Development Fee, as defined in the CC-FP.

b. Monitoring

New construction shall be built with meter requirements of Pasco County Utilities Department at time of application. The infrastructure shall contain meters and other necessary system hardware, network infrastructure, and the associated network management software.

5. Energy

a. Conservations Techniques

Techniques that reduce energy consumption will be encouraged in all CC-MPUD zoned development, in accordance with the following:

(1) Energystar

(a) Construction will be encouraged to incorporate a minimum of 25% of Energystar or similar standards, with the installation of energy efficient appliances, lighting fixtures, heating/cooling systems, tankless water heaters, higher overall insulation rating, and/or other energy efficient systems and construction techniques; or

(b) Other techniques can be used in place of Energystar that have a proven record of reducing energy consumption, as demonstrated by the applicant.

(2) Developers that incorporate new smart technologies that demonstrate energy conservation may receive credit from the Smart Gigabit Community Infrastructure Development Fee, as defined in the CC-FP.

b. Renewable Energy

Developers that incorporate new smart technologies that demonstrate renewable energy receive credit from the Smart Gigabit Community Infrastructure Development Fee, as defined in the CC-FP.

6. Recycling

a. All public use areas, such as parks, trailheads, libraries, schools, etc. shall provide recycling containers readily available for use by the public.

b. Private development is encouraged to provide recycling containers in high-traffic areas.

H. Transportation Analysis

1. Intent and Purpose

The intent and purpose of this section is to identify potential transportation needs and timing for those roadways shown on the CC-MRP, which serve the subject parcel, and are consistent with the Connected City Comprehensive Plan Policy TP 5.11. The CC-TA will be used to determine the necessary conditions of approval for a CC-MPUD zoning application to ensure consistency with the CC-CPA, the CC-MRP and the CC-FP.

2. Applicability

CC-TA shall be required for all CC Entitled Properties seeking a new or amended rezoning, or CC Entitled Properties proposing to eliminate or delay the timing of their existing road construction obligations.

3. Exemptions

a. Applications for amendments to CC Entitled Property zoning, where the increase in gross trips is less than 50 peak hour trips, AM or PM, whichever is higher.

b. Government buildings as defined in this Code, under the Mobility Fee definitions in this Code, Appendix A.

4. Methodology Meeting

a. Determine whether the County or applicant will conduct the study.

b. Set up a methodology meeting with the applicant or applicant's representative.

The date of the methodology meeting will be determined within one (1) week of distribution of the application to County staff. If

the County is performing the analysis, the County will prepare and submit a methodology statement for the applicant's review no later than two (2) weeks after the methodology meeting. The purpose of the methodology statement is to establish agreed upon methodologies and assumptions prior to the start of the study and, if appropriate, to provide substantiation that the development's impacts are exempt (no net peak hour traffic impact) and further traffic study and review is not required. If the applicant chooses to perform the study, a County-approved methodology statement shall be required prior to submission of any transportation analysis. At a minimum, the following elements of the methodology, as listed below, will be specifically addressed:

(1) Exemption assertions

(2) Collection of traffic counts

(3) Description of land uses, site location, build-out schedule, and phasing, including any interim uses generating traffic

(4) Study area

(5) Access locations

(6) Trip generation

(7) Internal capture/passerby

(8) Background growth procedure

(9) Distribution and assignment.

If the County conducts the study, unless otherwise agreed to by the County, the applicant shall be required to obtain the traffic count data. If the County agrees to obtain the traffic counts, the time to complete these counts may delay the commencement of development review time frames in this Code, Table 303-1 Timelines for Zoning Actions. In addition, if the County acquires the traffic counts, the applicant remains responsible for paying for the associated costs. Consistent with the standards set forth in this Code, Section 901.12.E.4 Trip Counts, the County may use currently available counts. If new counts are needed, the County may choose to perform the counts in-house or through a third-party consultant.

To maintain the review schedule, if the County is performing the study, the will be required to respond to the draft methodology statement within four (4) business days. The applicant may request additional time for review, which will trigger an automatic extension of the review schedule. If the County is performing the study, the timeframe the County estimates to complete the analysis will be provided to the applicant in the methodology statement. Furthermore, if the applicant chooses not to have the County complete the analysis, the hearing timeframes provided in this Code, Section 303 Common Procedures shall be extended to permit completion of the analysis and review and comment by the County.

5. Standards for Connected City Transportation Analysis

a. Trip Generation

(1) Institute of Transportation Engineers (ITE) *Trip Generation Manual* (ITE Manual). The latest version of the ITE Manual will be used to estimate project traffic and exempted trips traveling to and from the site and trips associated with existing entitlements. Other rates may be used by the County or may be used if requested by the applicant and approved by the County. Unless the applicant has requested a conditioned approval identifying use density/intensity, rates associated with the highest trip generating use permitted by the existing/proposed zoning will be applied.

(2) Interim uses. Separate trip generation estimates for interim traffic-generating uses[1] shall also be considered.

(3) Reasonable yield. Unless the applicant has requested a conditioned approval identifying use density/intensity, a twenty-five (25%) percent reduction factor will be applied to the maximum allowable density/intensity to determine a reasonable assumption of trip yield from the site for both existing and proposed density/intensity. For example, a site with a proposed RES-6 (Residential - 6 du/ga) FLU Classification will be evaluated presuming a yield of 4.5 dwelling units per acre.

(4) Heavy vehicles. If heavy vehicles are ten (10%) percent or more of the trips generated by the proposed land use, the total estimated trips for heavy vehicles shall be

[1] Land Excavation and Mining (as defined in this Code, Sections 404.2 and 404.3) even as an interim use, is presumed to be a separate and distinct land use requiring separate trip generation estimates. Such land use is also presumed to generate more than ten (10) percent heavy vehicles.

multiplied by two (2) unless ITE heavy vehicle data or other County-approved heavy vehicle trip generation data for the land use supports a different multiplier. In no event shall the multiplier be less than one (1). The multiplier will not be used in addition to the heavy vehicle adjustment factor used in the analysis software to determine the LOS.

b. Internal Capture

Internal capture estimates shall be based on ITE acceptable methodologies, and where the ITE data is not applicable, professional judgment. However, in no case will an overall internal capture of more than twenty (20%) percent be used unless a higher internal capture percentage based on verifiable documentation; e.g., field studies of comparable sites, is available. Internal capture shall include the trips associated with existing entitlements. Exempted uses are allowed in calculation of internal trip capture.

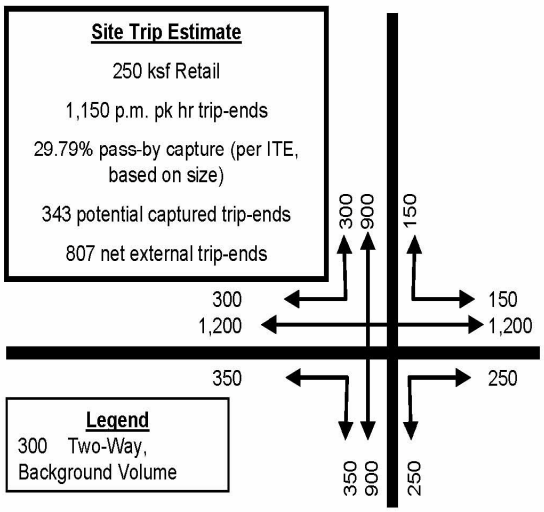
c. Passerby Capture

The total gross external trips of the project traffic may be reduced by a passerby factor to account for the project traffic that is already traveling on the adjacent roadway. Passerby capture will not exceed twenty (20%) percent of site generated traffic, unless data supporting higher rates are included in the current version of the ITE Manual reference, latest mobility fee study, or are otherwise approved by the County. In no event shall the total passerby trips entering and exiting a site exceed ten (10%) percent of the total background (existing plus future) traffic on the adjacent roadway.

In cases where median controls limit left-in/left-out access to the site, traffic on the "far side" of the road can be considered in assessing the upper limit on captured trips; however, the effects of that traffic in the associated necessary U-turns and added flow at the study area/impacted transportation system, the upstream and downstream median openings or intersections, should be identified as development traffic at those locations.

The passerby capture percentage shall be computed as the number of trips entering, plus exiting the site land uses claimed as captured, divided by the number of background trips passing by the site on Major County Roads directly abutting or passing through the site. An example of this computation is provided on Figure 522.9.H.-1.

Figure 522.9.H.-1



Percent Trip-Ends Captured Check Calculation

Identify background trips passing by the site driveways (which are the trips using the West and North legs of the intersection), identified as follows:

Background Trips Passing Site (BT) =
(350 + 1,200 + 300 + 900 + 150) = 2,900
(note that the 300 trips using both the west and north legs are counted only *once*)

Potential Captured Trip Ends (PCTE) from site trip estimate = 343 trip-ends

Capture Check:
PCTE / BT <= 10%
= 343 / 2,900
= 11.8 % > 10% Not OK

Limit Pass-By Captured trip-ends to 10% of 2,900 trips, or 290 trip-ends.

The passerby trips shall include trips associated with the existing entitlements.

d. Trip Counts

(1) General. All counts shall be conducted based on acceptable engineering standards. Raw turning movement counts shall be conducted during the a.m. and/or p.m. peak hours, consistent with the analysis parameters. If daily tube counts are required, they shall be conducted for a minimum of forty-eight (48) hours at all intersections and road segments that are being analyzed in accordance with these provisions, unless other monitoring measures are in place. The raw counts shall be converted to the 100th highest hour of the year based on the Florida Department of Transportation's (FDOT) peak season adjustment factors. Other peak-season adjustment factors or adjustment methodologies that may result in different peak-season adjustment factors may be used at the discretion of the County.

(2) Saturated intersections. To estimate turning movement counts for saturated intersections, the FDOT's methodology shall be followed by multiplying the average annual daily traffic tube count at appropriate

locations by "the directional factor" and minimum K100 factors and by applying the percentage of turns obtained from the field-turning movement counts. The field-turning movement percentages may also be adjusted based on anticipated future development patterns in the area.

(3) Tube counts at approximate locations should be provided for segment analysis using the FDOT procedure. The segment tube counts at mid-block locations should be checked against turning movements at nearby intersections. In general, the mid-block counts and turning-movement counts should not be significantly different, unless the difference can be logically explained.

(4) Age of counts. Approved FDOT or County-maintained counts may be used if they are less than one (1) year old. However, new counts shall be performed if there are recent improvements to the transportation system causing significant changes in traffic patterns. Counts more than one (1) year old shall not be used unless the latest counts are representative of present conditions where little or no growth has occurred.

e. Background Traffic Growth / Future Traffic

The existing traffic counts shall be increased by a growth factor to the project's build-out date, which shall be reasonably determined.

Background traffic growth rates and background traffic volume estimates shall be based on a combination of the following techniques:

(1) Historical growth rates (minimum of the past three [3] years) shall be used in areas where the expected growth is representative of the past growth.

(2) Consideration of traffic from other developments shall be used in areas where the historical trend is judged by the County to be inappropriate. This may be accomplished through application of the latest adopted Tampa Bay Regional Planning Model (TBRPM), the Metropolitan Planning Organization's (MPO) Urban Area Transportation System Planning Model, or by estimating the anticipated trips using the latest edition of the ITE Manual.

(3) The growth/future traffic on roads that do not currently exist shall be based on the TBRPM, the latest adopted model, or other acceptable planning/engineering techniques or tools.

(4) If the TBRPM is used, the background traffic growth for existing roads shall be determined as follows:

(a) Identify the validated year model volume and build-out year (future) model volume.

(b) Interpolate these values to identify a model-based volume for existing conditions (year to be consistent with the date of "current" count data).

(c) Identify the growth rate between the interpolated existing conditions model-based volume and the build-out year (future) model volume.

(d) Apply this growth rate to the existing conditions traffic counts.

The build-out year (future) model volume is determined by applying the project's build-out year socioeconomic data to the committed and/or improved network. The build-out year socioeconomic data may be obtained by interpolating between MPO's or the County's adopted validated year and the adopted interim or future year, socioeconomic data, then adjusting to reflect the pending and approved developments.

The socioeconomic data of the model should reasonably represent, if appropriate, other developments in the vicinity of the development under review.

Minimum annual growth rates in all cases shall be two (2%) percent, unless other reasonable rates are deemed to be more appropriate by the County.

The connections of surrounding traffic analysis zones in the model shall be reviewed to reflect other approved and pending developments and to ensure appropriate network loading.

f. Level-of-Service (LOS) Standards

The following LOS standards shall be used:

(1) The LOS standards for through movements on all major County road segments (facilities) shall be consistent with the standards in Policy TP 5.11 of the Connected City Comprehensive Plan.

(2) The volume over capacity (v/c) ratio of turning movements on Major County Roads and/or Primary and Intermediate Roadways within the CC-MRP cannot exceed 1.2, with a maximum delay of 120 seconds. Delays of up to 150 seconds are acceptable for turning movements with a v/c ratio less than 0.8.

(3) For all access driveways and local street connections to Major County Roads and/or Primary and Intermediate Roadways within the CC-MRP, approach delays of up to 150 seconds will be acceptable.

g. Study Area / Impacted Transportation System

The following roadway segments and intersections will be assumed to be within the study area and will be analyzed.

(1) As a general rule, the study area will consist of those portions of the Primary and Intermediate Roadways (and associated intersections) that are needed to provide access to the roadways bordering Connected City.

(2) Roadway segments beyond those bordering Connected City boundary will not be included in the analysis.

6. General Analysis Requirements and Software

a. The main focus of transportation analysis is to identify the roadways needed to serve the project, and the timing of the improvements.

b. All analysis shall be undertaken for conditions during the 100th highest hour of the year. Other analysis periods, including the a.m. peak hour, may also be conducted, if appropriate.

c. For uninterrupted road facilities (intersection spacing of more than two [2] miles), the capacity of upstream and downstream intersections may be analyzed, which may restrict the amount

of traffic that can be allowed on the uninterrupted portion of the facility.

d. For purposes of analysis in *ArtPlan*, at major T-intersections, the dominant-turning movement will be assumed to be the through movement.

e. Use of analysis software will be in accordance with the following:

(1) For unsignalized intersections, the latest version of *Highway Capacity Software* (HCS) is the preferred software.

(2) For signalized intersections and interrupted road segments, the latest version of *ArtPlan* is the preferred software, except as necessary to identify alternate solutions to through movement improvements, for which *Synchro* is the preferred software.

(3) For uninterrupted flow roads (those with more than two [2] mile signal spacing), the latest version of the FDOT's Highplan is the preferred software.

(4) Other analysis software acceptable to the County may be used to address situations not addressed by the above provisions.

(5) Existing signal timing will be obtained from the County Traffic Operations Division. The existing signal timings, including minimum and maximum settings, will be used for the initial analysis of future conditions. Timing changes outside of the existing minimum and maximum settings may be used or timing splits may be modified, but the existing cycle length will generally remain the same.

(6) Proposed or anticipated traffic signals may be considered in the future year condition, such as signals at development entrances.

(7) Other parameters that govern the roadway/intersection capacity analysis should be based on the parameters described in the latest version of the HCM.

7. Analysis Scenarios

The following standards will be used in analysis.

a. The analysis scenarios listed below shall be applied in the following order, as necessary:

(1) The future scenario which includes the analysis of existing traffic, plus reasonable background traffic and project traffic at build-out on the Committed Network. If no failure occurs, the analysis stops.

(2) In circumstances where there is a failure, the applicant will work with the County to determine the improvements required to serve the project, in accordance with the CC-MRP.

b. For all locations which are estimated to fail, the analysis shall identify when each failure is expected as a fraction of development trips associated with on-site land use quantities and the estimated year of the failure.

8. Analysis Timelines and Recommendations

a. Time to Complete Study

The estimated time to complete a study, including the methodology statement, is generally between one (1) to four (4) months, depending on the size of the project, associated complexities, and promptness in the applicant's responses to questions from the County.

If the County performs the analysis, applicants will have four (4) business days to comment on the methodology statement and seven (7) business days to comment on the draft analysis report. The applicant may request additional time for review which will trigger an automatic extension of the review schedule.

The County will address the applicant's comments and concerns in an efficient manner in order to complete the study within the one (1) to four (4) month period. If the applicant elects to conduct the study, the County will have 30 days from each submittal to review and respond with comments.

If there are any remaining unresolved issues with the methodology or analysis after the final study is forwarded to the applicant and the applicant chooses not to request a continuance to resolve the issues, the applicant will need to

address the unresolved issues directly to the Development Review Committee (DRC), Connected City Management Committee (CCMC), and/or the Board of County Commissioners (BCC) at the appropriate public hearing.

(1) When the County is conducting the analysis, the draft analysis report will be forwarded to the applicant no less than four (4) weeks prior to the first public hearing and the final study will be forwarded to the applicant two (2) weeks prior to the first public hearing.

(2) The review time/analysis period of 120 days for CC-Entitled Property rezonings may be extended up to an additional 60 days for those projects that have outstanding issues as a result of the timing and phasing analysis.

b. Euclidean Rezoning

To maintain the review times provided in this Code, Section 303, the CC-TA shall be completed prior to submitting a Euclidean rezoning application.

c. Results and Recommendation

The results of the analysis will be used to provide a recommendation to the DRC, CCMC, and/or BCC. The report presented from the analysis will identify when failures are estimated to occur and to what degree the failure is as a result of the request for CC-Entitled Property rezoning.

In circumstances where a failure is identified, recommendations shall be presented to the DRC, CCMC, and/or BCC, as appropriate. The recommendations shall be based on an evaluation of the proposed project and the total impact on the transportation network. The recommendation may be to:

(1) Approve the project.

(2) Approve the project with limitations on the phasing of the project.

(3) Approve the project subject to the timing of improvements.

(4) Approve the project subject to advance payment of Development Fees.

(5) Approve the project with other mitigation requirements including but not limited to transit; neighborhood vehicle, bicycle and pedestrian connectivity; changing the land use mix or incorporating MUTRM (Mixed Use Trip Reduction Measures), TND or TOD.

(6) Deny the project.

d. Deficiencies and/or Backlogs. Mitigation assessed pursuant to this section shall not assess for the additional cost of reducing or eliminating existing deficiencies or backlogs.

9. Waiver of the Requirements of this Section

The County Administrator or designee may waive any of the requirements of this section if it is determined that the requirement is not necessary to:

a. Ensure consistency with the Connected City Comprehensive Plan Policy TP 5.11.

b. Ensure compliance with CC-MRP.

c. Ensure the safety of the traveling public.

10. Access Management

Access management analysis, in accordance with this Code, Section 901.3, is required for all sites that successfully become CC-Entitled Properties.

I. <u>Service-Ready Site Acreage (SRSA)</u>

1. Intent and Purpose

The intent and purpose of this section is to provide for the creation, development and preservation of land most positively affecting economic development.

2. Applicability

This section shall apply to development parcels within the Connected City which have an approved CC-MPUD zoning of more than 40 acres in size.

3. Qualification for Transportation Development Fee Credits

The provision of the Service-Ready Site Acreage (SRSA) pursuant to this section by a CC-MPUD project shall be a pre-condition to qualify such CC-MPUD for receipt of the credits against that CC-MPUD's Transportation Development Fees as defined in the Connected City Financial Plan (CC-FP) and as authorized by this Code, Section 603 Connected City Stewardship Ordinance (CC-SD).

4. Service-Ready Site Acreage Standards

a. Amount of Land Required for SRSA Uses

The land quantity required to be designated to accommodate the future building square footage of SRSA entitlements identified as SRSA Uses selected by the applicant of a CC-MPUD shall be based upon a presumed, average Floor Area Ratio (FAR) of 0.61 within the designated SRSA parcel(s). The quantity of SRSA entitlements to be designated by a given CC-MPUD shall be determined when such CC-MPUD rezoning is approved, based upon the geographic location, CC-CPA planning district, pre-existing entitlements, and other goals and policies of the CC-CPA as applicable to the proposed CC-MPUD.

b. Minimum Size

The minimum size of a SRSA parcel shall be four (4) acres of uplands, yielding a minimum of 106,286 square feet of building area.

c. Encouraged Uses within the Connected City SRSA

The following uses will be encouraged within the SRSA to positively affect economic development:

The below Land Use Categories are based on the Pasco County Mobility Fee Tables.

(1) Office Uses (710, 714, 720, 750, 760)

(2) Industrial (110, 130, 140, and Distribution Centers)

(3) Recreation, Institutional, Office, and Retail Uses that are accessory uses within a mixed-use building (431, 437,444 , 491, 495. 520, 522, 530, 540, 550, 565, 770, 820, 814, 841, 850, 881, 912, 931, 932)

(4) Any Primary Target Industry as defined in the Pasco County Job Creation Incentive Ordinance.

d. Use Limitations within the Connected City SRSA

The following uses will be limited within the SRSA to preserve adequate land within the Connected City for the most desirable land uses (office, industrial and manufacturing) positively affecting economic development:

(1) Free standing Institutional Uses (LUC 540, 550, 565, 610) shall be limited to a total of 50 acres of the potential SRSA envelope within the Connected City.

(2) Lodging uses (LUC 310, 320, 330) shall be limited to a total of 20 acres of the potential SRSA envelope within the Connected City unless they are built in the conjunction with a corporate business park.

These use limitations may be exceeded if the acreage proposed for such limited use is in addition to the minimum SRSA requirements designated within a specific, approved CC-MPUD.

e. Prohibited Uses within the Connected City SRSA

The following uses/land area(s) shall not be allowed within the required SRSA acreage:

The below Land Use Categories are based on the Pasco County Mobility Fee Tables.

(1) Residential uses (LUC 210, 220, 231, 232, 240, 251, 252, 253)

(2) Recreation Uses (412, 416, 420, 430)

(3) Institutional Uses (566, 620)

(4) Retail Uses (LUC 151, 816, 848, 853, 862, 890, 934, 941, 942, 944, 947, 913.P)

(5) Industrial Uses (120, 150, 152, 160.P)

(6) Mining

(7) Wetlands (Category I, II and III)

(8) Conservation Area/ Easements

f. Location

SRSA parcels shall be located such that it has direct access to a constructed Primary Roadway or Intermediate Roadway shown on the Connected City Master Roadway Plan (CC-MRP). SRSA Parcels may also be located with direct access to constructed roadways on the Highway Vision Plan adopted from time to time and new constructed Major Collector Roadways or new constructed Minor Collector Roadways approved after the adoption of the CC-MRP. The foregoing roadways are collectively referred to in this section as "Adjacent Roadway(s)". The SRSA land required within a specific CC-MPUD may be positioned within the CC-MPUD boundary as desired by the applicant, provided that the locational and other criteria set forth in in this Code, Section 522.9.I., are satisfied for such SRSA land.

g. Required SRSA Infrastructure to Establish Qualification for Transportation Development Fee Credits

The following infrastructure must be provided with connections to serve the specified SRSA parcels, as a pre-condition for such CC-MPUD to establish its eligibility for the Transportation Development Fee credits to such CC-MPUD, as defined in the CC-FP and as authorized in this Code, Section 603 Connected City Stewardship District:

(1) Constructed Adjacent Roadways providing direct access to the SRSA parcel.

(2) Constructed Potable Water mains sized as shown on the Connected City Conceptual Utility Plan (CC-CUP) along the Adjacent Roadways providing direct access to the SRSA parcel.

(3) Constructed Wastewater mains sized as shown on the CC-CUP along the Adjacent Roadways providing direct access to the SRSA parcel.

(4) If Reclaimed Water mains are available within 1,500 linear feet from the proposed SRSA parcel, then constructed reclaimed water mains shall be sized and extended to the SRSA parcel as shown on the CC-CUP.

(5) Easements granted to utility providers of Electric and Telephone for facilities and a commitment for some entity (other than Pasco County) to construct such facilities when needed by the end user of the SRSA parcels.

(6) Constructed Fiber for Gigabit Technology along the Adjacent Roadways providing direct access to the SRSA parcels.

h. Required SRSA Permitting to Establish Qualification for Transportation Development Fee Credits

The following development permitting must be completed by a specific CC-MPUD for the development activities within the SRSA parcels, as a pre-condition for such CC-MPUD to establish its eligibility for the

Transportation Development Fee credits to such CC-MPUD, as defined in the CC-FP and as authorized in this Code, Section 603 Connected City Stewardship Disctrict:

(1) Execution of a Utility Service Agreement with the Pasco Utilities Department.

(2) Memorandum of Approval from the Pasco County Planning and Development Department for Mass Grading (uplands) of the SRSA parcel(s).

(3) Environmental Resource Permit approval from the Southwest Florida Water Management District (SWFWMD) for Construction of Mass Grading (uplands) within the SRSA parcel(s).

5. Transportation Development Fee Credit Timing

Landowners, developers or project funding entities (CDD's) shall be eligible to establish Transportation Development Fee credits for their specific CC-MPUD in accordance with the CC-FP when all of the following SRSA criteria has been completed for such CC-MPUD:

a. CC-MPUD approval of SRSA parcel acreage(s) and location(s);

b. Construction of the required SRSA infrastructure as defined in this section; and

c. Completion of the required SRSA permitting as defined in this section.

6. Modifications of Previously Approved Service-Ready Site Acreage

Modifications of previously approved SRSA parcels within a specific CC-MPUD may be administratively approved by the County Administrator or designee as follows:

a. The location(s) of SRSA parcel(s) may be modified provided that the total amount of SRSA acreage within the CC-MPUD is not reduced and meets all other provisions of this Code, Section 522.9.I. and CPA Table CC 4-2.

b. The number of SRSA parcel(s) within the CC-MPUD may be increased provided that the total amount of SRSA acreage within the CC-MPUD is not reduced and meets all other provisions of this Code, Section 522.9.I. and CPA Table CC 4-2.

J. Street Design and Dedication Requirements

1. Classification

Streets within the Connected City are classified based upon a logical hierarchy that begins with the major thoroughfares addressed in the CC-Master Roadway Plan (CC-MRP). Roads are classified as follows:

a. Primary Roads. These consist of Arterial Roadways and Major Collector Roadways

(1) Arterial Roadways. These roadways are depicted on the CC-MRP. They provide north-south parallel travel capacity to compliment I-75 and east-west supplemental capacity at each end of the Connected City. They consist of the following:

(a) Clinton Avenue

(b) Overpass Road

(c) Curley Road

(d) Boyette Road

(2) Major Collector Roads. The majority of these roadways are depicted on the CC-MRP. However, other Major

Collector Roadways might be needed within individual projects depending on the ultimately proposed use and equivalent trip generation, as indicated in Table 522.9.J.-1.. The Major Collector Roads addressed on the CC-MRP are:

(a) Road B

(b) Mirada Boulevard

(c) Tyndall Road

(d) Road A

(e) Road C

(f) Kenton Road

(g) Road G

(h) Road I

(i) Road J

(3) If a project's configuration and intensity requires construction of a Major Collector Road not depicted on the CC-MRP, the applicant shall use one of the Major Collector Road Typical Sections from the CC-MRP depending upon the nature of the project and the desired aesthetic.

b. Intermediate Roads

(1) These consist of certain roadways depicted on the CC-MRP and denoted also as Minor Collector Roads. However, other Intermediate/Minor Collector Roadways might be needed within individual projects depending on the ultimately proposed use and equivalent trip generation, as indicated in Table 522.9.J.-1.

(2) The Minor Collector Roads addressed on the CC-MRP are:

(a) Road D

(b) Road F

(c) Elam Road

(d) Road H

(3) If a project's configuration and intensity requires construction of an Intermediate Road not depicted on the CC-MRP, the applicant shall use one of the Minor Collector Road Typical Sections from the CC-MRP, depending upon the nature of the project and the desired aesthetic.

c. Local Roads

(1) These consist of roadways that will be proposed within individual residential, non-residential, and mixed use developments that are primarily for access to homes and businesses. They might also provide connections to Primary and Intermediate Roads.

(2) The applicant shall use one of the approved Connected City Local Road Typical Sections, depending upon the nature of the project and the desired aesthetic.

Refer to the CC-MRP for dimensioned Typical Roadway Sections for all above-referenced classifications of streets, inclusive of all Multipurpose Lanes, Multipurpose Paths and Multipurpose Trails necessary for them to function as complete streets.

TABLE 522.9.J.-1
STREET CLASSIFICATION

Street Type	Street Sub-Classification	Definition	Equivalent Residential Units Served
Primary	Arterial	Arterial Roads provide north-south parallel travel capacity for I-75 and east-west capacity at both ends of the Connected City.	N/A
Primary	Major Collector	Major Collector Roads provide supporting capacity to the Arterial Roads within the Connected City. In addition to those shown on the CC-MRP, other Major Collector Roads might need to be proposed by applicants on a per-project basis if serving the equivalent of more than 600 residential units.	Greater than 600
Intermediate	Minor Collector	These are smaller bones in the roadway skeleton. They provide interconnectivity, including important connections between Primary Roads. In addition to those shown on the CC-MRP, other Minor Collector Roads might need to be proposed by applicants on a per-project basis if serving between 201 and 600 residential units.	201-600
Local	Local	These provide access to where people live, work, and shop within the Connected City and also provide interconnectivity between intermediate roads	0 to 200
Alley	Alley	These serve as secondary access to lots and are located at the rear of residential and commercial lots.	N/A

2. Design and Construction

All streets and/or accessways shall be designed and constructed in accordance with the applicable portion of the following:

Florida Department of Transportation (FDOT), *Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways*, latest edition (Green Book).

FDOT, *Standard Specifications for Road and Bridge Construction, Divisions II and III*, latest edition, including:

- Cement Treated Base as detailed in Section 270 of the FDOT, *Standard Specification for Road & Bridge Construction*, 2000 edition. A copy of Section 270 can be downloaded using the following website link/address: ftp://ftp.dot.state.fl.us/LTS/CO/Specifications/SpecBook/2000Book/D270.pdf
- Crushed concrete as detailed by the Pasco County Engineering Services Department.

FDOT, *Flexible Pavement Design Manual*, latest edition.

If Cement Treated Base is used, the following requirements apply:

- Cement Treated Base shall be plant mix. Field mix shall not be allowed.
- The design mix (300 psi) shall be prepared by an independent testing laboratory accredited by AASHTO, CMEC, or FHWA approved in the State of Florida. The design mix submittal shall be submitted to Development Services.
- 180 psi, which is sixty percent (60%) of the design compressive strength of 300 psi, shall be achieved in seven (7) days. If this criteria is not met, the material shall be removed and replaced. The compressive strength achieved in seven (7) days shall not exceed a maximum of 120% of design strength.
- Cement Treated Base shall be constructed over a compacted subgrade proof rolled to achieve a density of ninety-eight (98) percent Modified Proctor AASHTO T-180 for a minimum depth of twelve (12) inches. The subgrade material beneath a Cement Treated Base shall have a minimum LBR of forty (40). The maximum allowable layer coefficient shall be 0.08 per inch.

However, in no instance shall the roadway standards be less than those required by this Code.

a. Right-of-Way. The right of way widths to be provided for all streets within the Connected City shall be determined by street type and shall be in accordance with the typical section for that street type as detailed in the CC-MRP.

b. Pavement Width. The pavement widths to be provided for all streets within the Connected City shall be determined by street

type and shall be in accordance with the typical section for that street type as detailed in the CC-MRP.

All dead-end access ways in excess of 500 feet shall provide a 10' X 38' turnout. The exact location of the turnout shall be determined by the Fire Marshal or designee. Additional turnouts may be required by the Fire Marshal or designee. (Refer to Pasco County LDC Figure 901.6.A: Access way with Turnout).

On-street parking, where required, shall be 8' in width and 24' in length provided in accordance with the dimensions shown on the typical sections in the CC-MRP.

c. Pavement Cross-Slope. If approved by the County Engineer, the selection of pavement cross-slope may be a compromise between meeting the drainage requirements and providing for smooth vehicle operation. In no case shall roadway grading cause ponding of water. Positive drainage flow shall always be maintained.

The recommended pavement cross-slope for a crowned pavement is 0.02 feet per foot. The pavement cross-slope shall not be less than 0.015 foot per foot or greater than 0.04 feet per foot. The change in cross-slope between adjacent through-travel lanes shall not exceed 0.04 feet per foot.

Inverted crown may only be used in alleys.

d. Pavement Structure and Road Design. The pavement structure required shall be based on the street type.

The pavement structure required shall be based on a structural number obtained by multiplying the structural layer coefficient by the thickness of each type of material, then adding the resultant in accordance with the FDOT, Flexible Pavement Design Manual. Each layer shall adhere to the minimum thickness required by the FDOT.

The minimum pavement structure required for the various street types within the Connected City shall be in accordance with Table 522.9.J.-2.

TABLE 522.9.J.-2

CONNECTED CITY ROADWAY PAVEMENT DESIGN

Pavement Layer		Layer Thickness & Structural Number by Roadway Type									
		Min. SN = 4.0 (<50 mph Design Speed)(1)(2)		Major Collector Min. SN = 3.7		Minor Collector Min. SN = 3.5		Local Street Min. SN = 2.34		Alley Min. SN = 2.0	
Layer Type	Layer Coeff.	Thickness (inches)	SN	Thickness (inches)	SN	Thickness (inches)	SN	Thickness (inches)	SN	Thickness (inches)	SN
Crushed Concrete Option											
FC-9.5 Friction Course	0.44	1	0.44	1	0.44	1	0.44	0	0	0	0
SP-12.5 ACSC	0.44	3	1.32	2.5	1.1	2.5	1.1	1.5	0.66	1.5	0.66
Crushed Concrete Base (LBR 150)	0.15	9	1.35	8	1.2	8	1.2	6	0.9	6	0.9
Stabilized Subgrade (Type B)	0.08	12	0.96	12	0.96	12	0.96	12	0.96	0	0
Compacted Subgrade (LBR	0.04	0	0	0	0	0	0	0	0	12	0.48
Structural Number (All Layers)			**4.07**		**3.7**		**3.7**		**2.52**		**2.04**
Soil Cement Option											
FC-9.5 Friction Course	0.44	1	0.44	1	0.44	1	0.44	0	0	0	0
SP-12.5 ACSC	0.44	3	1.32	2.5	1.1	2.5	1.1	1.5	0.66	1.5	0.66
Soil Cement Base (300 psi)	0.15	12	1.8	12	1.8	10	1.5	8	1.2	6	0.9
Stabilized Subgrade (Type B)	0.08	0	0	0	0	0	0	0	0	0	0
Compacted Subgrade (LBR	0.04	12	0.48	12	0.48	12	0.48	12	0.48	12	0.48
Structural Number (All Layers)			**4.04**		**3.82**		**3.52**		**2.34**		**2.04**

(1)Arterial Road design does not apply to Clinton Avenue, as its typical pavement layer specifications will be dictated by FDOT.
(2)No Arterial Roads besides Clinton Avenue will have a design speed greater than 50 mph, so FC-5 friction course will not be used.

Where a connection is made to a Major Collector Road or Minor Collector Road, then the minimum structural number required within the right-of-way of the collector road shall be the same as that required for the collector road.

If heavy vehicles are projected to be ten (10%) percent or more of the total daily driveway trips, then the street shall be designed with pavement layer thicknesses consistent with Major Collector Roads, regardless of street type.

Roadways within commercial and industrial subdivisions, shall be designed with pavement layer thicknesses consistent with Minor Collector Roads, regardless of street type.

For all roads below the stabilized subgrade, a minimum of two (2) feet of select material consisting of A-3 (SP) soil and/or A-2-4 with a maximum fifteen (15%) percent passing number 200 sieve, shall be provided. The project engineer responsible

for the project shall certify to the County Engineer that the select material meets these standards prior to installation of the base. Certification shall strictly comply with the subgrade certification form available in the Engineering Services Department's *A Procedural Guide for the Preparation of Assurances of Completion and Maintenance*.

For major collector, arterial, and subdivision collector roads, a minimum of twelve (12) inch stabilized subgrade (Type B) LBR 40 minimum shall be provided under all bases except for Cement Treated Base, which shall be constructed on a stable, nonyielding subgrade of LBR 20. The layer coefficient for LBR 20 shall be 0.04 and shall be limited to a maximum depth of twelve (12) inches.

The minimum separation between the bottom of the base to the design seasonal high water table (SHWT) shall be no less than two (2) feet where a limerock base is provided. Where Cement Treated Base, ABC-3 asphaltic concrete, or crushed concrete base material is used, the minimum separation between the bottom of the base to the design SHWT shall be no less than one (1) foot.

Design SHWT is the elevation to which the ground or surface water can be expected to rise due to the worst wet season within a ten (10) year period. The project engineer shall make a recommendation as to the SHWT elevation based on the assessment of historical records or other available data. This recommendation shall be reviewed for approval by the County Engineer or designee.

When required, either by the geotechnical report or as determined by the County Engineer, underdrains shall consist of aggregate, pipe, and filter fabric as indicated in the FDOT Index Drawing No. 286 and as referenced in any other FDOT index drawings and standard specifications. Underdrain inverts shall be located a minimum of two (2) feet below the bottom of the base. The engineer responsible for the project shall certify to the County Engineer that the underdrains have been properly installed prior to the installation of any asphalt. Certification shall strictly comply with the underdrain certification form available in the Engineering Services Department's *A Procedural Guide for the Preparation of Assurances of Completion and Maintenance*. An inspection and maintenance program shall be established by the design engineer designating an entity on the design drawings that shall be responsible for maintenance.

e. Roadside Clear Zone. The roadside clear zone is that area outside the traveled way, available for use by vehicles that have left the traveled way during avoidance maneuvers due to loss of control or due to collisions with other vehicles. The primary function of the roadside clear zone is to allow space and time for the driver of a vehicle to retain control and avoid or reduce the consequences of collision with roadside objects. This area also serves as an emergency refuge location for disabled vehicles.

The minimum widths of the roadside clear zones shall be measured from the face of the barrier curb or edge of pavement where a barrier curb is not provided, shall be as follows:

TABLE 522.9.J.-3
ROADSIDE CLEAR ZONES

Street Type	**FDOT Type F and D Curb**	**FDOT Type A, E, and Miami Curb**
Arterial	4'*	10'
Major Collector	4'*	10'
Minor Collector	4'*	10’
Local Street	4'*	6'
Alley	1½'*	6'

* Gate equipment, guardhouses, or other like structures will be allowed within private streets adjacent to the back of curb.

On those roads where the minimum required clear zone is four (4) feet, the minimum cannot be reasonably obtained, and other alternatives are impractical, the minimum may be reduced to no less than 1½ feet pursuant to the alternative standards provisions set forth in this Code. The County Engineer shall make a determination on the alternative standards application.

The slopes within the roadside clear zone shall be as flat as possible to allow for safe travel of a vehicle which has left the traveled way. The slope of the area within the roadside clear zone shall not be steeper than six (6) feet horizontal to one (1) foot vertical (6:1).

Outside of the roadside clear zone, where roadside swales or cuts require slopes, the slopes shall not be steeper than four (4) feet horizontal to one (1) foot vertical (4:1). Ditch bottoms shall be at least two (2) feet wide and may be flat or gently rounded.

If space constraints are severe, the County Engineer may permit the use of guardrails in lieu of the requirements for width and slope of the roadside clear zone. Guardrails shall also be

considered for protection of pedestrian pathways or protection of immovable roadside hazards.

Where the maximum slope or roadside clear zone requirement cannot be met, guardrails in conformance with applicable FDOT standards shall be installed.

f. Vertical Clearance. Vertical clearance of 16.6 feet shall be provided above all streets.

g. Medians. Median separation of opposing traffic provides a beneficial safety feature in terms of reducing headlight glare, thus improving the safety and comfort for night driving. Medians provide provisions for drainage from the street surface, provide for preservation of existing vegetation, act as a vehicle refuge area, provide a logical location for left-turn, storage lanes, and provide a means for future addition to existing traffic lanes.

For Primary Roads, medians shall be configured in accordance with the Typical Sections provided in the CC-MRP.

The Typical Sections in the CC-MRP notwithstanding, developers may opt to provide medians that are wider than those shown when proposing developer-constructed Major Collector Roadways. Median widths shall not be reduced from those depicted in the Typical Sections unless environmental constraints (wetland impact minimization) dictate a more compact section. In addition, developers may propose medians for aesthetic reasons on Minor Collector Roads and Local Streets, if desired.

The unpaved median cross-slope shall not be steeper than six (6) feet horizontal to one (1) foot vertical (6:1). The depth of depressed medians may be controlled by drainage requirements. Increasing the median width, rather than increasing the cross-slope, is the acceptable method for developing the required median depth.

Structures, permanent materials, or plantings within the median shall not obscure the visibility of vehicles in accordance with the clear-sight requirements of the Green Book.

h. Horizontal and Vertical Alignment. The following minimum and maximum posted/design speeds are established:

TABLE 522.9.J.-4
DESIGN AND POSTED SPEED CRITERIA

Roadway Type	Design Speed (mph)		Posted Speed (mph)	
	Minimum	Maximum	Minimum	Maximum
Arterial Roads*	35	60	30	55**
Major Collector Roads	35	40	30	35
Minor Collector Roads	25	30	20	25
Local Streets	20	25	15	20
Alleys	20	20	15	15

* Arterial roadways, including, but not limited to Clinton Avenue, Overpass Road Curley Road, and Boyette Road are subject to the requirements of PD&E or Route Studies as applicable and are subject to change.

** Where Multipurpose Lanes are present the maximum posted speed shall be 35 mph.

Horizontal and vertical alignment shall be designed in accordance with the established speeds in accordance with the applicable sections of the latest edition of the FDOT *Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways*, latest edition (Green Book).

i. Cul-de-sacs. Unless otherwise approved at the time of preliminary plan approval, cul-de-sacs shall be provided on all dead-end streets, except those planned for future extension. Cul-de-sacs shall have a minimum paved radius of fifty (50) feet and a minimum right-of-way of a sixty (60) foot radius, unless the Fire Code requires a greater radius.

Except where more stringent criteria apply, such as in MUTRM, TND, or TOD communities, cul-de-sacs shall not exceed 1,760 feet in length.

j. Continuation of Existing Street Pattern and Street Access to Adjoining Property. The proposed street layout of the PDP shall take into consideration the street system of the surrounding area. A minimum of one major collector, minor collector, or local road in the proposed development shall be public and connected to existing or potential future major collector, minor collector, or local road and/or rights-of-way in each adjacent property (inside or outside of the development) to give access to such properties and to provide for proper traffic circulation, unless approved otherwise at the time of rezoning or preliminary plan approval pursuant to this Code, Section 522.9.D. Greenlight Process Procedures , or unless all lots within a proposed subdivision are five (5) acres or greater. Street connections to adjacent properties shall not be required in cases where the adjacent areas are existing platted

subdivisions or existing constructed development with no legally available roadway points of connection, or where the adjacent areas are completely separated from the proposed development by Category 1 wetlands, platted conservation areas, or lands with a Future Land Use designations of Conservation (CON). A temporary T-type turnaround, including barricades, shall be provided on all dead-end streets with more than two (2) fronting lots or parcels. Major and Minor collectors shall also comply with this Code, Section 901.1.H. Special Design Requirements for Subdivision Collectors.

The conceptual location of the connection(s) required by this subsection shall be depicted as an arrow on any CC-MPUD master plan for the proposed development; however, the absence of such an arrow does not preclude the requirements of this Section.

The developer, when required at the time of rezoning or preliminary plan approval, shall extend, improve, and construct off-site streets and rights-of-way providing access to the development. The developer shall bear all costs of such extensions, improvements, and construction unless alternative relief pursuant to this Code, Section 522.9.E.5. Relief Procedures, has been granted. Transportation Development Fee credits shall be in accordance with Connected City Financial Plan.

The requirements above and the requirements in this Code, Sections 901.3.H. Number and Spacing of Driveways, and 901.3.M. Cross Access/Frontage/reverse-Frontage Roads notwithstanding, outside of the Business Core and Urban Core areas of the Connected City, it shall permissible to develop in a pattern that features enclave neighborhoods that are not interconnected to other neighborhoods with standard vehicular roadways (local streets), as long as other reasonable means of interconnected, alternative access are provided. Such other means of interconnected, alternative access include Multipurpose Lanes, Multipurpose Paths and Multipurpose Trails, which may be used in combination to achieve an equivalent degree of interconnected mobility. It shall be recognized that such alternative means of interconnection are consistent with the principal of making healthy choices easy within the Connected City.

k. Intersection Design and Separation. Intersections of all street types with Minor Collector Roads, Major Collector Roads, and Arterial Roads shall adequately provide for all turning and

through-traffic movements by construction of additional lanes as determined necessary at the time of preliminary plan approval.

Right-of-way for additional turning lanes shall be provided by the developer in excess of the minimum required for the various types of streets as listed in this Code or the CC-MRP, as determined necessary at the time of preliminary plan approval. The minimum intersection spacing within the subdivision shall be 150 feet. Connections to streets functionally classified as Major County Roads or as Arterial Roads as defined herein shall be as specified in this Code, Section 901.3, Access Management.

3. Dedication

The County shall not accept or deem complete any road or street to be owned and/or maintained by the County unless the following items have been completed:

a. All real property interested required for the street have been conveyed to the County, in a format acceptable to the County, as follows:

    1. All right of way required for the street has been conveyed to the County by warranty deed or by plat dedication.

    2. All stormwater ponds and structures that serve the street have been conveyed to the County by perpetual drainage easements. Conveyances may also be by warranty deed for stormwater ponds and structures that do not receive offsite flows. Where the drainage for the street is comingled with drainage from outside the right-of-way, or for streets within a platted subdivision, an entity other than the County shall be responsible for the operation and maintenance of the stormwater system.

    3. All slope easements have been conveyed to the County for all slopes (if any) required by such road or street that lie outside the right-of-way and provide lateral support for the road or street. The slope easements shall be of sufficient width to maintain the integrity of the lateral support provided by the slope area, as determined by the County-approved engineering plans. The slope easements shall be non-exclusive and shall not preclude the use of the easement area for any other use not inconsistent with its use for lateral support, such as utilities, landscaping, drainage or the construction, installation and maintenance of permanent physical improvements associated with the development of

the underlying fee parcel, provided the other uses are otherwise permitted by this Code, nor shall the slope easements create a new right-of-way lines from which setbacks or buffers are measured. The slope easements shall be perpetual, but shall be terminated by the County (in whole or in phases, as applicable) when the underlying fee parcel has been developed (for uses other than agricultural) so as to replace the lateral support at a grade substantially consistent with the adjacent right-of-way or with other permanent facilities capable of providing lateral support to such road or street as deemed appropriate by the County Engineer or designee.

4. Any other property interests required for the County to own and maintain the street, as well as all structures and features which serve or support the street have been conveyed to the County.

5. The required conveyances must be submitted to the Real Estate Division for review, in accordance with the Procedures for Conveying Land to Pasco County, and the Real Estate Division will submit the conveyances to the BCC for acceptance and recording. Submission to the Real Estate Division of the fully executed original conveyance documents on County-approved forms for recording shall be sufficient for satisfying conditions (1) through (4).

b. Evidence has been provided to the County demonstrating that the SWFWMD operation and maintenance (O&M) permit has been transferred to a CDD or HOA. The O&M may be transferred to the County only for streets for which the SWFWMD Project Area consists exclusively of County-owned right-of-way and County-owned ponds that are not comingled with drainage flows from non-County owned property.

c. Where a developer seeks to open a street for public use, prior to submittal and completion of items (1) and (4) of this Section, the developer shall provide security adequate to assure the submittal and completion of the above-listed items, consistent with Sections 310.3-312.6 of this Code.

d. Upon competition of the construction of the street, and satisfactory submittal of items (1) and (4) of this Section, the Developer shall provide a Defect Security (Maintenance Guarantee) to the County, and Section 311 and 312 of this Code shall apply. The effective period for such security for non-platted streets shall be thirty-six (36) months following completion.

4. Roadside Design

a. Vegetation. Grass or other low growing vegetation that is easily maintained shall be used on medians and roadside clear zones. To aid in erosion control, a sixteen (16) inch strip of sod shall be placed adjacent to the street pavement/back of the curb. The placement of the sod shall not unreasonably impede drainage of the pavement.

The remainder of the roadside shall be vegetated as follows:

(1) On slopes of four (4) feet horizontal to one (1) foot vertical (4:1) and flatter, seed and mulch or sod may be used.

(2) On slopes steeper than four (4) feet horizontal to one (1) foot vertical (4:1), sod shall be used.

All vegetation shall be carefully maintained by an entity other than the County.

Landscaping in excess of the requirements of this Code may be installed within the right-of-way provided that the plantings are located outside of the roadside clear zone and do not obstruct the clear site triangle. In addition, the maintenance shall be provided by an entity other than the County and shall comply with this Code, Section 406.5 relating to Right-of-Way Use Permits and License and Maintenance Agreements.

b. Drainage. Drainage swales shall be protected from scouring by the appropriate vegetation and, if required due to velocity of flow, erosion control measures shall be provided.

Drainage inlets shall not be placed in the travel lane of any street except an alley. Drainage inlets placed within the median or roadside clear zone shall be flush with the ground surface. An area around the inlet shall be paved or concreted to improve drainage and to reduce erosion per the applicable FDOT standards.

Drainage swales perpendicular to the roadway shall not be used within the median or roadside clear zone. Drainage swales within the median or roadside clear zone shall meet the requirements for slope and changes in grade given in this Code.

c. Culverts. Where culverts are provided, the ends of pipes shall be flush with the adjacent ground or located outside the roadside clear zone. The slope and changes in grade at the

structure shall conform to the minimum requirements for roadside clear zones. Unless otherwise approved at the time of preliminary plan approval, all culverts, with the exception of those under residential driveways, shall be reinforced concrete pipe with a minimum diameter of eighteen (18) inches. Residential driveway culverts may be made of other materials acceptable to the County Engineer with a minimum diameter of fifteen (15) inches.

Headwalls and mitered end sections shall be designed and constructed in accordance with the applicable standards referenced in this Code.

d. Curbs. Curbs may be used to provide drainage control and to improve delineation of the street pavement. The two (2) general classes of curbs are barrier curbs and mountable curbs. Both types of curbs shall be designed with a gutter to form a combination curb and gutter section. Barrier curbs shall be relatively high and steep-faced and designed to discourage vehicles from leaving the roadway. Mountable curbs shall be low with a flat-sloping surfaced designed so that vehicles can mount them when required. Where mountable curbs are used, the width may be included in the calculation of the required shoulder width.

5. Pedestrian and Bicycle Facilities

Provisions for public pedestrian and bicycle traffic shall be incorporated into development layout.

a. Pedestrian facilities shall be in accordance with this Code, Section 522.9.K.

b. Bicycle facilities shall be in accordance with this Code, Section 522.9.L.

6. Neighborhood Vehicle Facilities

Neighborhood vehicle facilities shall be provided in accordance with this Code, Section 522.9.M.

K. Pedestrian Facilities

1. Intent and Purpose

The intent and purpose of this section is to provide for the safe and efficient movement and accommodation of pedestrians.

2. Continuity

Pedestrian facilities shall align vertically and horizontally with abutting pedestrian facilities as required in Section 522.9.N, Alternative Transportation Network. Pedestrian facilities shall not be installed in such a manner that they conflict with or are obstructed by power lines, telephone poles, fire hydrants, traffic/street signs, mailboxes, trees, buildings, barriers, light poles, stormwater inlets, or any other structures.

Patio seating areas may not obstruct sidewalks used by pedestrians. A minimum of five (5) feet of unobstructed sidewalk is required where such sidewalks pass beside or through patio seating area.

3. Types of Pedestrian Facilities

Pedestrian facilities shall be provided in one (1) of the following ways:

a. Sidewalk

A continuous, minimum five (5) foot wide sidewalk shall be provided on both sides of all streets, except for alleys; or

b. Multipurpose Path

A continuous, minimum twelve (12) foot wide Multipurpose Path that is located adjacent to the road within the right-of-way and/or easement; or

c. Multipurpose Trail

A continuous, minimum (12) foot wide Multipurpose Trail located outside of the right-of-way.

Pedestrian facilities are further governed by the CC-MRP and CC-FP.

4. Construction

a. Sidewalks, where required or proposed by the applicant, shall be constructed of:

(1) Natural or colored concrete at least 3,000 psi in strength, fiber reinforced, a minimum of five (5) feet in width along all streets, and a minimum of four (4) inches in thickness, except at driveway approaches. Where a sidewalk is crossed by a driveway, the sidewalk shall be constructed of fiber-reinforced concrete at least 3,000 psi in strength and a minimum of six (6) inches in thickness.

(2) The grades of sidewalks shall be such that slopes comply with requirements of the Americans with Disabilities Act (ADA).

(3) When there is an existing or anticipated obstruction, the sidewalk shall be installed around the object while maintaining the required sidewalk width.

b. Multipurpose Path and Multipurpose Trail, where required or proposed by the applicant, shall be constructed of:

(1) Natural or colored or colored fiber-reinforced concrete, finished to a light broom finish, at least 3,000 psi in strength and a minimum of four (4) inches in thickness on a compacted and non-yielding subgrade.

(2) Shall comply with the Americans with Disabilities Act requirements for ramps at intersections.

(3) In certain areas, as governed by the Typical Sections provided in the CC-MRP Multipurpose Paths (See Figure 522.9.M.-1 and Figure 522.9.M.-2) and Multipurpose Trails (See Figure 522.9.M.-3) that shall be skip-striped to create two 6-foot lanes for neighborhood vehicles.

Pedestrian facilities shall be constructed prior to the issuance of a Certificate of Occupancy for the abutting dwelling unit. Along non-lot areas, pedestrian facilities shall be constructed with the abutting infrastructure improvements or common areas, such as roads, utilities, drainage areas, landscape tracts, and neighborhood parks.

Pedestrian facilities shall be located as shown on the Typical Sections provided in the CC-MRP.

5. Intersections

Best practices will be observed when designing intersections with regard to pedestrian safety incorporating concepts consistent with Vision Zero.

6. Curb Ramps

Permanent curb ramps meeting the requirements of the Americans with Disabilities Act shall be provided at crosswalks at all intersections where pedestrian facilities are constructed.

Curb ramps shall be the width of the pedestrian facility with a twelve (12) foot horizontal to one (1) foot vertical (12:1) curb transition on each side when pedestrians must walk across the ramp. The ramp slope shall not exceed twelve (12) feet horizontal to one (1) foot vertical (12:1) and shall have a slip-resistant surface texture.

7. Pedestrian Circulation for Non-Residential and Mixed-Use Development

Pedestrian-oriented connectivity shall connect residential and non-residential uses, shall be provided between buildings on a common parcel; between anchor buildings and uses on associated out-parcels; as well as between buildings and pedestrian facilities, bicycle facilities and transit stops on adjacent roadways. Pedestrian connectivity between building facades and parking areas, any out-parcels and their associated buildings, and transit stops shall be clearly provided and indicated through the use of landscaped areas and sidewalks.

8. Maintenance

Nothing herein is intended or shall be inferred to impose any obligation on the part of the County to maintain or inspect sidewalks constructed in accordance with this or any other section of this Code. All sidewalks constructed pursuant to this Code shall be maintained in perpetuity by the developer and its successor(s) in interest unless the land on which it is built is deeded and owned in fee simple by the County, and if the County expressly agrees in writing executed by both the developer and the Chairman of the Board of Supervisors of the Connected City to accept responsibility for maintenance of the sidewalk, or if such responsibility for maintenance of the sidewalk is otherwise voluntarily assumed by the District.

L. Bicycle Facilities

1. Intent and Purpose

The intent and purpose of this section is to provide for the safe and efficient movement and accommodation of bicyclists.

2. Continuity

Bicycle facilities shall align with abutting bicycle facilities as required in this Code, Section 522.9.N, Alternative Transportation Network. Bicycle facilities shall not be installed in such a manner that they conflict with or are obstructed by power lines, telephone poles, fire hydrants, traffic/street signs, mailboxes, trees, buildings, barriers, light poles, stormwater inlets, or any other structures. Street conditions should be favorable for bicycling, including safe drainage grates, smooth pavements, and signals responsive to bicycles. When there is an existing or anticipated obstruction, the bicycle facilities shall be installed around the object while maintaining the required bicycle facilities clear zone width.

3. Types of Bicycle Facilities

Bicycle facilities shall be provided in one (1) of the following ways:

a. Bicycle Lane

A continuous, minimum four (4) foot, or current FDOT standards, widening of both sides of the street pavement (bicycle lanes); or

b. Multipurpose Lane

A continuous, minimum six (6) foot widening of both sides of the street pavement (Multipurpose Lane); or

c. Multipurpose Path

A continuous, minimum twelve (12) foot wide multipurpose path that is located adjacent to the road within the right-of-way and/or easement; or

d. Multipurpose Trail

A continuous, minimum twelve (12) foot wide multipurpose trail outside of the right-of-way.

Bicycle facilities are further governed by the Connected City Master Roadway Plan and Financial Plan.

4. Construction

a. Bicycle lanes, where used in the Connected City, are not shared with neighborhood vehicles. Multipurpose Lanes where used in the Connected City are shared with neighborhood vehicles. Bicycle lanes and Multipurpose Lanes shall be constructed at the same time as the adjacent vehicular travel lane is constructed and shall meet the same design standards as the travel lane.

(1) Bicycle lanes shall be installed in accordance with the Typical Sections provided in the CC-MRP.

(2) Applicants shall note that, in the case of certain types of Primary Roads, Multipurpose Lanes are required in the first phase of phased lane construction and are eliminated in favor of separate Multipurpose Paths in subsequent phases. Refer to Typical Sections provided in the CC-MRP.

(3) Bicycle lanes and Multipurpose Lanes are not required on Local Roads.

(4) In certain areas, as governed by the Typical Sections provided in the CC-MRP portions of bicycle lanes and Multipurpose Lanes shall be painted green and set off by white striping against the vehicular travel lane and the adjacent curbing.

(a) White striping shall be thermoplastic.

(b) Green paint shall be a durable methyl methacrylate product meeting the specifications of Color-safe by Transpo Industries, Inc., or equivalent.

(c) Green paint shall contain skid resistant aggregate and glass beads for retro-reflectivity. These products shall meet the specifications of and be added in the proportions recommended by the paint manufacturer.

b. Multipurpose Path and Multipurpose Trail, where required or proposed by the applicant, shall be constructed of:

(1) Natural or colored fiber-reinforced concrete, finished to a light broom finish, at least 3,000 psi in strength and a minimum of four (4) inches in thickness on a compacted and non-yielding subgrade;

(2) Shall comply with the Americans with Disabilities Act requirements for ramps at intersections;

(3) Where a separate Multipurpose Path or Multipurpose Trail is provided, it shall be constructed prior to the issuance of a Certificate of Occupancy for the abutting dwelling unit. Along non-lot areas, Multipurpose Paths or Multipurpose Trails shall be constructed with the abutting infrastructure improvements or common areas, such as roads, utilities, drainage areas, landscape tracts, and neighborhood parks; and

(4) Multipurpose Paths are further governed by the Typical Sections provided in the CC_MRP. Note in the typical sections that, where multipurpose paths are desired on both sides of a Major Collector Road, one will be permitted to be twelve (12) feet in width that shall be skip-striped to create two 6-foot lanes for neighborhood vehicles and the other shall be required to be eighteen (18) feet in width. The 18-foot path will consist of a 12-foot wide portion that shall be skip-striped to create two 6-foot lanes for neighborhood vehicles, along with a 5 1/2-foot portion for pedestrians and a six-inch wide white-stripe are to segregate the neighborhood vehicle travel lanes from the pedestrian lane. See Figure 522.9.M.-1 and Figure 522.9.M.-2.

(5) Multipurpose Trails are further governed by the Typical Sections provided in the CC-MRP. Note in the typical sections that, where Multipurpose Trails are used they will be permitted to be twelve (12) feet in width that shall be skip-striped to create two 6-foot lanes for neighborhood. See Figure 522.M.-3.

5. Intersections

Best practices will be observed when designing intersections with regard to bicycle safety incorporating concepts consistent with Vision Zero.

6. Maintenance

Nothing herein is intended or shall be inferred to impose any obligation on the part of the County to maintain or inspect bicycle facilities constructed in accordance with this or any other section of this Code. All bicycle facilities constructed pursuant to this Code shall be maintained in perpetuity by the developer and its successor(s) in interest unless the land on which it is built is deeded and owned in fee simple by the County, and if the County expressly agrees in writing executed by both the developer and the Chairman of the Board of Supervisors of the Connected City to accept responsibility for maintenance of the bicycle facility, or if such responsibility for maintenance of the bicycle facility is otherwise voluntarily assumed by the District.

M. Neighborhood Vehicle Facilities

1. Intent and Purpose

The intent and purpose of this section is allow for the augmentation and enrichment of the travel experience within the CC- SPA by providing for the safe and efficient movement and accommodation of neighborhood vehicles, in addition to the typical modes of transportation used countywide.

2. Continuity

Neighborhood Vehicle facilities shall align vertically and horizontally with abutting neighborhood vehicle facilities as required in Section 522.9.N, Alternative Transportation Network. Neighborhood vehicle facilities shall not be installed in such a manner that they conflict with or are obstructed by power lines, telephone poles, fire hydrants, traffic/street signs, mailboxes, trees, buildings, barriers, light poles, stormwater inlets, or any other structures.

3. Types of Neighborhood Vehicle Facilities

Neighborhood vehicle facilities shall be provided in one (1) of the following ways:

a. Multipurpose Lane

A continuous, minimum six (6) foot widening of both sides of the street pavement (Multipurpose Lane); or

b. Multipurpose Path

A continuous, minimum twelve (12) foot wide Multipurpose Path that is located adjacent to the road within the right-of-way and/or easement; or

c. Multipurpose Trail

A continuous, minimum twelve (12) foot wide Multipurpose Trail outside of the right-of-way; or

d. Local Roads

Neighborhood vehicles may travel on local roads, including alleys, in the same travel lane as other vehicles such as passenger cars and trucks. In general, neighborhood vehicles may drive in the travel lanes of any roads with posted speed limits of 35 miles per hour or less if no other provisions, such as a Multipurpose Lane or Multipurpose Path, are provided within the right-of-way of that roadway.

Neighborhood Vehicle facilities are further governed by the CC-MRP and CC-FP.

4. Construction

a. Multipurpose Lanes where used, shall be constructed at the same time as the adjacent vehicular travel lane is constructed and shall meet the same design standards as the travel lane.

(1) Multipurpose Lanes shall be installed in accordance with the Typical Sections for Primary and Intermediate Roads as depicted provided in the CC-MRP.

(2) Applicants shall note that, in the case of certain types of Primary Roads, Multipurpose Lanes are required in the first phase of phased lane construction and are eliminated in favor of separate Multipurpose Paths in subsequent phases. Refer to Typical Sections provided in the CC-MRP.

(3) In certain areas, as governed by the Typical Sections provided in the CC-MRP, Portions of Multipurpose Lanes shall be painted green and set off by white striping against the vehicular travel lane and the adjacent curbing.

(a) White striping shall be thermoplastic.

(b) Green paint shall be a durable methyl methacrylate product meeting the specifications of Color-safe by Transpo Industries, Inc., or equivalent.

(c) Green paint shall contain skid resistant aggregate and glass beads for retro-reflectivity. These products shall meet the specifications of and be added in the proportions recommended by the paint manufacturer.

b. Multipurpose Paths where required or proposed by the applicant, shall be constructed of:

(1) Natural or colored fiber-reinforced concrete, finished to a light broom finish, at least 3,000 psi in strength and a minimum of four (4) inches in thickness on a compacted and non-yielding subgrade,

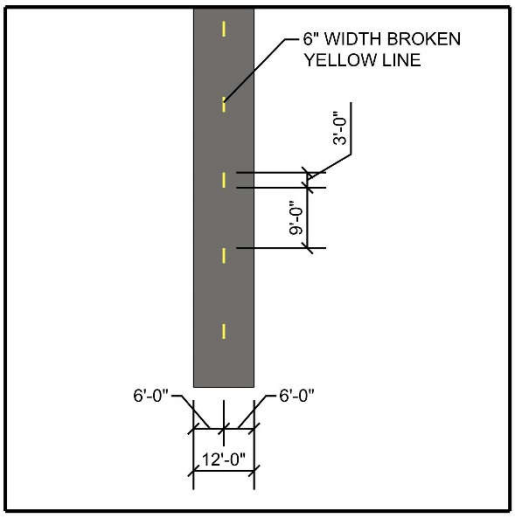
(2) Shall comply with the Americans with Disabilities Act requirements for ramps at intersections.

(3) Where a separate Multipurpose Path is provided, it shall be constructed prior to the issuance of a Certificate of Occupancy for the abutting dwelling unit. Along non-lot areas, Multipurpose Paths shall be constructed with the abutting infrastructure improvements or common areas, such as roads, utilities, drainage areas, landscape tracts, and neighborhood parks.

(4) Multipurpose Paths are further governed by the Typical Sections provided in the CC-MRP. Note in the typical sections that, where Multipurpose Paths are desired on both sides of a Major Collector Road, one will be permitted to be twelve (12) feet in width and the other shall be required to be eighteen (18) feet in width.

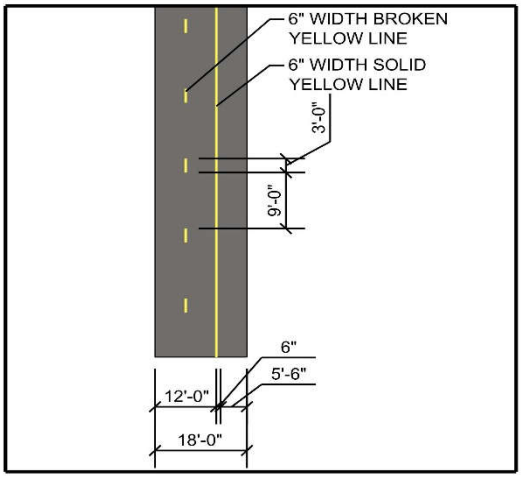
The 12-foot wide path shall be skip-striped with 6-inch wide by 3-foot long yellow stripes separated by a distance of 9 feet. See Figure 522.9.M.-1.

Figure 522.9.M.-1
Multipurpose Path 12 Feet



The 18-foot wide path shall consist of a 12-foot wide portion that shall be skip-striped with 6-inch wide by 3-foot long yellow stripes separated by a distance of 9 feet to create two 6-foot lanes for neighborhood vehicles, along with a 5 1/2-foot portion for pedestrians separated from the neighborhood vehicle lanes by a six-inch wide continuous yellow-stripe. See Figure 522.9.M.-2.

Figure 522.9.M.-2
Multipurpose Path 18 Feet



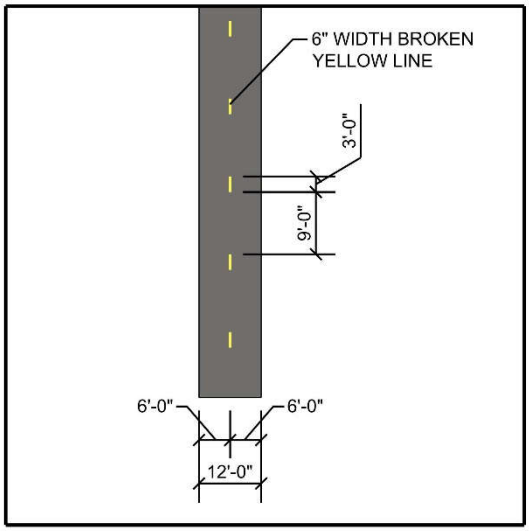
c. Multipurpose Trails where required or proposed by the applicant, shall be constructed of:

(1) Natural or colored fiber-reinforced concrete, finished to a light broom finish, at least 3,000 psi in strength and a minimum of four (4) inches in thickness on a compacted and non-yielding subgrade.

(2) Shall comply with the Americans with Disabilities Act requirements for ramps at intersections.

(3) Multipurpose Trails shall be 12-foot wide and shall be skip-striped with 6-inch wide by 3-foot long yellow stripes separated by a distance of 9 feet. See Figure 522.9.M.-3.

Figure 522.9.M.-3
Multipurpose Trail 12 Feet



5. Intersections

Best practices will be observed when designing intersections with regard to neighborhood vehicle safety incorporating concepts consistent with Vision Zero.

6. Maintenance

Nothing herein is intended or shall be inferred to impose any obligation on the part of the County to maintain or inspect neighborhood vehicle facilities constructed in accordance with this or any other section of this Code. All neighborhood vehicle facilities constructed pursuant to this Code shall be maintained in perpetuity by the developer and its

successor(s) in interest unless the land on which it is built is deeded and owned in fee simple by the County, and if the County expressly agrees in writing executed by both the developer and the Chairman of the Board of Supervisors of the Connected City to accept responsibility for maintenance of the neighborhood vehicle facility, or if such responsibility for maintenance of the neighborhood vehicle facility is otherwise voluntarily assumed by the District.

N. Alternative Transportation Network

1. Intent and Purpose

The intent and purpose of this section is to provide for a range of transportation choices for short and intermediate length trips.

2. Master Bicycle, Pedestrian, and Neighborhood Vehicle Plan Required

a. All developments having a CC-MPUD zoning designation shall provide a Master Bicycle, Pedestrian, and Neighborhood Vehicle Plan to address the Alternative Transportation Network requirements set forth herein prior to the approval of the first Preliminary Development Plan (PDP).

b. Master Bicycle, Pedestrian, and Neighborhood Vehicle Plans shall depict all existing or proposed approved Multipurpose Lanes, Multipurpose Paths, and Multipurpose Trails, if any, within 500' of the CC-MPUD boundary and shall provide for interconnection to them in accordance with the continuity requirements set forth herein.

c. Master Bicycle, Pedestrian, and Neighborhood Vehicle Plans shall recognize that Local Roadways allow for bicycles and Neighborhood Vehicles to share the road with automobiles.

d. Master Bicycle, Pedestrian, and Neighborhood Vehicle Plans shall address phasing of the transition of Multipurpose Lanes to Multipurpose Trails or Paths, as appropriate, for roadways that are proposed to be constructed in phases, wherein the initial phase proposes 2-lane divided roadways with Multipurpose Lanes and the buildout phase proposes 4-lane divided roadways with Multipurpose Paths. As a minimum, phased roadways shall be identified graphically, along with the associated Multipurpose Lanes and Paths on Master Plans. Refer to Figure 522.9.N.-1 and Figure 522.9.N.-2 below for the phasing of an example property.

Figure 522.9.N.-1
Master Bicycle, Pedestrian & Neighborhood vehicle Phase 1 Plan

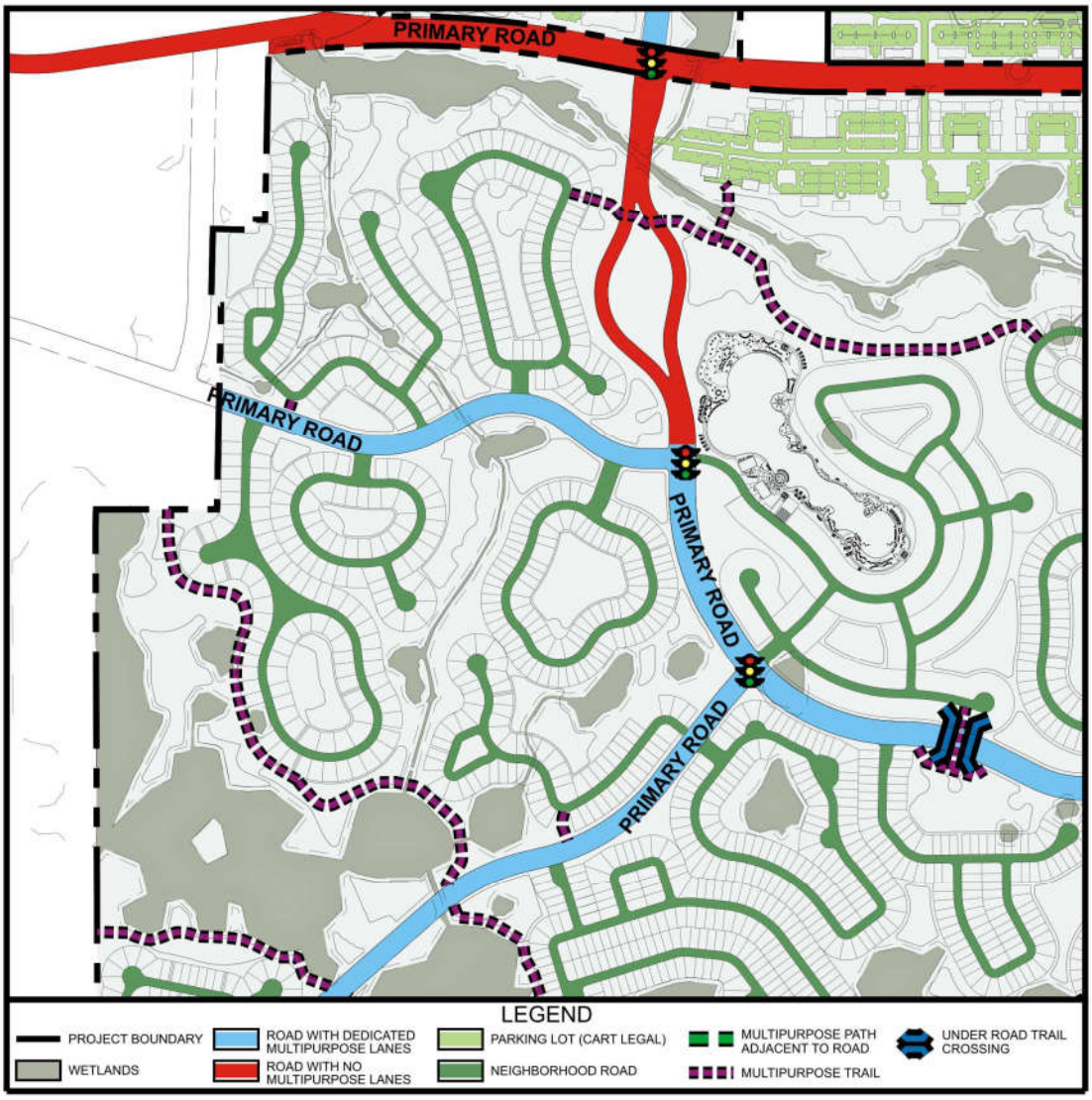
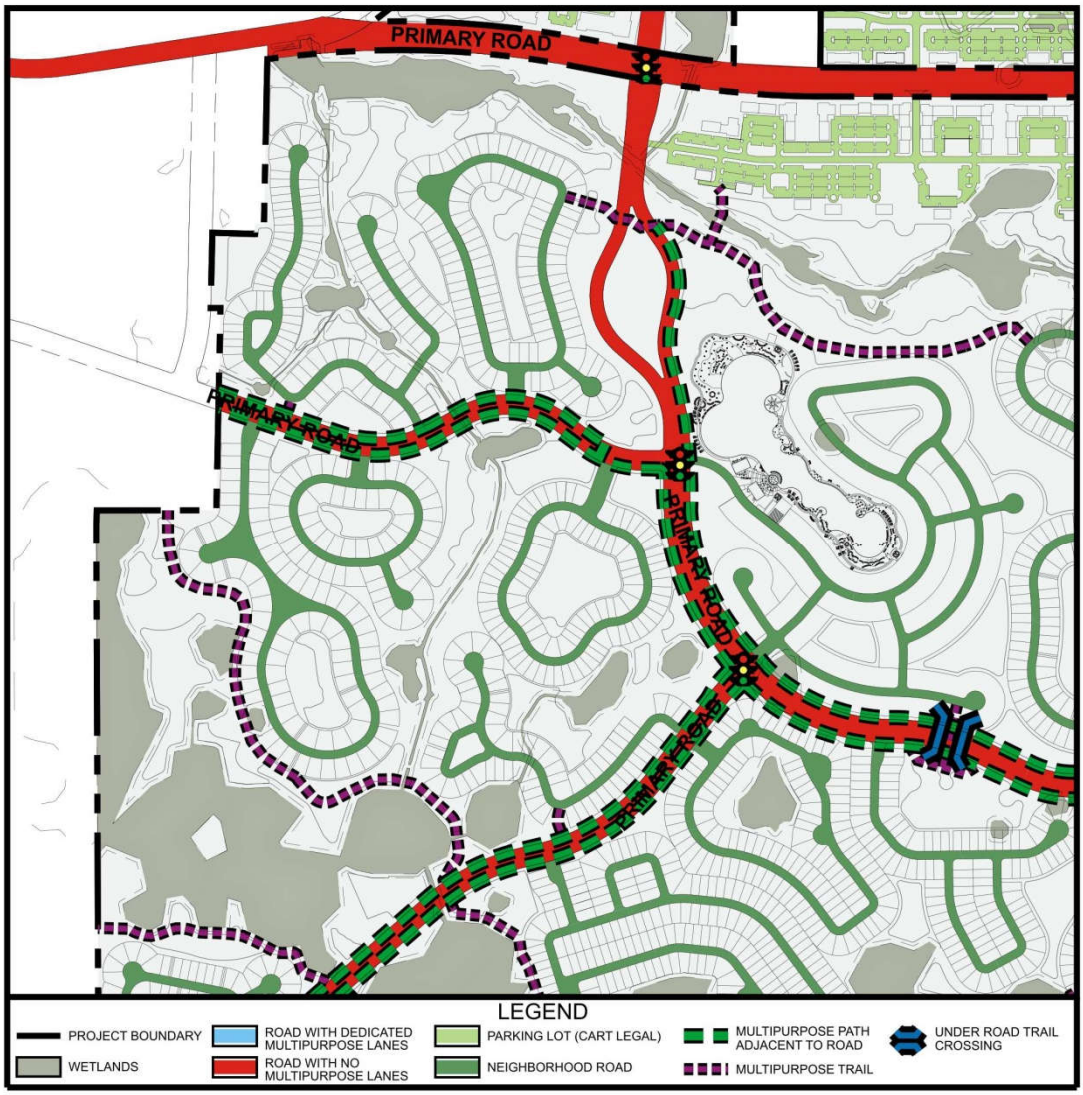


Figure 522.9.N.-2
Master Bicycle, Pedestrian & Neighborhood vehicle Phase 2 Plan



e. If the CC-MPUD includes a mix of uses, the Master Bicycle, Pedestrian, and Neighborhood Vehicle Plan shall address how the various uses will be interconnected with Multipurpose Lanes, Multipurpose Paths, or Multipurpose Trails, as appropriate. Where adjacent non-residential parcels exist, interconnection of parking lots with Multipurpose Paths or Multipurpose Trails shall be addressed on the Master Bicycle, Pedestrian, and Neighborhood Vehicle Plan.

f. Incremental development plans, beginning with the PDP, shall demonstrate compliance with the approved Master Bicycle, Pedestrian, and Neighborhood Vehicle Plan.

3. Continuity

a. General Connectivity

Alternative Vehicle Facilities, including Multipurpose Lanes, Multipurpose Paths, and Multipurpose Trails, shall align connect with abutting Alternative Vehicle Facilities. The proposed layout of Alternative Vehicle Facilities shall consider the Alternative Transportation Network of the surrounding area. Destinations as outlined in Table 522.9.N.-1 Destinations shall be used to determine where the Alternative Vehicle Facilities in a proposed development shall be connected to Alternative Vehicle Facilities in adjacent areas to provide for proper circulation. Alternative Vehicle Facilities shall not be installed in such a manner as to conflict with or be obstructed by power lines, telephone poles, fire hydrants, traffic/street signs, mailboxes, trees, buildings, barriers, light poles, stormwater inlets, or any other structures.

TABLE 522.9.N.-1

DESTINATIONS
School
Retail
Office
Industrial
Amenity
Crystal Lagoons
Park
Neighborhood
Institution

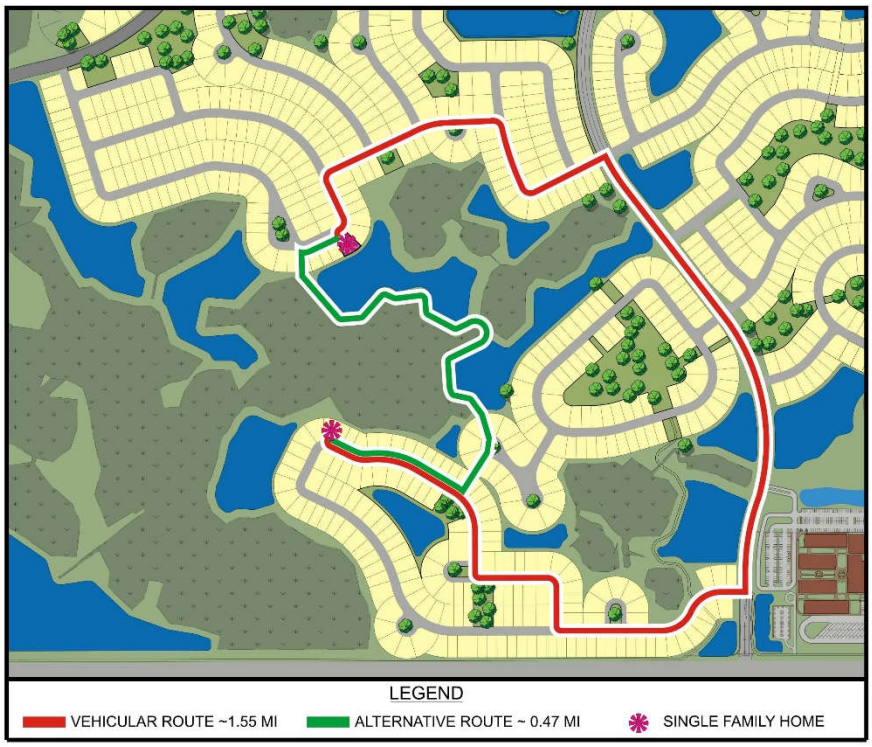
b. Residential Connectivity

Where practicable, Alternative Vehicle Facilities shall be considered to provide interconnection of neighborhoods where environmental or other constraints preclude roadway connectivity. Such interconnectivity shall be addressed on the Master Bicycle, Pedestrian, and Neighborhood Vehicle Plan and on subsequent Incremental Plans.

Figure 522.9.N.-3 is an example of how the Alternative Vehicle Network can shorten the travel distance for those that choose transportation modes other than the automobile. In this example, two residential lots located less than ¼-mile apart represent the origin and destination for a trip by a resident. In a car, the trip is 1.55 miles due to environmental constraints. The

introduction of a Multipurpose Path provides a trip length of 0.47 miles for those that choose to walk, cycle, or use a Neighborhood Vehicle to accomplish the same trip.

Figure 522.9.N.-3.
Residential Connectivity Example



c. School Connectivity

Where practicable and approved by the District School Board of Pasco County, schools shall be connected to the Alternative Vehicle Network and shall include accommodations for Neighborhood Vehicles. Such interconnectivity shall be addressed on the Master Bicycle, Pedestrian, and Neighborhood Vehicle Plan and on subsequent Incremental Plans.

Figure 522.9.N.-4 and Figure 522.9.N.-5 depict a collocated elementary and middle school with Multipurpose Trail connectivity and separate parking lots for Neighborhood Vehicles. Accommodation of the Alternative Vehicle Network within school sites provides a viable alternative to the automobile, and should reduce vehicular queues at pick-up and drop-off locations.

Figure 522.9.N.-4.
School Connectivity Example

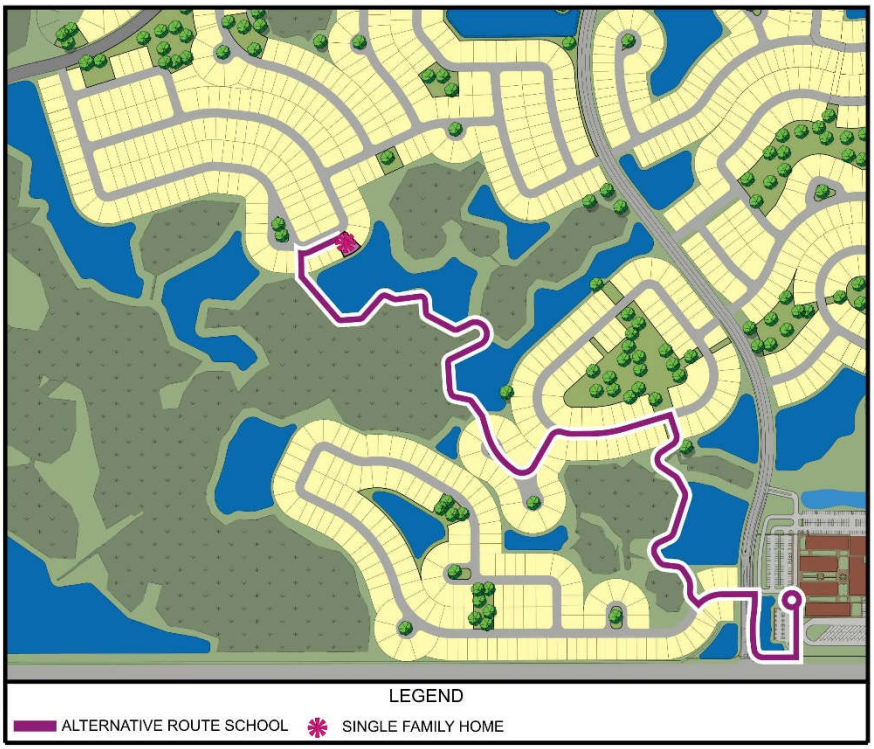
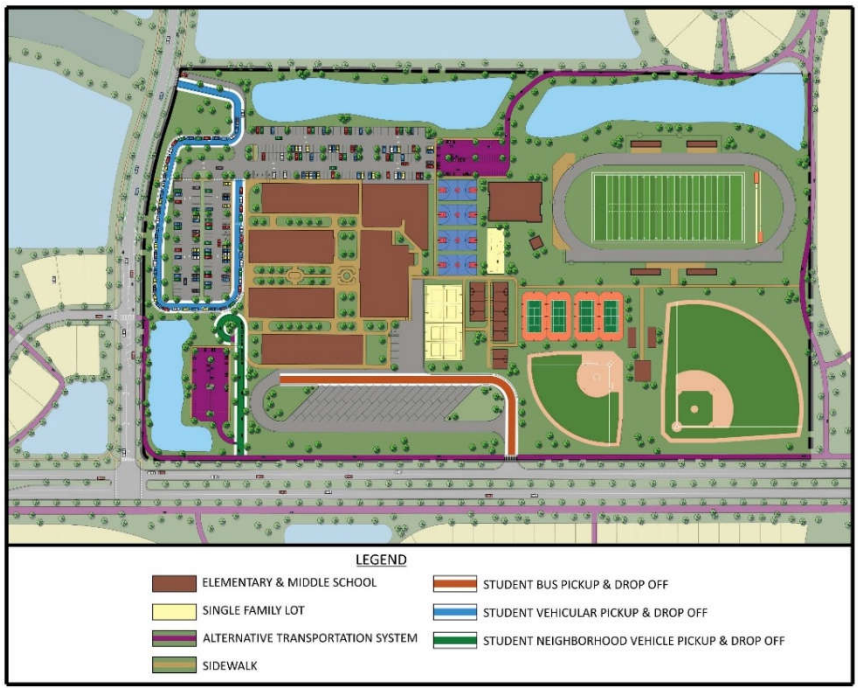


Figure 522.9.N.-5.
School Connectivity Example 2



d. Mixed-Use Connectivity

Design of office and retail uses shall demonstrate consideration of pedestrians, bicycles, and neighborhood vehicles by incorporating pedestrian connections to entry points of buildings from parking lots, as well as connections of Alternative Vehicle Facilities to Primary Roadways. Figures 522.9.N.-6 and 522.9.N.-7 demonstrate examples of these connections in an office and retail setting, respectively. Note in both figures that sidewalks are placed along primary parking lot drive aisles such that they function also as pedestrian corridors, creating a grid of pedestrian connectivity throughout the mixed-use area.

Figure 522.9.N.-6.
Office Connectivity Exhibit

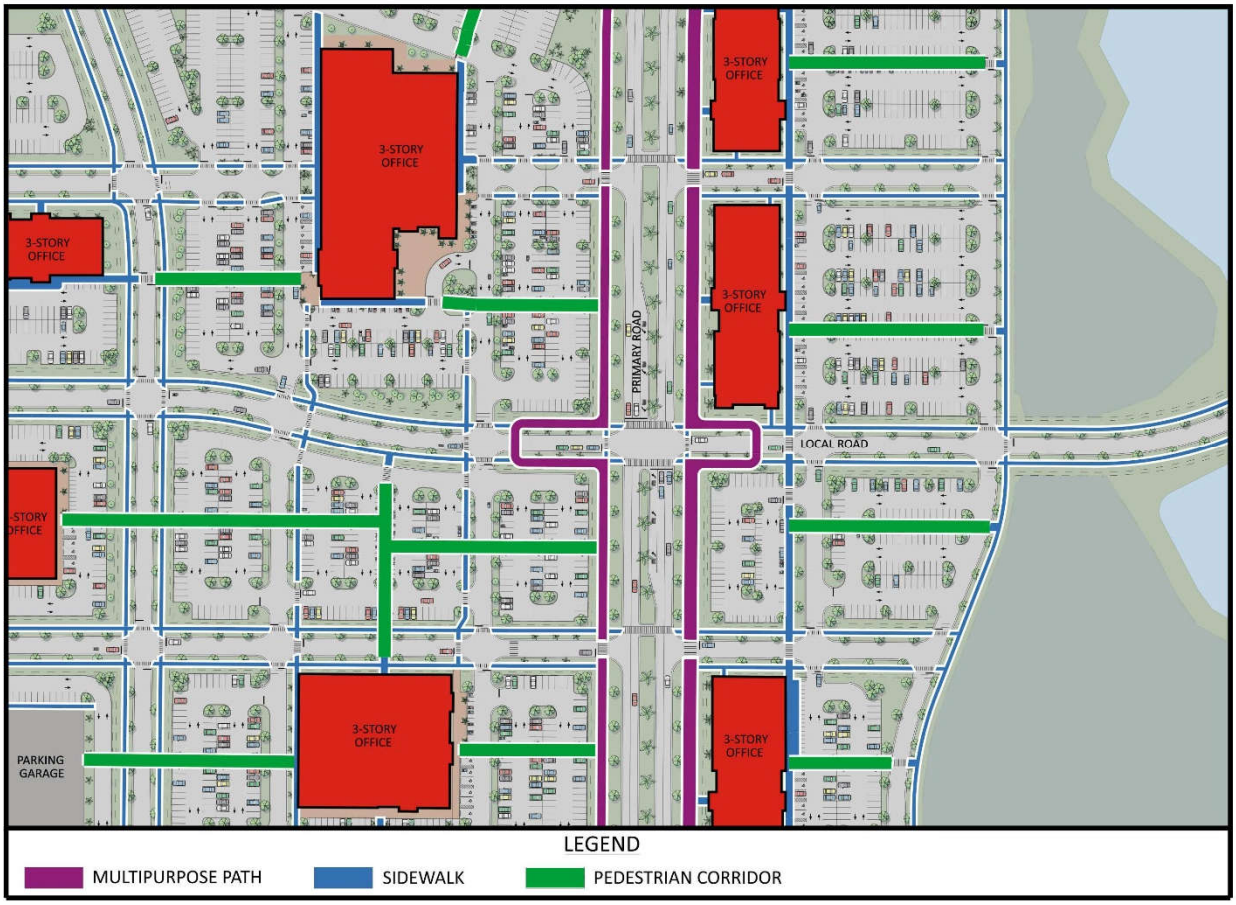
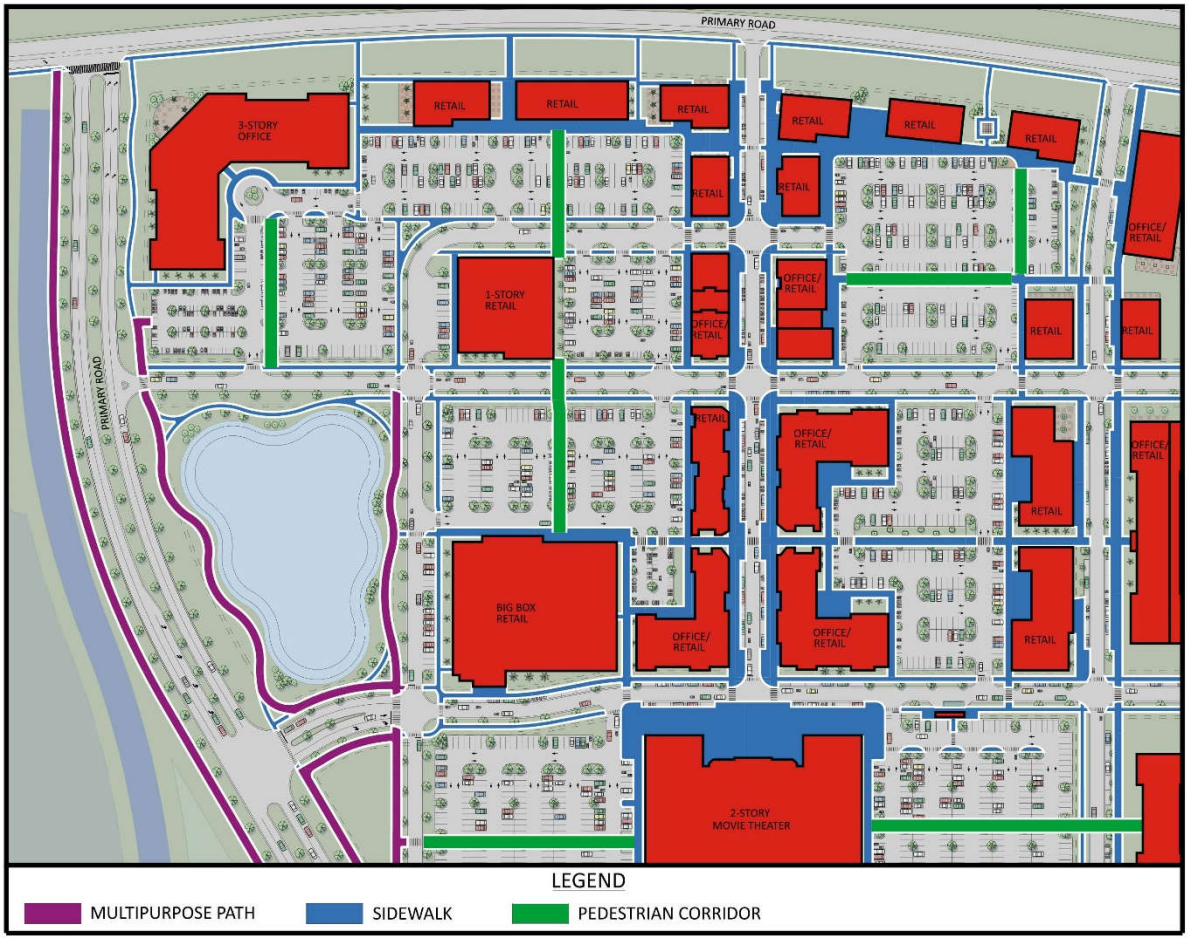


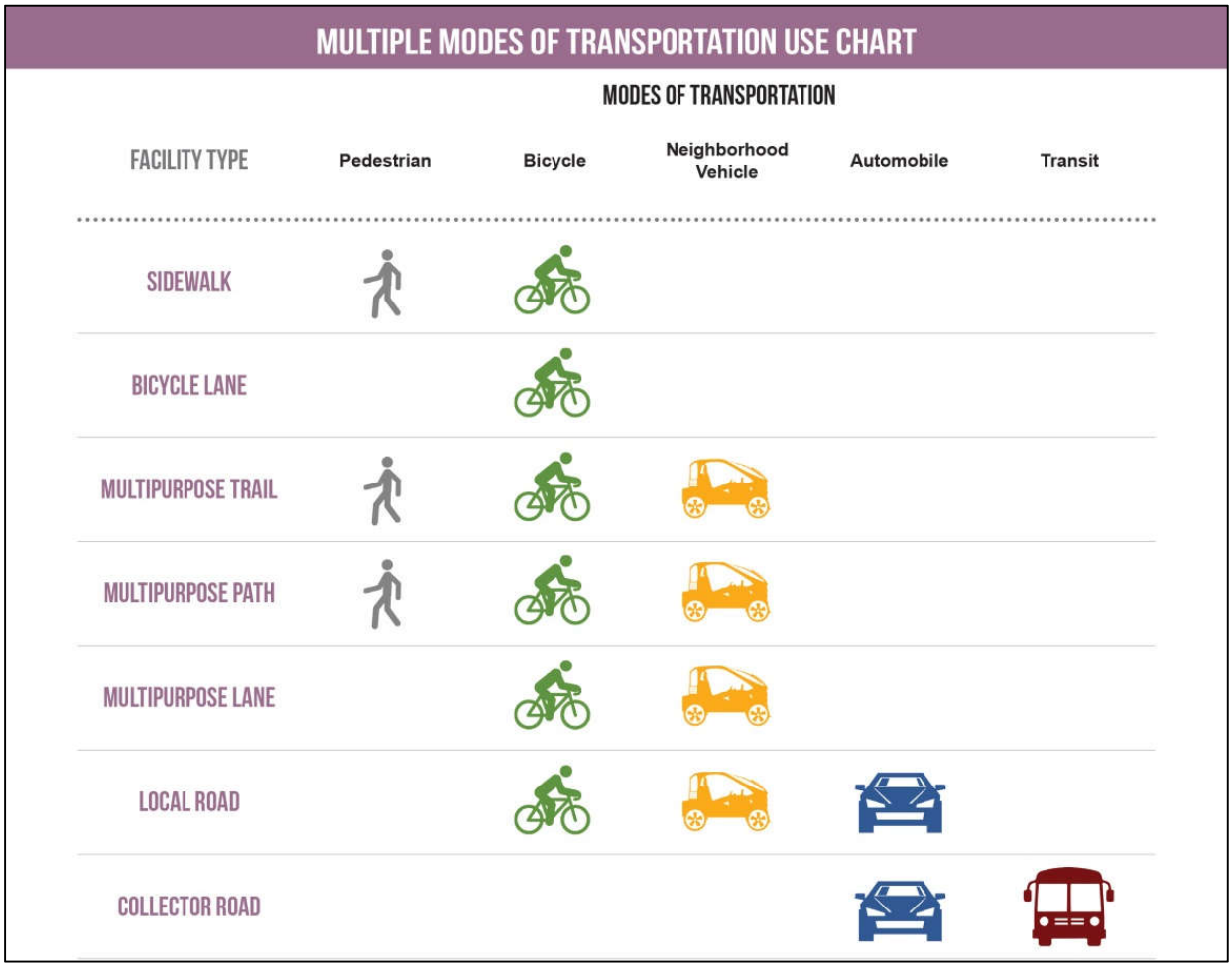
Figure 522.9.N.-7.
Retail Connectivity Exhibit



4. Uses Permitted on Various Transportation Facilities

To encourage the use of all modes of transportation and promote user safety and comfort, Table 522.9.N.-2 establishes allowable modes of transportation for each type of facility.

Table 522.9.N.-2
Allowable Modes of Transportation by Facility Type



5. Location, Coordination, and Configuration of Alternative Vehicle Facilities

For each facility type (Multipurpose Lanes, Multipurpose Paths, Multipurpose Trails, and local roads), refer to this Code, Section 522.9.M, Neighborhood Vehicle Facilities, for descriptions of these facility types and details concerning their construction (materials, installation specifications, etc.)

a. Multipurpose Lanes

(1) Multipurpose Lanes shall be located within the pavement section (i.e., between the curb lines) of Primary and Intermediate Roads in their Phase 1 condition when initially phased as two-lane divided roadways. Refer to this Code, Sections 522.9.L. Bicycle Facilities and 522.9.M Neighborhood Vehicle Facilities and the Typical Sections provided in the CC-MRP.

(2) Multipurpose Lanes shall be constructed in accordance with the criteria set forth in this Code, Sections 522.9.L Bicycle Facilities and 522.9.M. Neighborhood Vehicle Facilities.

(3) Where Multipurpose Lanes approach intersections, striping shall be used to merge vehicles in the Multipurpose Lanes (bicycles and neighborhood vehicles) into the vehicular travel lane to avoid conflicts with turning automobiles. Transitions for these merges shall be of appropriate length based upon criteria set forth in the Florida Department of Transportation *Design Standards for Construction and Maintenance Operations on the State Highway System,* latest edition. Refer to this Code, Section 522.9.N.6.a, Alternative Vehicle Intersection and Crossing Scenarios for details.

b. Multipurpose Paths

(1) Multipurpose Paths shall be located within rights of way of Primary Roads in their buildout condition. Refer to the Typical Sections provided in the CC-MRP.

(2) Multipurpose Paths shall be constructed in accordance with the criteria set forth in this Code, Section 522.9.L. Bicycle Facilities and 522.9.M. Neighborhood Vehicle Facilities.

(3) Where Multipurpose Paths cross Primary or Intermediate Roadways, crossings shall be located at the intersection approach, before the roadway transitions to accommodate turn-lanes, where applicable. Refer to this Code, Section 522.9.N.6.a, Intersection and Crossing Component Details.

c. Multipurpose Trails

(1) Multipurpose Trails shall be located wherever linkages outside road rights-of-way are needed to provide connections between Multipurpose Lanes, Multipurpose Paths, other Multipurpose Trails, or Local Roads.

(2) Multipurpose Trails shall be constructed in accordance with the criteria set forth in this Code, Section 522.9.L. Bicycle Facilities and 522.9.M. Neighborhood vehicle Facilities.

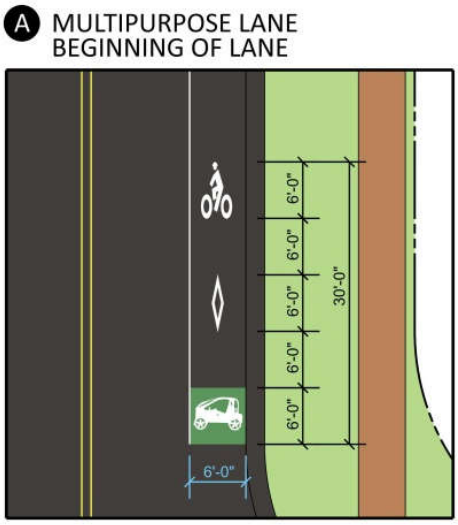
6. Alternative Vehicle Intersection and Crossing Scenarios

There are numerous roadway intersection and alternative vehicle crossing scenarios that are possible within the Connected City. This section shall govern the design configuration for each anticipated scenario. If situations are encountered that do not conform to the scenarios anticipated herein, then the applicant shall propose a configuration for consideration by Pasco County as part of the incremental plan review process. Components of intersections and crossings are detailed in this Code, Section 522.9.N.6.a, Intersection and Crossing Component Details and details of the anticipated scenarios are depicted in this Code, Section 522.9.N.6.b. Intersection and Crossing Scenario Details.

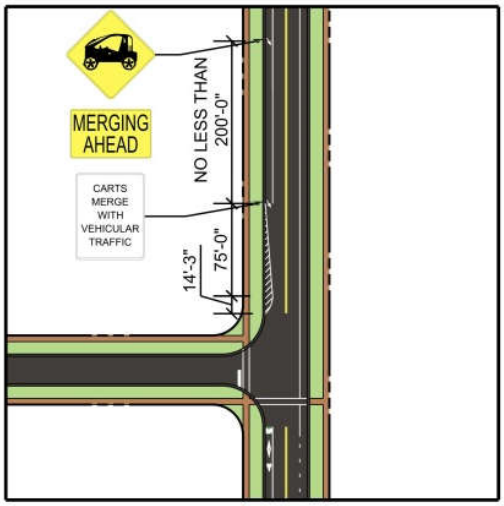
a. Intersection and Crossing Component Details

For each crossing or intersection type, there are numerous components. For example, when departing an intersection of an Intermediate Roadway or Phase 1 Primary Roadway with any other type of roadway, there will be a point where the Multipurpose Lane begins. Similarly, when a Multipurpose Path crosses a roadway, there will be a crosswalk. These are examples of components of a crossing or intersection scenario. This section provides details for each of the various components that are anticipated to be needed within the Connected City to assemble the various intersection and crossing scenarios.

(1) Multipurpose Lane: Beginning of Lane – Refer to Detail A below for the dimensional and striping/graphical criteria for the beginning of a Multipurpose Lane.

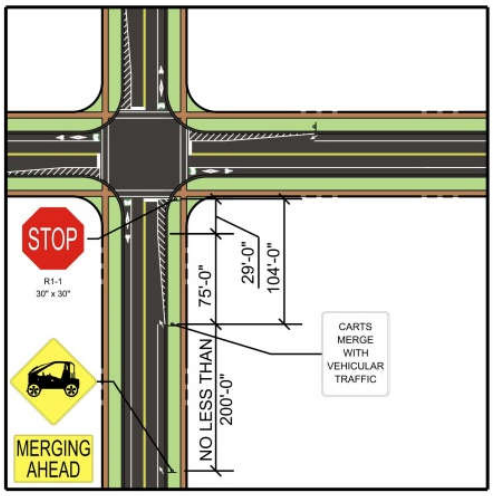


(2) Multipurpose Lane: Merge with Vehicular Travel Lane (no turn-lanes) – Refer to Detail B below for the dimensional, striping, and signing criteria for merging neighborhood vehicles into the standard vehicular travel lane at intersection approaches.



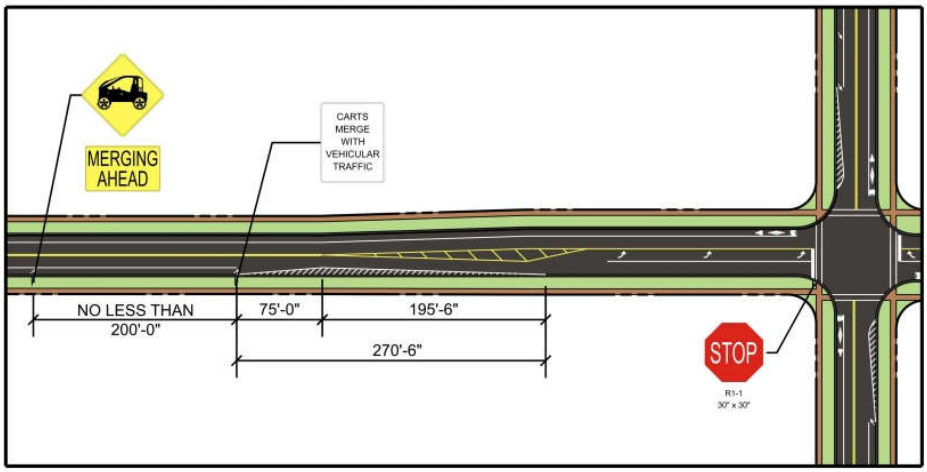
(3) Multipurpose Lane: Merge with Vehicular Travel Lane (approaching a stop sign) – Refer to Detail C below for the dimensional, striping, and signing criteria for merging neighborhood vehicles into the standard vehicular travel lane at the approach to a stop sign.

C MULTIPURPOSE LANE MERGE WITH VEHICLE LANE BEFORE STOP SIGN



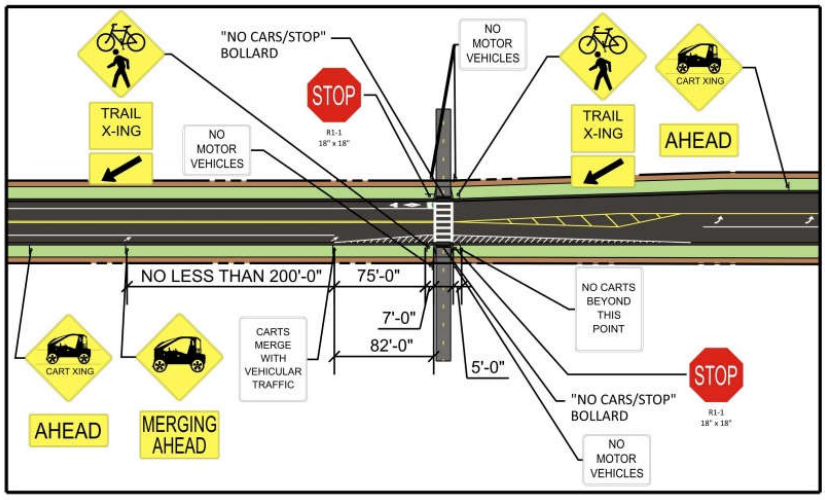
(4) Multipurpose Lane: Merge with Vehicular Travel Lane (approaching turn-lanes) – Refer to Detail D below for the dimensional, striping, and signing criteria for merging neighborhood vehicles into the standard vehicular travel lane at the approach to turn-lanes on an Intermediate Roadway.

D MULTIPURPOSE LANE MERGE WITH LANE BEFORE VEHICULAR TURN LANES



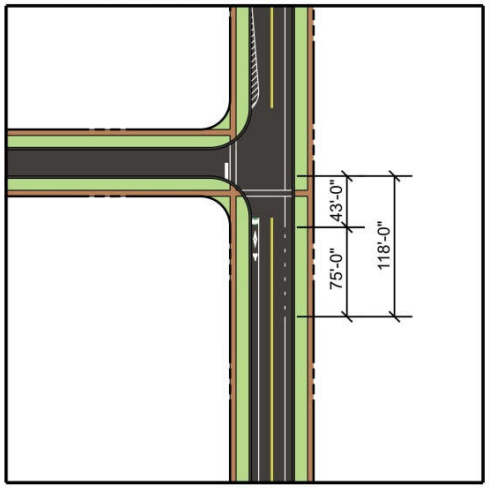
(5) Multipurpose Lane: Merge with Vehicular Travel Lane (approaching crosswalk) – Refer to Detail E below for the dimensional, striping, and signing criteria for merging neighborhood vehicles into the standard vehicular travel lane at the approach to a crosswalk that precedes the pavement transition at a turn-lane approach.

E MULTIPURPOSE LANE MERGE WITH VEHICLE LANE BEFORE CART CROSSWALK



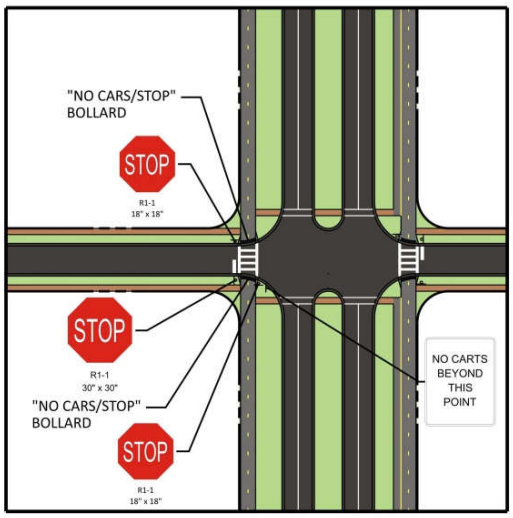
(6) Multipurpose Lane: Tee Intersection – Refer to Detail F below for the dimensional, striping, and signing criteria for Multipurpose Lanes on the through street where an intersecting street creates a tee intersection.

F MULTIPURPOSE LANE "T" INTERSECTION



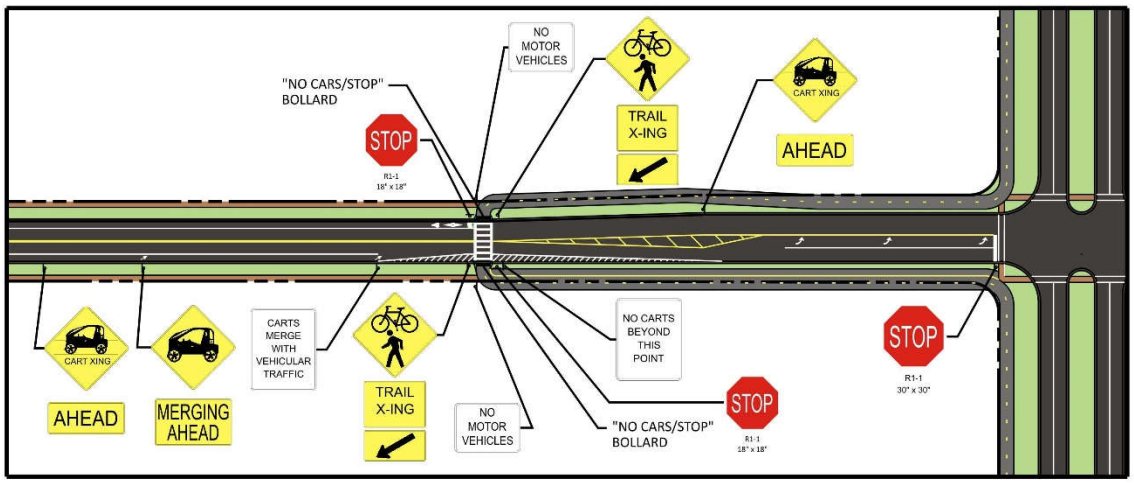
(7) Multipurpose Path: Crosswalk Crossing Local Road at Intersection with Primary or Intermediate Road – Refer to Detail G below for the dimensional, striping, and signing criteria for crossing local streets at intersections with Primary or Intermediate Roadways.

G CART CROSSWALK LOCAL ROAD



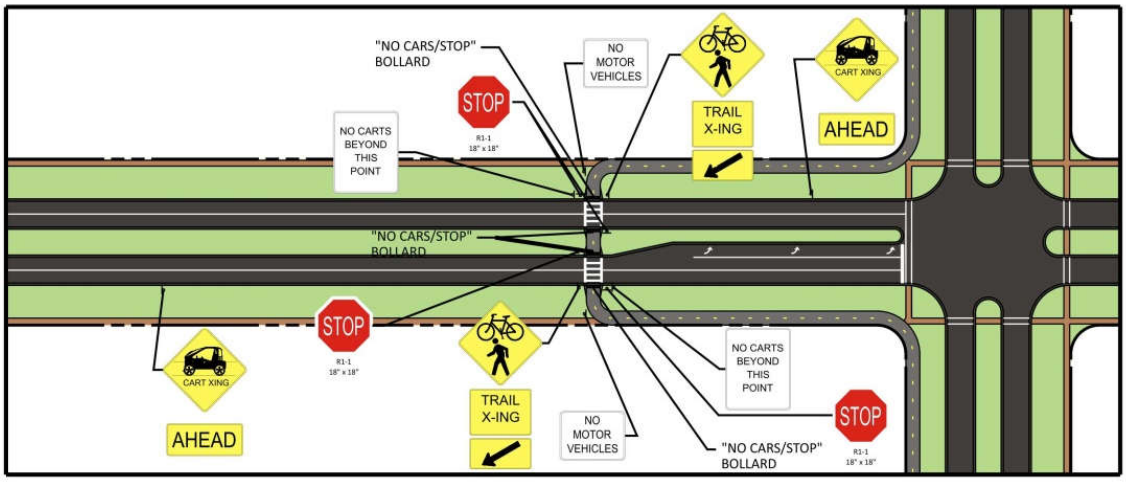
(8) Multipurpose Path: Crosswalk Crossing Intermediate Roadway at approach to turn-lane – Refer to Detail H below for the dimensional, striping, and signing criteria for crossing Intermediate Roadways at approach to turn-lanes.

H CART CROSSWALK INTERMEDIATE ROAD



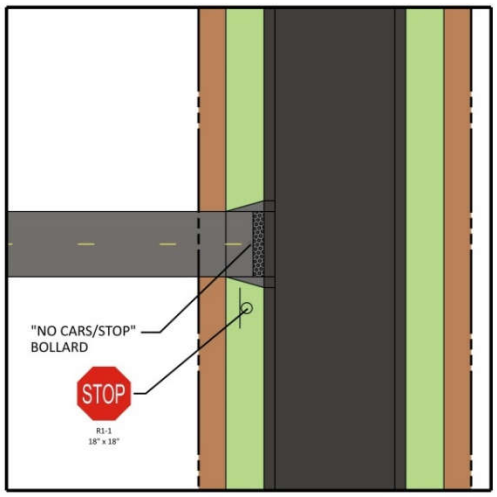
(9) Multipurpose Path: Crosswalk Crossing Primary Roadway at approach to turn-lane – Refer to Detail N below for the dimensional, striping, and signing criteria for crossing Primary Roadways at approach to turn-lanes.

N CART CROSSWALK PRIMARY ROAD



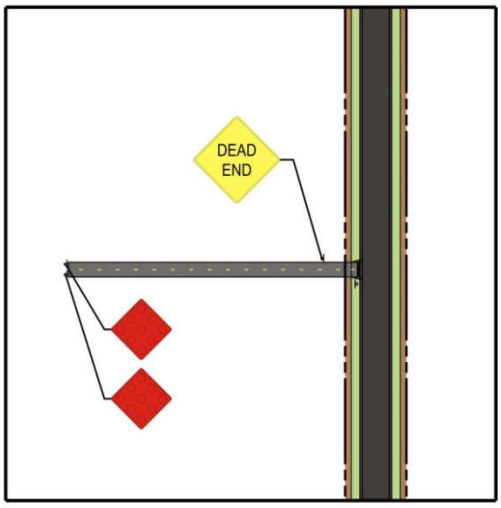
(10) Multipurpose Trail: Connection to Local Roadway – Refer to Detail J below for the striping and signing criteria for connecting Multipurpose Trails to local roads.

J MULTIPURPOSE TRAIL CONNECTING TO LOCAL ROAD



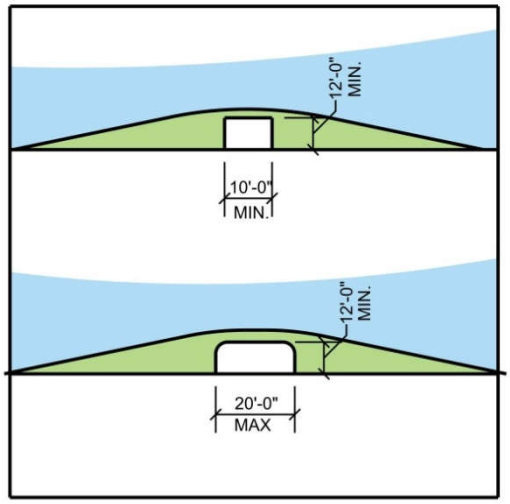
(11) Multipurpose Trail: Temporary Dead-End – Refer to Detail K below for the signing criteria for temporary dead-ends of Multipurpose Trails to be extended in the future.

K MULTIPURPOSE TRAIL TEMPORARY DEAD END



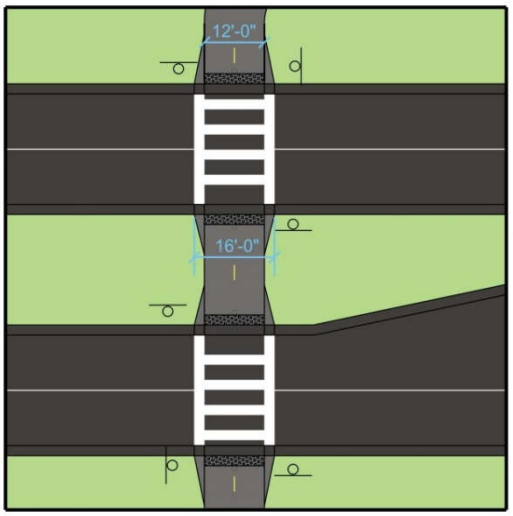
(12) Multipurpose Trail: Underpass – Refer to Detail L below for the general clear dimensional criteria for Multipurpose Trail underpasses.

L MULTIPURPOSE TRAIL UNDERPASS



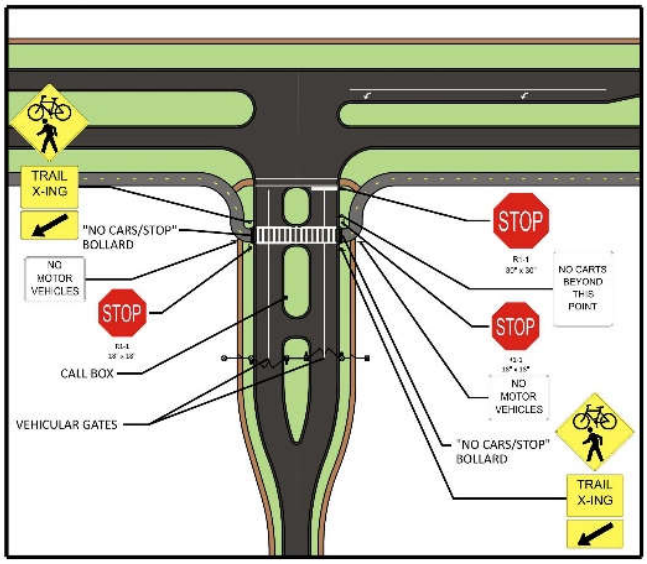
(13) Multipurpose Trail or Path: Crosswalk – Refer to Detail M below for the dimensional and striping criteria for Multipurpose Trail or Multipurpose Path crosswalks.

M TYPICAL CART CROSSWALK



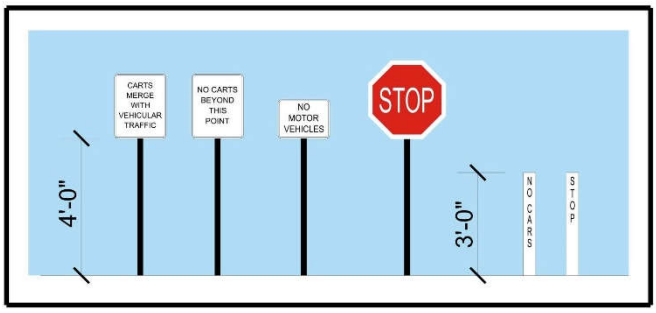
(14) Gated Community Entrance: Detail of Multipurpose Path Crossing a Gated Entrance – Refer to Detail O below for the striping and signing criteria for the crossing of a Multipurpose Path crossing at a gated entrance.

O GATED COMMUNITY CART ACCESS



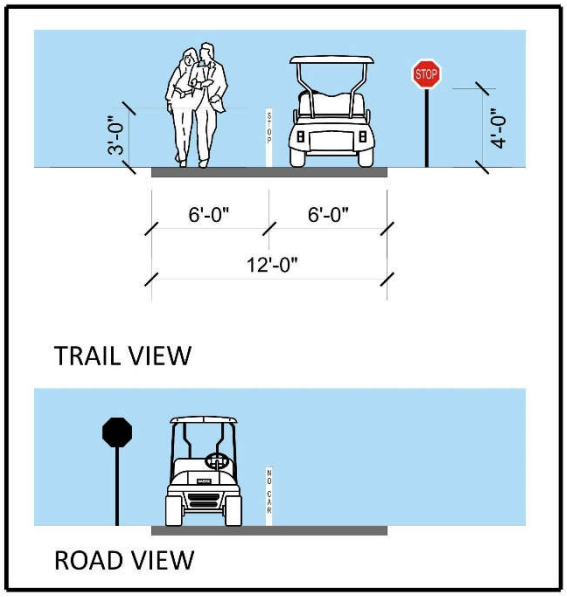
(15) Multipurpose Trail Signs: Multipurpose Trail signs are dimensioned differently than street signs, as neighborhood vehicles tend to have a much lower profile than a car. Refer to Detail P below for a depiction of the dimensional criteria for Multipurpose Trail signs.

P TRAIL SIGNS



(16) Intersection of Multipurpose Trail with Roadway: At the intersection of a Multipurpose Trail and a roadway, a bollard shall be installed to discourage automobile entry. Refer to Detail Q for signing at Multipurpose Trail and roadway intersections, and dimensional and coy details.

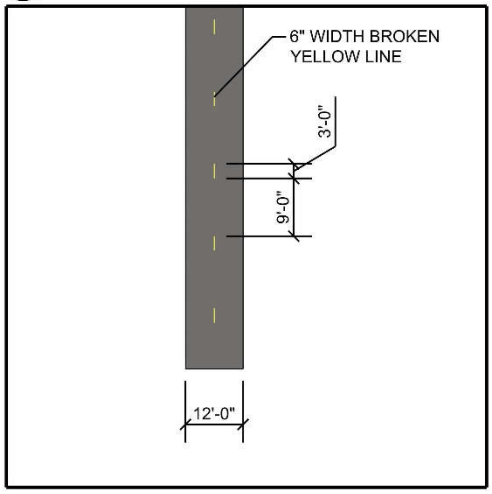
Q INTERSECTION WITH TRAIL AND ROAD



(17) Multipurpose Trail or Path: Detail of 12-foot Multipurpose Trail or Multipurpose Path – Refer to Detail 1 below for the dimensional and striping criteria for a 12-foot Multipurpose Trail or Multipurpose Path.

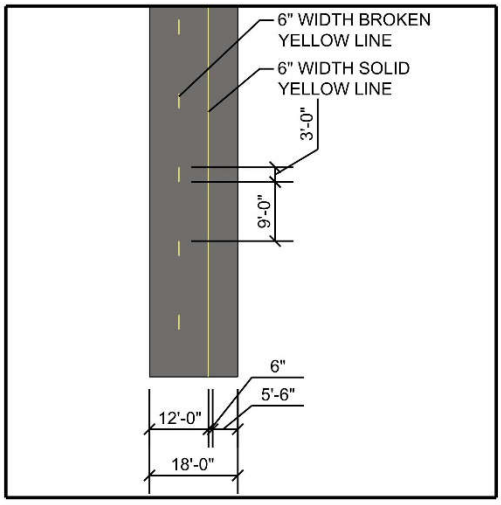
1 MULTIPURPOSE PATH 12 FEET

3 MULTIPURPOSE TRAIL 12 FEET



(18) Multipurpose Path: Detail of 18-foot Multipurpose Path – Refer to Detail 2 below for the dimensional and striping criteria for an 18-foot Multipurpose Path.

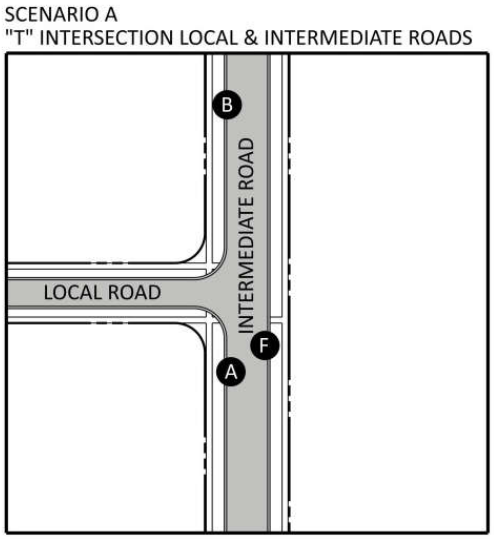
2 MULTIPURPOSE PATH 18 FEET



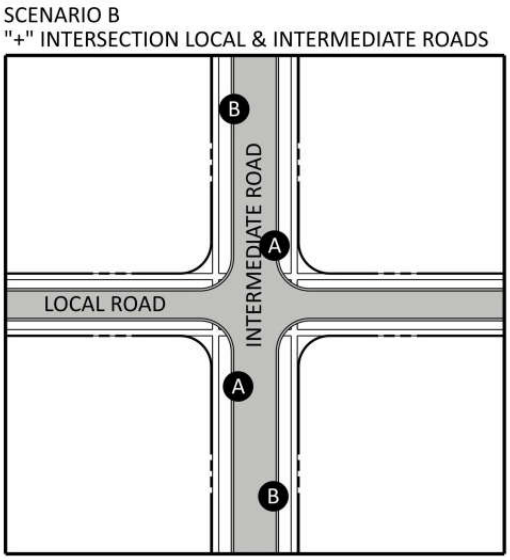
b. Intersection and Crossing Scenario Details

This section provides details of each of the anticipated intersection and Multipurpose Trail crossing scenarios within the Connected City. Alphabetical codes are assigned at various locations on each detail. These codes correspond to the component details provided in this Code, Section 522.9.N.6.a, above, to demonstrate how the components are assembled to address dimensions, signing, and striping for each scenario.

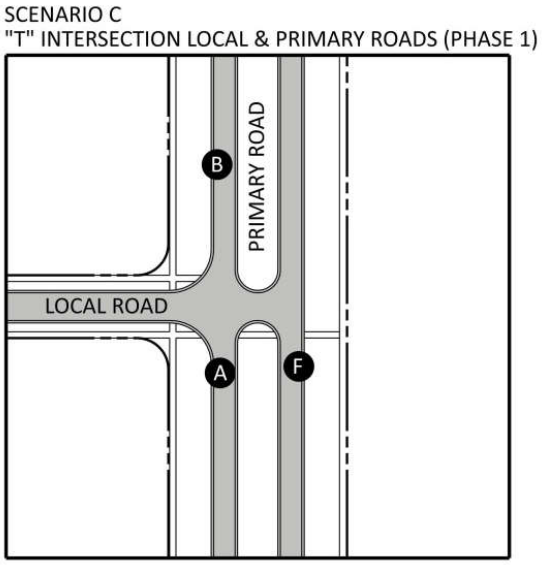
(1) Scenario A: Tee Intersection of Local and Intermediate Roadway – Refer to the Scenario A detail below for the configuration of a T-intersection of a Local Roadway with an Intermediate Roadway.



(2) Scenario B: Four-leg Intersection of Local and Intermediate Roadway – Refer to the Scenario B detail below for the configuration of a 4-leg intersection of a Local Roadway with an Intermediate Roadway.

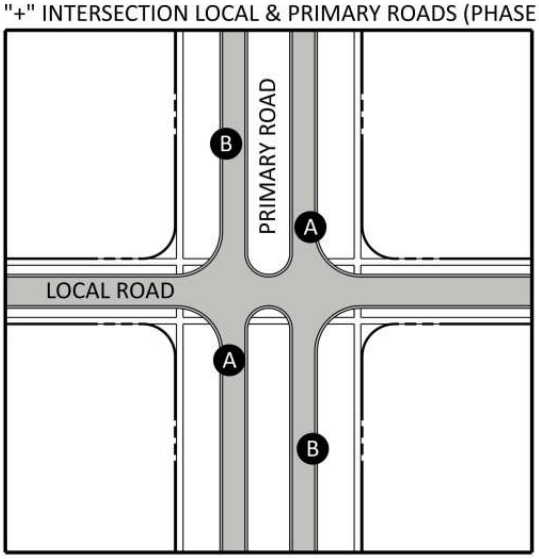


(3) Scenario C: Tee Intersection of Local and Phase 1 Primary Roadway – Refer to the Scenario C detail below for the configuration of a T-intersection of a Local Roadway with a Primary Roadway during the Primary Roadway's "Phase 1" (i.e., when it exists as a two-lane divided roadway with Multipurpose Lanes).



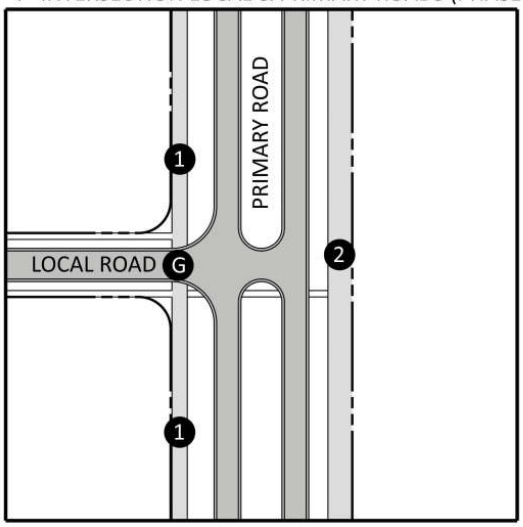
(4) Scenario D: Four-leg Intersection of Local and Phase 1 Primary Roadway – Refer to the Scenario D detail below for the configuration of a 4-leg intersection of a Local Roadway with a Primary Roadway during the Primary Roadway's "Phase 1" (i.e., when it exists as a two-lane divided roadway with Multipurpose Lanes).

SCENARIO D
"+" INTERSECTION LOCAL & PRIMARY ROADS (PHASE 1)



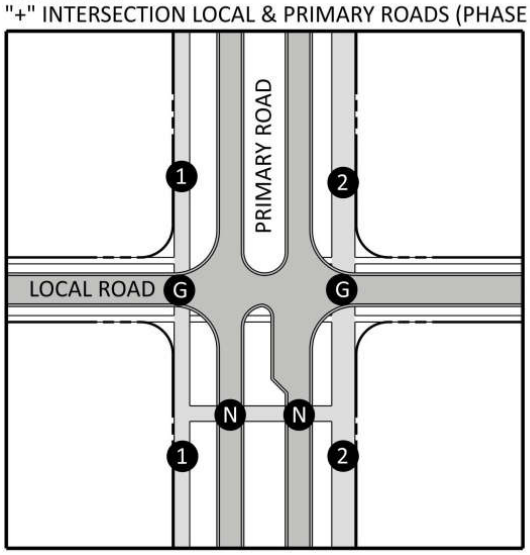
(5) Scenario E: Tee Intersection of Local and Phase 2 Primary Roadway – Refer to the Scenario E detail below for the configuration of a T-intersection of a Local Roadway with a Primary Roadway during the Primary Roadway's "Phase 2" (i.e., when it has been built-out to a four-lane divided roadway with Multipurpose Paths). Note: the depicted scenario is for Primary Roadways with a 12-foot Multipurpose Path on one side and an 18-foot Multipurpose Path on the other. For the case where a 5-foot sidewalk exists on one side, a 12-foot Multipurpose Path would exist on the opposite side instead of an 18-foot Multipurpose Path.

SCENARIO E
"T" INTERSECTION LOCAL & PRIMARY ROADS (PHASE 2)

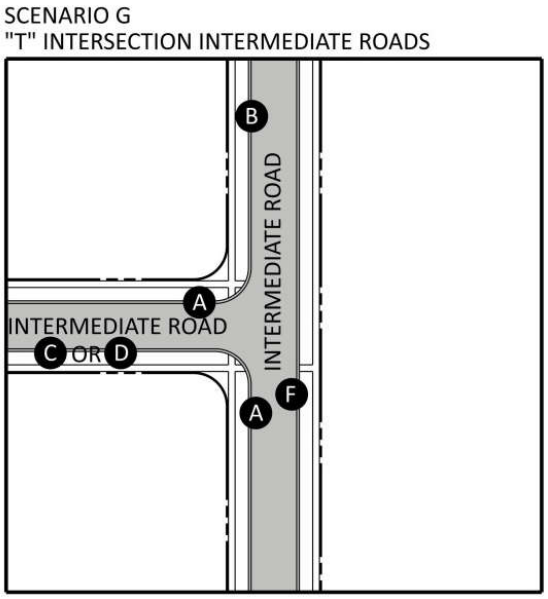


(6) Scenario F: Four-way Intersection of Local and Phase 2 Primary Roadway – Refer to the Scenario F detail below for the configuration of a 4-way intersection of a Local Roadway with a Primary Roadway during the Primary Roadway's "Phase 2" (i.e., when it has been built-out to a four-lane divided roadway with Multipurpose Paths). Note: the depicted scenario is for Primary Roadways with a 12-foot Multipurpose Path on one side and an 18-foot Multipurpose Path on the other. For the case where a 5-foot sidewalk exists on one side, a 12-foot Multipurpose Path would exist on the opposite side instead of an 18-foot Multipurpose Path.

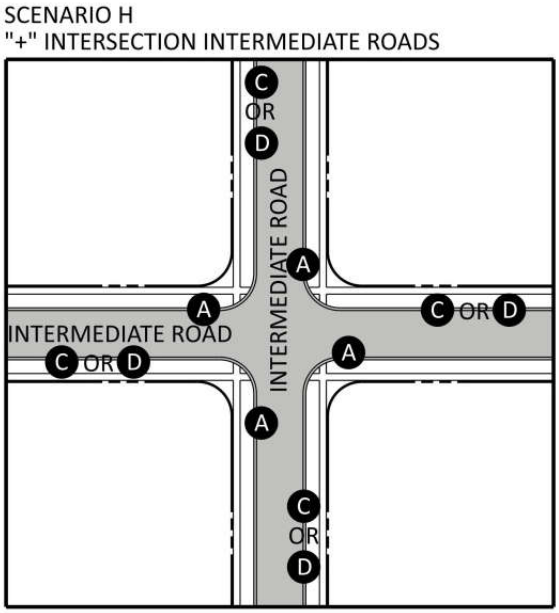
SCENARIO F
"+" INTERSECTION LOCAL & PRIMARY ROADS (PHASE 2)



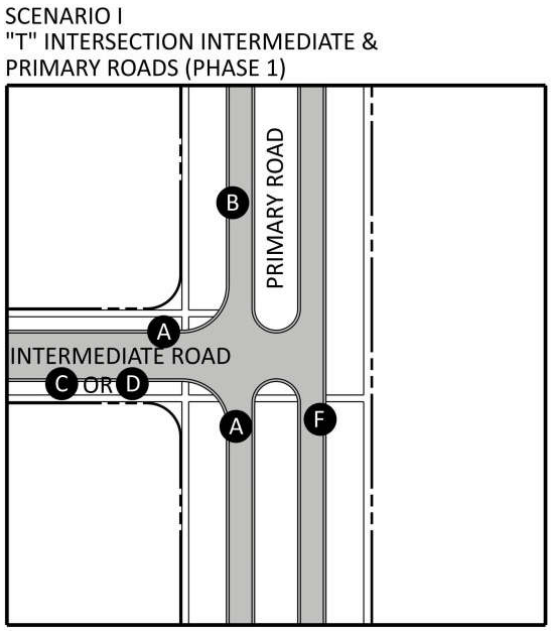
(7) Scenario G: Tee Intersection of Two Intermediate Roadways – Refer to the Scenario G detail below for the configuration of a T-intersection of two Intermediate Roadways.



(8) Scenario H: Four-way Intersection of Two Intermediate Roadways – Refer to the Scenario H detail below for the configuration of a 4-way intersection of two Intermediate Roadways.

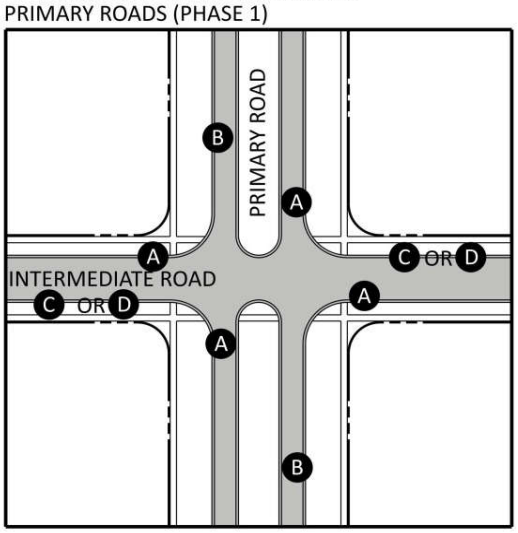


(9) Scenario I: Tee Intersection of an Intermediate Roadway with a Phase 1 Primary Roadway – Refer to the Scenario I detail below for the configuration of a T-intersection of an Intermediate Roadway with a Primary Roadway in its “Phase 1” (i.e., when it exists as a two-lane divided roadway with Multipurpose Lanes).



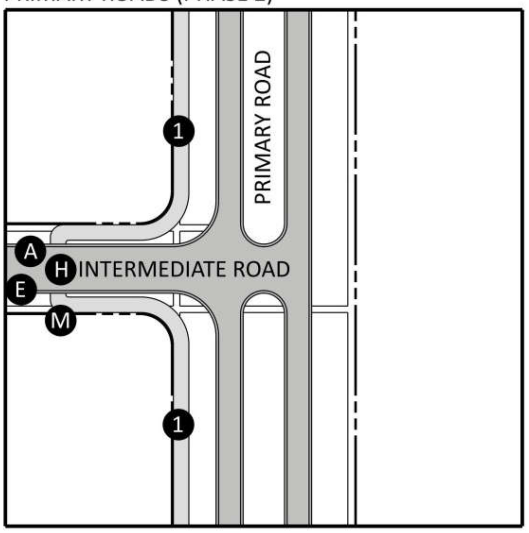
(10) Scenario J: Four-way Intersection of an Intermediate Roadway with a Phase 1 Primary Roadway – Refer to the Scenario J detail below for the configuration of a 4-way intersection of an Intermediate Roadway with a Primary Roadway in its “Phase 1” (i.e., when it exists as a two-lane divided roadway with Multipurpose Lanes).

SCENARIO J
"+" INTERSECTION INTERMEDIATE &
PRIMARY ROADS (PHASE 1)



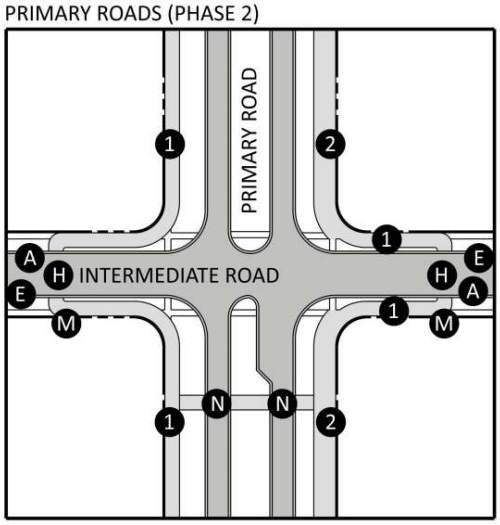
(11) Scenario K: Tee Intersection of an Intermediate Roadway with a Phase 2 Primary Roadway – Refer to the Scenario K detail below for the configuration of a T-intersection of an Intermediate Roadway with a Primary Roadway in its “Phase 2” (i.e., when it exists as a 4-lane divided roadway with Multipurpose Paths).

SCENARIO K
"T" INTERSECTION INTERMEDIATE &
PRIMARY ROADS (PHASE 2)



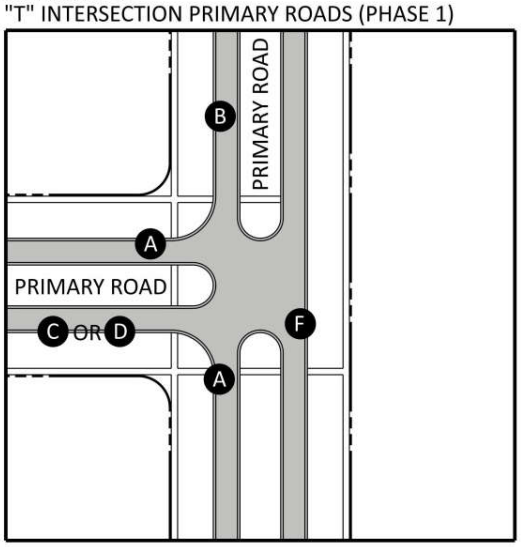
(12) Scenario L: Four-way Intersection of an Intermediate Roadway with a Phase 2 Primary Roadway – Refer to the Scenario L detail below for the configuration of a 4-way intersection of an Intermediate Roadway with a Primary Roadway in its “Phase 2” (i.e., when it exists as a 4-lane divided roadway with Multipurpose Paths).

SCENARIO L
"+" INTERSECTION INTERMEDIATE &
PRIMARY ROADS (PHASE 2)

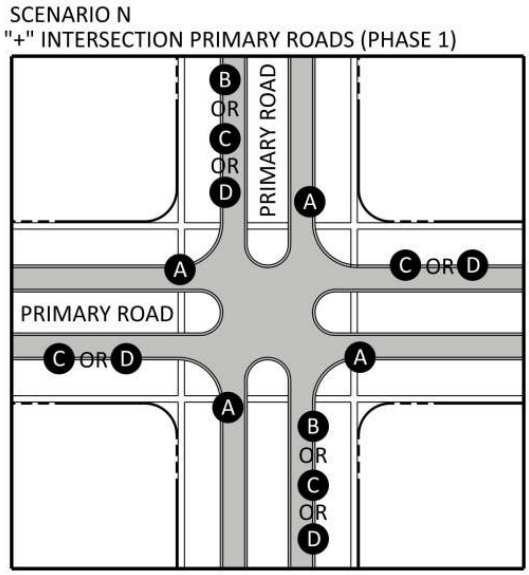


(13) Scenario M: Tee Intersection of a Primary Roadway with a Phase 1 Primary Roadway – Refer to the Scenario M detail below for the configuration of a T-intersection of a Primary Roadway with a Primary Roadway in its “Phase 1” (i.e., when it exists as a 2-lane divided roadway with Multipurpose Lanes).

SCENARIO M
"T" INTERSECTION PRIMARY ROADS (PHASE 1)

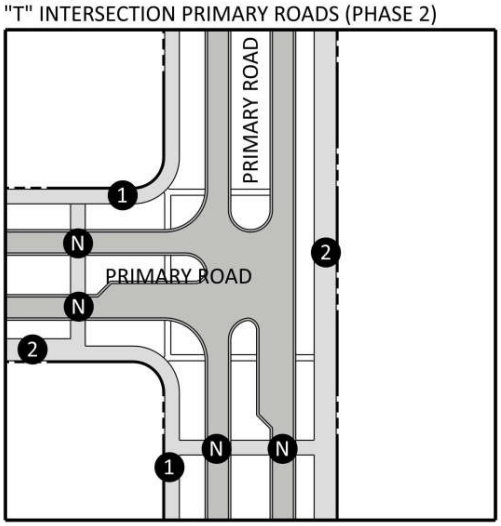


(14) Scenario N: Four-way Intersection of a Primary Roadway with a Phase 1 Primary Roadway – Refer to the Scenario N detail below for the configuration of a 4-way intersection of a Primary Roadway with a Primary Roadway in its “Phase 1” (i.e., when it exists as a 2-lane divided roadway with Multipurpose Lanes).



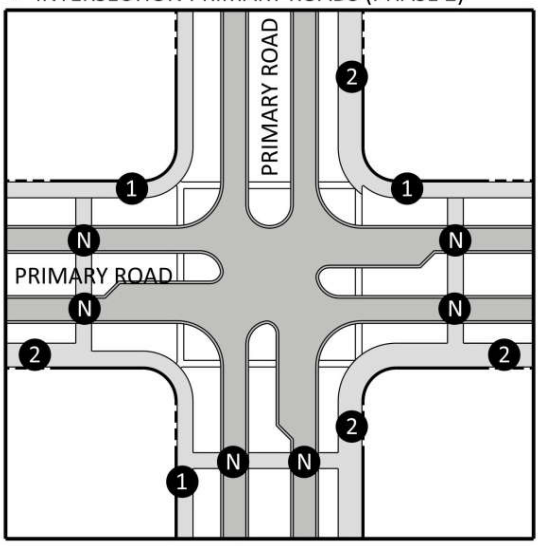
(15) Scenario O: Tee Intersection of a Primary Roadway with a Phase 2 Primary Roadway – Refer to the Scenario O detail below for the configuration of a T-intersection of a Primary Roadway with a Primary Roadway in its “Phase 2” (i.e., when it exists as a 4-lane divided roadway with Multipurpose Paths). Note: the depicted scenario is for Primary Roadways with a 12-foot Multipurpose Path on one side and an 18-foot Multipurpose Path on the other. For the case where a 5-foot sidewalk exists on one side, a 12-foot Multipurpose Path would exist on the opposite side instead of an 18-foot Multipurpose Path.

SCENARIO O
"T" INTERSECTION PRIMARY ROADS (PHASE 2)



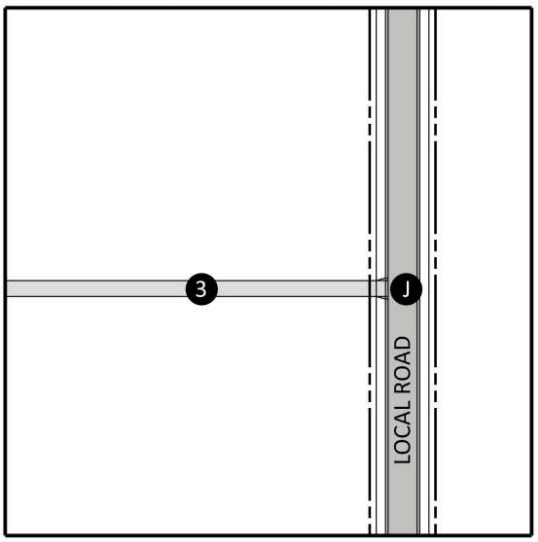
(16) Scenario P: Four-way Intersection of a Primary Roadway with a Phase 2 Primary Roadway – Refer to the Scenario P detail below for the configuration of a 4-way intersection of a Primary Roadway with a Primary Roadway in its “Phase 2” (i.e., when it exists as a 4-lane divided roadway with Multipurpose Paths). Note: the depicted scenario is for Primary Roadways with a 12-foot Multipurpose Path on one side and an 18-foot Multipurpose Path on the other. For the case where a 5-foot sidewalk exists on one side, a 12-foot Multipurpose Path would exist on the opposite side instead of an 18-foot Multipurpose Path.

SCENARIO P
"+" INTERSECTION PRIMARY ROADS (PHASE 2)



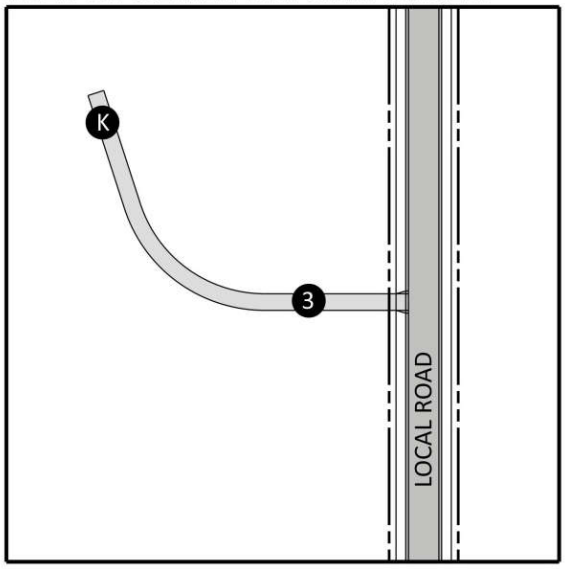
(17) Scenario Q: Multipurpose Trail Connection to Local Roadway – Refer to the Scenario Q detail below for the configuration of a Multipurpose Trail that connects to a Local Roadway.

SCENARIO Q
MULTIPURPOSE TRAIL CONNECT TO LOCAL ROAD

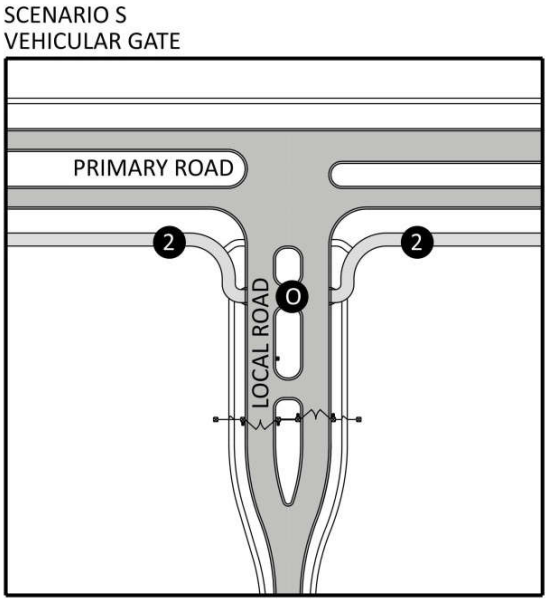


(18) Scenario R: Multipurpose Trail Temporary Dead End – Refer to the Scenario R detail below for the configuration of a Multipurpose Trail that temporarily terminates without a connection (for example, at a phase line).

SCENARIO R
MULTIPURPOSE TRAIL TEMPORARY DEAD END



(19) Scenario S: Gated Entry – Refer to the Scenario S detail below for the configuration of a Multipurpose Trail crossing at a gated entry off of a Primary Roadway.



O. Utilities

1. Intent and Purpose

It is the intent of this section to provide for a predictable blueprint for the incremental implementation of the extensive utility systems necessary to achieve the vision by numerous applicants during the Connected City's planning horizon. Initial applicants within the Connected City must be able to rely upon clear and consistent implementation over time by future applicants to achieve the extensive and interconnected systems.

It is the purpose of the Utilities System within the Connected City to achieve the following:

a. Protect and conserve the quality and quantity of groundwater resources;

b. Provide an adequate, safe, efficient, economical, reliable, and environmentally sound system of potable water supply, reclaimed water supply, and sanitary sewer collection, with treatment and disposal consistent with the CC-CPA;

c. Maximize the use of existing facilities and provide an adequate, safe, and environmentally sound system of potable water supply and reclaimed water supply; and sanitary sewer collection, treatment, and disposal;

d. Establish requirements for connection to potable water, reclaimed water, and sanitary sewer facilities;

e. Provide for the extensive fiber optic network necessary to deliver Gigabit Technology to help stimulate innovation;

f. Provide the basic utility infrastructure to create cleaner and healthier communities. The transition from the existing conditions to the proposed Connected City vision will require a far more robust potable water transmission system, wastewater collection system and reclaimed water distribution system and an equally expansive fiber distribution network. These utilities are anticipated to be all underground and located within the public rights-of-way and additional easements associated with the CC-MRP;

g. Compliance with the Conceptual Utility Plan (CC-CUP), consisting of a Master Potable Water Plan, Master Wastewater Plan and Master Reclaimed Water Plan. ; and

h. Pasco County Utilities impact fees at the time of the specific application shall be paid with no exceptions. Additional Connected City-specific impact fees may be collected or credited in compliance with a Connected City ordinances in place at the time of application and will be managed by the Connected City governing body.

2. Applicability

This section shall apply to developments requiring Incremental Approval of development applications within the Connected City. These developments shall be those that have an approved CC-MPUD.

3. Utility Lines

Utility lines of all kinds within the Connected City may include, but are not limited to, those of public or franchised utilities, electric power and light, telephone and fiber optic cable, cable television, water, sewer, and gas, shall be constructed and installed beneath the surface of the ground within new residential subdivisions, unless it is otherwise approved at the time of preliminary development plan approval.

It shall be the developer's responsibility to make the necessary arrangements with each utility in accordance with the utility's established policies. The underground installation of incidental appurtenances such as transformer boxes, pedestal-mounted terminal boxes for electricity, or similar service hardware necessary for the provisions of utility services, shall not be required. Below ground installation shall not normally be required for commercial service connections, bulk electric power supply lines, and communication major feeder lines. Nothing in this section shall be construed to prohibit any entity furnishing utility service within the County from collecting, as a condition precedent to the installation of service facilities, any fee, prepayment, or contribution in aid of construction which may be required.

4. Commitment to Provide Utilities

At the time of preliminary development plan or preliminary site plan submittal, a letter of intent from serving utilities shall be provided. At the time of construction plan approval, commitment letters from serving utilities shall be provided.

5. Potable Water Systems

a. Connected City Conceptual Plan

All applications within the Connected City shall be reviewed for general compliance with the Connected City Conceptual Water Plan depicted in the Conceptual Utility Plan.

b. Design and Approval

(1) Design Standards

Potable water, including fire protection, shall be provided in accordance with the standards established in the Comprehensive Plan and the Pasco County *Standards for Design and Construction of Water, Wastewater and Reclaimed Water Facilities Specs*., latest edition.

All systems shall be designed and constructed in conformance with the requirements established by the Florida Department of Environmental Protection (FDEP).

(2) Approval Process

All potable water systems shall be subject to review by the Pasco County Utilities Services Branch.

6. Reclaimed Water Systems

a. Connected City Conceptual Plan

All applications within the Connected City shall be reviewed for general compliance with the Connected City Conceptual Reclaimed Water Plan depicted in the Conceptual Utility Plan.

b. Design and Approval

(1) Design Standards

Subject to a Utility Service Agreement between Pasco County and the developer, reclaimed water shall be provided in accordance with the standards established in the Comprehensive Plan and the Pasco County *Standards for Design and Construction of Water, Wastewater and Reclaimed Water Facilities Specs*., latest edition.

All systems shall be designed and constructed in conformance with the requirements established by the Florida Department of Environmental Protection (FDEP).

(2) Approval Process

All reclaimed water systems shall be subject to review by the Pasco County Utilities Services Branch.

7. Wastewater Systems

a. Connected City Conceptual Plan

All applications within the Connected City shall be reviewed for general compliance with the Connected City Conceptual Wastewater Plan depicted in the Conceptual Utility Plan.

b. Design and Approval

(1) Design Standards

Wastewater collection and transmission systems shall be provided in accordance with the standards established in the Comprehensive Plan and the Pasco County *Standards for Design and Construction of Water,*

Wastewater and Reclaimed Water Facilities Specs., latest edition.

All systems shall be designed and constructed in conformance with the requirements established by the Florida Department of Environmental Protection (FDEP).

Individual sewage disposal systems shall not be allowed on any new projects with a CC-MPUD zoning classification.

(2) Approval Process

All wastewater collection and transmission systems shall be subject to review by the Pasco County Utilities Services Branch.

8. Smart Systems

Smart systems, such as smart electric meters, smart irrigation systems, and smart water meters shall be encouraged throughout the Connected City Special Planning Area.

As per this Code, Section 522.9.G. Natural Resources new construction shall be built with full-automated meter infrastructure (AMI).

P. <u>Neighborhood Parks</u>

1. Intent and Purpose

The intent and purpose of this section is to advance the health, safety, and welfare of the residents of the Connected City Stewardship District by providing common areas as neighborhood parks in residential development in which to engage in recreation and play.

2. Applicability

This section shall apply to all CC-Entitled Properties as defined in this Code, Section 603 Connected City Stewardship District proposing 26 or more dwelling units. For the purposes of this section, a dwelling unit shall consist of single-family (attached and detached units), and multiple family units.

For residential projects that are four (4) or more stories, the requirements of the remainder of this section shall not apply. Instead,

projects of 4 or more stories shall provide a usable open space of not less than 5 percent of the acreage of the parcel on which the building is situated. This open space shall be designed to accommodate gathering and use by provision of seating areas, outdoor dining areas, patio areas, sunbathing areas, toddler play areas, or other passive activity areas proposed by the applicant and subject to review and approval by the County Administrator or designee.

Figure 522.9.P.-1.
Multistory Building Example

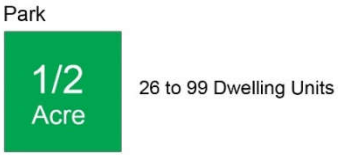
3. No Impact Fee Creditable

The provision of neighborhood park(s) pursuant to this section is not impact fee creditable against any portion of the fees set forth in this Code, Section 1302.4 Parks and Recreation Impact Fees.

4. Amount of Land Required

The amount of land required to be provided and maintained as neighborhood park(s) is as follows:

a. One-half (½) acre for 26-99 dwelling units.



b. An additional 1/100 of one (1) acre for each additional dwelling unit over 99.

5. Neighborhood Park Standards

a. Type of Land

The land provided for use as neighborhood park(s) shall be developable uplands exclusive of required setbacks from

wetland or environmental areas and shall not contain any restrictions or encumbrances that prevent its use as a neighborhood park.

b. Prohibited Uses

The following uses/land area(s) shall not be included in the required neighborhood park(s) acreage:

(1) Floodplain mitigation areas;

(2) Drainage/stormwater detention areas (except for drainage/stormwater detention areas used solely for required neighborhood park amenities);

(3) Parking areas (except for parking areas required to satisfy minimum parking requirements for required neighborhood park amenities);

(4) Landscape easements.

c. Accessibility

The land provided for each neighborhood park shall be easily accessible to the residents of the development by automobile, foot, neighborhood vehicle, and bicycle.

The required neighborhood park acreage shall be located no greater than one-half (1/2) mile from fifty (50) percent of the dwelling units to be served by the neighborhood park.

d. Minimum Size

The required neighborhood park acreage may be composed of a single or multiple neighborhood parks; however, each required neighborhood park shall be a minimum of one quarter (1/4) acre in size.

e. Elements Within Neighborhood Parks

Neighborhood parks may include, but are not limited to Table 522.9.P-1, Park Elements and other areas where members of the development may congregate for recreational uses.

Table 522.9.P.-1
Park Elements

PARK ELEMENTS TABLE

COURT SPORTS	Multi-purpose courts Full court basketball Half court basketball Tennis Pickleball Shuffleboard Ping-Pong
FIELD SPORTS	Multi-purpose Field Soccer - Full Junior/League Soccer - Small Neighborhood Pick up Game Size Softball Baseball Paintball
PROGRAMMED LAWNS / GARDENS	Bocce (Informal or Formal Spaces) Lawn Bowling (Informal or Formal Spaces) Yoga Lawn Community Event Lawn (Pumpkin Festival, Farmer's Market, Charity Events) Small Amphitheatre Large Amphitheatre Amphitheatre with Stage Hammock Garden Butterfly Garden Community Food Garden Sculpture Garden / Park Landscape Beds with Seating Areas (Traditional Garden) Reflection Pool / Focal Point Water Features Flex Lawn Space Picnic Lawns Tables/Grills
WATER ACTIVITIES	Zero Entry Pool Splash Plaza Splash Pool Lap Lane Pool Open Swim Pool Pool with Slides

PARK ELEMENTS TABLE

AMENITY BUILDINGS	Fitness/Gym Community Gathering / Meeting Space Media Room Flex – Office Space Kitchen Theater Restaurant/Cafe Game Room Outdoor Kitchen Grill Area Tiki Bar
PLAZAS / COURTYARDS	Seat Walls Tables/Seating Areas Art focal pieces Outdoor café space Wall Art Fountains
PLAYGROUNDS	Play Structure Swingset Free standing play elements (Spring rider, merry-go-round, spinners, slides, etc.) Climb Hill Sand box Music play elements Imaginative Play Space Playhouse Play-stage / theater Tetherball Zip line Shade Structure Art elements Benches / Tables - Adult Size Benches / Tables - Child Size Interactive building elements

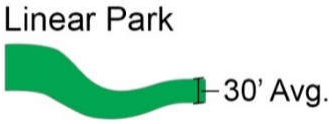
PARK ELEMENTS TABLE

DOG PARK	Park for large dogs Park for small dogs Gazebo Dog Agility Equipment Dog Wash Station Pet Stations
TRAILS (BIKE/WALK/PADDLE)	Boardwalk Pervious Walking Trails Paved Walking Trails Street Bike Trails Off-road Bike Trails Trails around ponds Bird /Animal Watching Trail Pond/Wetland Overlook Nature Trail Fitness Stations Trail Head Trails linked with fitness apps Picnic Tables Grills Pet Walk (trails/lawns with pet stations) Kayak Trails Kayak Launch Kayak Storage
NATURAL/PRESERVE AREA ENHANCEMENTS	Art / Focal Point Pervious Trails Interpretive Trail Markers Benches/Seating/Hammocks Gazebo Picnic Areas

f. Programming / Amenities

To allow for diversity in the neighborhood park system, the Connected City Stewardship District allows park areas as small as one quarter (1/4) acre to be included in the calculations for required neighborhood parks.

Linear parks that contain sidewalks, Multipurpose Trails or Multipurpose Paths may be included in the neighborhood park calculations even where certain segments of the linear park trail may be less than one quarter (1/4) acre due to road crossings or other such encroachments as long as the average width of the linear park is thirty (30) feet.



Other spaces smaller than one quarter (1/4) acre may be used as green-space or contain park type elements but may not be counted toward the required total neighborhood park acreage calculation. Inclusion of non-linear park space smaller than one quarter (1/4) acre for neighborhood park acreage calculations may be evaluated by the County Administrator or designee as part of the incremental approval process.

All parks shall incorporate elements such as those listed above in Table 522.9.P.-1. Park Elements.

The following is a general guideline. Applicants are encouraged to apply creativity and purpose innovative amenity packages for parks that can be evaluated by the Development Review Manager or designee as part of the incremental approval process.

(1) All Neighborhood Parks

(a) Shall have a bench and a garbage/recycling receptacle as a minimum.

(b) Shall have shade trees planted at a rate of one tree per quarter (¼) acre as a minimum.

(2) Neighborhood Parks One-Quarter (¼) Acre to One (1) Acre

Shall have at least two elements, which may include the elements listed in Table 522.9.P.-1 Park Elements above or other elements proposed by the applicant and evaluated by the County Administrator or designee.

Park

1/4 Acre to 1 Acre

(3) Neighborhood Parks One (1) Acre and Greater

(a) Shall have an open play area.

(b) Shall have at least one other element, which may include the elements listed listed in Table 522.9.P.-1 Park Elements above or other elements proposed by the applicant and evaluated by the County Administrator or designee.

Park

1 Acre and Greater

(4) Linear Park Acreage

(a) Shall be measured in its totality to meet required acreage.

(b) Shall have at least one or two elements, which may include the elements listed in Table 522.9.P.-1 Park Elements above or other elements proposed by the applicant and evaluated by the County Administrator or designee.

g. Open Play Area Requirements

(1) Minimum setback of twenty-five (25) feet from wetlands, lakes, or other water bodies; and

(2) Minimum width of 80 feet.

h. Minimum Dimension

The required neighborhood park shall have a minimum dimension of thirty (30) feet. As noted above, the open play area shall have a minimum width of 80 feet and a minimum area of 10,000 square feet.

i. Equipment

If the neighborhood park includes playground or other recreational equipment, such equipment shall comply with all applicable American Society for Testing and Materials (ASTM), Americans with Disabilities Act, and Consumer Products Safety Commission standards.

For areas containing playground equipment for small children (often referred to as “tot lot” playgrounds), shading is to be provided by either shade trees, canopy or other method such that a minimum of one playground element and fifty percent (50%) of the seating areas are fully shaded.

j. Internet / Intranet Connectivity

Wireless internet connectivity within neighborhood park areas is recommended, with high speed wireless connectivity preferred.

k. Neighborhood Parks Collocated with Schools

Elements, Uses, and Dimensions for Neighborhood Parks collocated with a school will be determined by an agreement with the Pasco County School Board and shall not be subject to the standards in subsections 522.9.P.5.e, 5.f, 5.g, 5.h, and 5.i unless the School Board and Neighborhood Park Maintenance Entity agree to utilize these standards.

6. Neighborhood Park Maintenance

The developer of a property that includes a neighborhood park shall be required to maintain and pay taxes on the neighborhood park(s) at no expense to the County, or convey such park(s) to a nonprofit homeowners' association; community development district; or open space trust. Neighborhood park(s) must be continuously maintained in a safe manner and consistent with safety standards established by the Consumer Product Safety Commission and ASTM. If a homeowners' association, community development district, or open space trust is formed, the developer shall provide documentation acceptable to the County demonstrating that such organization is governed according to the following:

a. The organization is organized by the developer and operating with financial subsidization by the developer, if necessary, before the sale of any lots within the development.

b. Membership in the organization is mandatory for all purchasers of dwelling units therein and their successors.

c. The organization shall be responsible for maintenance of and insurance and taxes on the neighborhood park(s).

d. The members of the organization shall share equitably the costs of maintaining and developing neighborhood park(s) in accordance with procedures established by them.

e. The organization shall have or hire adequate staff to maintain the neighborhood park(s).

f. In the event that the organization established to own and maintain the neighborhood park(s) or any successor organization shall at any time fail to maintain the neighborhood park(s) in reasonable order and condition, the County may serve written notice upon such organization and upon the residents and owners of the development setting forth the manner in which the organization has failed to maintain the neighborhood park(s) in reasonable condition. The said notice shall include a demand that such deficiencies of maintenance be cured within thirty (30) days thereof. If the deficiencies set forth in the original notice shall not be cured within the said thirty (30) days or any extension thereof, the County, in order to preserve the taxable values of the properties within the development and to prevent the neighborhood park(s) from becoming a public nuisance, may, upon approval by the Board of County Commissioners at a public hearing, enter upon the said neighborhood park(s) and maintain the same for any duration deemed appropriate by the County. The said entry and maintenance shall not vest in the public any rights to use the neighborhood park(s) and shall not cause the County to incur any liabilities or obligations related to such neighborhood park(s). The cost of such maintenance by the County, together with the cost of an insurance policy covering such maintenance (with the County as a named insured), shall be assessed ratably against the properties within the development that have a right of enjoyment of the neighborhood park(s) and shall become a tax lien on the said properties. The County, at the time of entering upon the said neighborhood park(s) for the purpose of maintenance, shall file a notice of such lien in the Office of the Clerk and Comptroller of the county upon the properties

affected by such lien within the development. Notwithstanding the foregoing, the County shall be under no obligation to maintain any neighborhood park and nothing herein shall preclude the County from exercising any other available legal remedy for the failure to maintain neighborhood park(s).

7. Alternative Standards

Alternative standards that meet or exceed the intent and purpose of this section may be approved.

Q. Landscaping and Buffering

1. Intent and Purpose

It is the intent and purpose of this subsection to promote the health, safety, and general welfare of the current and future residents of the Connected City Special Planning Area by establishing minimum standards for the preservation, development, installation, and maintenance of a predominately native and water-efficient landscaping within the Connected City. (The types of native trees can be found at http://www.floridayards.org/fyplants/index.php.)

In addition, this section's intent is to promote and foster design creativity and flexibility in place of predictable adherence to minimum standards.

The use of plant materials improves the aesthetic appearance of public, commercial, industrial, and residential areas by reducing the visual impact of large building masses; by softening the visual impact of paved surfaces and vehicular-use areas; by screening conflicting uses from one another; and otherwise helping establish a harmonious relationship between the natural and built environment.

2. Applicability

This section shall apply to all CC-Entitled Properties as defined in this Code, Section 603 Connected City Stewardship District.

3. General Standards

a. Design

(1) Maintenance Responsibility

Landscaping plans must designate a person or entity, other than the County, to be responsible for maintenance of the landscaping.

Landscaping within a public right-of-way shall require a County Right-of-Way Use Permit and a License and Maintenance Agreement. At the County Administrator or designee's discretion, the Right-of-Way Use Permit and License and Maintenance Agreement may be specified as a condition of approval to obtain the Hard Copy Site Development Permit (HCSDP).

(2) Clear Sight Triangle

Except in the Urban Core, which is exempt from Clear Sight Triangle requirements, where a driveway / accessway intersects a road right-of-way or where two (2) road rights-of-way intersect, vegetation, structures, and non-vegetative visual screens shall not be located so as to interfere with the clear-sight triangle as defined in this Code, the *Florida Department of Transportation, Manual of Uniform Minimum Standards*, most recent edition (Green Book), or the *Florida Department of Transportation Design Standards, Index 546,* most recent edition, whichever is more restrictive.

(3) Sustainable Practices

Landscape installations shall employ environmentally sustainable principles and practices, which include Florida Friendly landscaping and utilize low-maintenance plant species. A comprehensive guide to Florida Friendly landscaping principles and materials is available at www.floridayards.org. Landscaping shall be installed so that landscaping materials meet the concept of right material/right place. Installed material shall be grouped into zones according to water, soil, climate, and light requirements. Plant groupings based on water requirements are drought tolerant, natural, and oasis.

Where shade trees are used as street trees, landscape buffer trees, building perimeter trees, or in other locations, the shade trees shall be planted a minimum of five (5) feet from any sidewalk, curbing, pavement or other concrete/asphalt structure. Where this design minimum of five (5) feet cannot be achieved, root barriers or other root control methods as specified by a Florida licensed landscape architect or engineer shall be used.

Figure 522.9.Q.-1
Example of Required Root Barrier Adjacent to Concrete/Asphalt Structures for Shade and/or Street

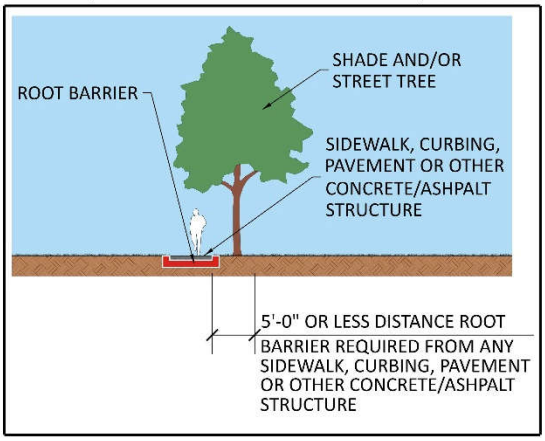


TABLE 522.9.Q.-1

Shade Trees / Street Trees Require Root Barriers	
Common Name	**Botanical Name**
River Birch	Betula nigra
Pignut Hickory	Carya glabra
Pop Ash	Fraxinus caroliniana
White Ash	Fraxinus americana
Green Ash	Fraxinus pennsylvanica
Sweetgum	Liquidambar styraciflua
Southern Magnolia	Magnolia grandiflora
Black Gum	Nyssa sylvatica
Sand Pine	Pinus clausa
Slash Pine	Pinus elliottii
Longleaf Pine	Pinus palustris
Loblolly Pine	Pinus taeda
Sycamore	Platanus occidentalis
Bluff Oak	Quercus austrina
Laurel Oak	Quercus laurifolia
Swamp Chestnut Oak	Quercus michauxii
Chestnut Oak	Quercus prinus
Shumard Oak	Quercus shumardii
Live Oak	Quercus virginiana

(4) Diversity

(a) A minimum of fifty (50%) percent of the plant materials used, other than trees, shall be drought tolerant.

(b) A minimum of thirty (30%) percent of the plant materials, other than trees and turfgrass, shall be native Floridian species suitable for growth in the County.

(c) Providing a diversity of tree species shall be a goal. However, the number and type of species provided on any specific development plan shall be determined by the creative intent of the applicant's Florida Licensed Landscape Architect of Record.

(d) No one (1) plant species of shrubs or ground cover plants or combination thereof, excluding turfgrass, shall constitute more than thirty-three (33%) percent coverage of the overall landscape area.

(e) Development projects one (1) acre or less in size are exempt from the diversity requirements of 522.9.Q.(c) and (d) above.

(5) Tree Location

(a) Trees required for buffering shall be installed within the landscape buffer. Trees installed to replace trees that were removed must be located on the site.

(b) Public and private road rights-of-way may contain trees and other landscaping material, provided their location does not present a traffic hazard, impede drainage, or adversely interfere with the use of the right-of-way by utilities. For shade trees planted within the public or private road rights-of-way, root barriers or other root control methods as specified by a Florida licensed landscape architect shall be used to protect sidewalks, pavement, and other such

structures as well as to prevent damage to utilities.

(c) Street Trees

(i) Street trees shall be required along Primary, Intermediate, and Local Roads outside of the Urban Core Zone. Where street trees are required, one tree shall be installed per 50 linear feet of roadway on both sides of the road right-of-way. Phoenix palms (other than Robellini) may be planted at a spacing of 50 linear feet. If other palms are used, they shall be installed every 25 linear feet.

(ii) Street trees shall be shade trees unless otherwise approved by the County Administrator or designee as part of the incremental approval process. Street trees shall have a minimum height of six (6) feet, minimum caliper of two (2) inches, and be Florida Grade #1 or better in quality. No more than 30 percent of street trees may be palm trees. Where palms are substituted for shade trees, they shall be a single trunk species, with a minimum clear trunk of ten (10) feet, and a minimum dbh of eight (8) inches.

(iii) Street trees should be centered and evenly spaced. However, reasonable flexibility in spacing, including clustering, to accommodate driveways, utilities, lighting, pedestrian and Multipurpose Path crossings, utility appurtenances, etc., may be requested by the applicant's Florida registered Landscape Architect of Record.

(iv) Street trees may be planted between the sidewalk and the curb. Root barriers will not be required for street trees included in Table 522.9.Q.-1, above, in areas equal to 10 feet in width or greater. Root barriers shall be required for street trees included in Table 522.9.Q.-1, above, in areas less than 10 feet in width.

(v) When not feasible to provide street trees inside the road right-of-way, street trees shall be planted within five (5) feet of the

right-of-way. At the County Administrator or designee's discretion, an easement or dedicated tract may be required along with a license and maintenance agreement.

Figure 522.9.Q.-2
Example of Minimum Landscape Area for Street Tree Not Requiring Root Barrier

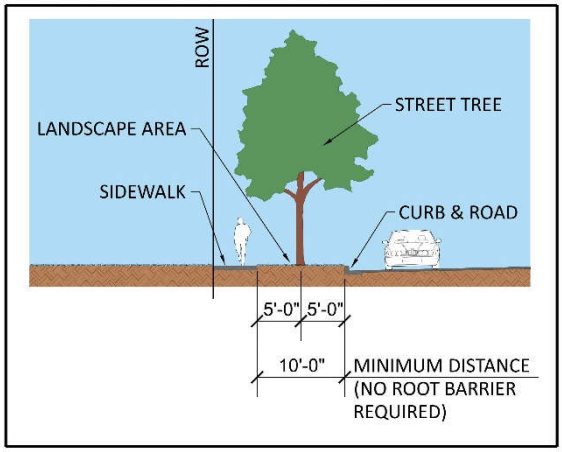


Figure 522.9.Q.-3
Example of Landscape Area for Street Tree Requiring Root Barrier

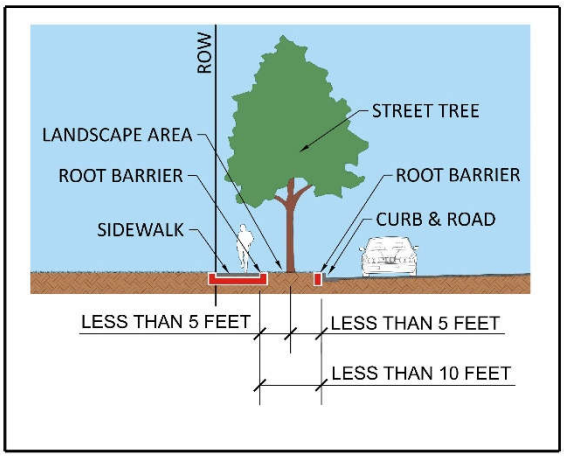
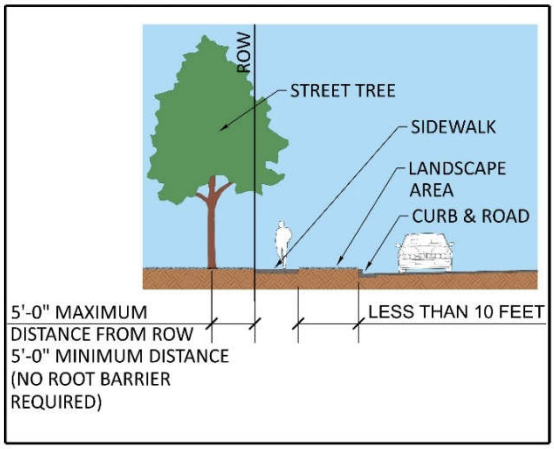


Figure 522.9.Q.-4
Example of Landscape Area for Street Tree Requiring Root Barrier and Locating the Street Tree Outside of the Right of Way to Avoid Root Barrier Requirement



(vi) Shade trees used as street trees shall be planted a minimum of ten (10) feet from any above-ground utility appurtenance, such as transformer pads, meter assemblies, and fire hydrants.

(d) Public and private road rights-of-way may contain trees and other landscaping material, provided their location does not present a traffic hazard, impede drainage, or adversely interfere with the use of the right-of-way by utilities. Landscaping within a public right-of-way that is approved through the applicable review process, where landscaping other than sod or ground cover is proposed, shall require a County Right-of-Way Use Permit and potentially a License and Maintenance Agreement.

(6) Use of Existing, Noninvasive Plant Materials. Existing, noninvasive plant materials may be used to meet the buffering and landscaping requirements, provided there is no reduction in the required percentage of landscaped area or reduction in the number of required trees or shrubs. If existing plant materials are retained to meet the requirements, the following standards shall apply:

(a) Areas of retained plant materials shall be preserved in their entirety with all trees, understory, and ground cover left intact and undisturbed, provided that invasive, prohibited plant materials are removed.

(b) Numbered photographs with site plan key, showing the extent of the existing landscaping shall be provided during the review process for assessment of the existing landscaping.

(c) The protection of existing, noninvasive plant materials shall conform to the standards listed in this Code, Section 802 Tree Preservation and Replacement.

(d) Where existing, noninvasive vegetation meeting the intent of a landscape buffer is retained, required berms and buffering may be eliminated in whole or part through the use of an alternative standard. The subsequent removal of the existing vegetation shall void any alternative standard approved.

(e) Trees located within environmentally sensitive lands shall not be counted or credited toward the total number of trees required

b. Quality of Trees

(1) Trees to be planted shall be Florida Grade No. 1 or better pursuant to the Florida Department of Agriculture and Consumer Services, Division of Plant Industry, Grades, and Standards for Nursery Plants, which is incorporated herein by reference.

(2) Invasive Species

(a) The planting of species listed in Rule 5B 57.007, Florida Administrative Code, as amended, or classified as invasive by the Florida Exotic Pest Plant Council, is prohibited.

(b) Invasive species located within the area of the project proposed to be developed are required to be removed.

(3) Shade Trees

All shade trees used to satisfy landscaping requirements shall have a two (2) inch caliper trunk and be a minimum of six (6) feet in height at the time of installation. All required shade trees shall be a species having an average mature spread of greater than twenty (20) feet.

Where interference with overhead utility lines is probable, understory shade trees shall be planted. To avoid a powerline conflict, vegetation that exceeds twenty-five (25) feet in height at maturity shall not be planted closer than twenty (20) feet of the vertical plane of an existing powerline, excluding service wires. Consultation with the affected utility should occur for assistance with the selection of suitable vegetative species.

(4) Multiple-Trunk Trees

All proposed multiple-trunk trees shall have no less than three (3) trunks, equal to or greater than three (3) inches caliper, and shall be a minimum of six (6) feet in height at the time of installation.

(5) Palms

Palm trees may be substituted for shade trees at a rate of three (3) palm trees, grouped together, for one (1) shade tree. Palm trees may be substituted for up to thirty (30) percent of the required shade trees. Exceptions may be made for the Phoenix (not including Roebellini), which may be planted individually. Palms must have a minimum of ten (10) feet of clear trunk at the time of installation.

c. Shrubs

(1) Shrubs, grown in the appropriate sized containers, shall have the ability to be a minimum of twenty-four (24) inches within one (1) year of planting and shall maintain that height. Shrubs shall be a minimum of eighteen (18) inches in height at the time of installation.

(2) Dwarf variety of shrubs, grown in the appropriate-sized containers, shall be a minimum of fourteen (14) inches in height at the time of installation.

d. Ground Cover

Ground cover plants shall be spaced so as to present a finished appearance and to obtain a reasonably complete coverage within one (1) year after planting. Nonliving ground cover, such as mulch, gravel, rocks, etc., shall be used in conjunction with living plants so as to cover exposed soil and suppress fugitive dust.

e. Installation of Planting Materials

(1) Avoid Utility Conflicts. Landscape installations shall be placed to avoid conflict with the existing and/or proposed utilities, both underground and overhead.

(2) Good Condition. All trees shall be planted according to the Florida Chapter, International Society of Arboriculture Standards for Planting, which is incorporated herein by reference. All trees must be maintained in good condition and planted in locations with adequate open space to allow for mature tree-canopy development.

(3) Avoid Easements. Trees shall not be planted within any easement so as to interfere with the use of that easement, nor under any present or planned overhead utility, nor in any rights-of-way without County approval through the associated review process.

(4) Mulch. Mulch shall be used in conjunction with living plant materials so as to cover exposed soil. Mulch shall be installed to a minimum depth of three (3) inches. The mulch should not be placed directly against the plant stem or tree trunk. Mulch shall not be required for annual beds. Stone or gravel may be used to cover a maximum of twenty (20) percent of the landscaped area.

(5) Quality Practices. All landscaping shall be installed in accordance with standards and practices of the Florida Nursery, Growers, and Landscape Association and the Florida Chapter of the International Society of Arboriculture.

(6) Height. All height requirements shall be based on the finished grade of the landscaped area and measured at the main stem.

(7) All portions of a lot upon which development has commenced, but not continued for a period of thirty (30) days, shall be planted with a grass species or ground cover to prevent erosion and encourage soil stabilization. Adequate coverage, so as to suppress fugitive dust, shall be achieved within forty-five (45) days.

f. Certification Requirements for New Development

(1) Certification. A registered landscape architect or other person as authorized by Chapter 481, Florida Statutes, as amended, or other type of professional as approved by the County Administrator or designee, shall conduct a final field inspection. A Certificate of Compliance with the requirements of this section shall be provided to the County and the property owner prior to obtaining a Certificate of Occupancy (CO). If the property owner installs the landscaping and irrigation, the owner shall act as the certifying agent.

(2) Installation Prior to CO. Prior to the issuance of any CO, or where no CO is required, prior to final inspection or the use of the lot, all required landscaping shall be installed and in place as set out in the approved landscape plans. In cases where timely installation of landscaping is not practical due to the season or shortage, as determined by the County Administrator or designee, a bond satisfactory to the Engineering Services Department shall be posted until the planting occurs.

4. Specific Planting Requirements

a. General. The following general standards and the specific planting standards below shall apply to all sites:

(1) All portions of each site, which are not devoted to buildings, sidewalks, paving, or special landscape features shall be grassed. However, no more than thirty (30%) percent of the required landscape area may be grassed; the balance shall be landscaped in shrubs and ground cover plants, except where turfgrass varieties with excellent drought tolerance may exceed the thirty (30%) percent limitation.

(a) Impervious areas shall not be located within a required buffer except:

(c) Driveways, sidewalks, Multipurpose Paths, and Multipurpose Trails are constructed perpendicular to the buffer in order to provide direct access to the parcel or adjacent parcels.

(2) Where allowed within this Code, a meandering sidewalk, Multipurpose Paths and Multipurpose Trails may be provided within the buffer.

b. Specific Standards for Single and Two (2) Family Residential

A tree planting requirement. A minimum number of trees shall be planted or retained on all property upon which either a single-family dwelling, a two (2) family dwelling, or a mobile home on an individual lot is located or to be located in accordance with Table 522.9.Q.-2 Minimum Tree Planting for Single & Two Family Dwellings.

TABLE 522.9.Q.-2
Minimum Tree Planting for Single & Two Family Dwellings

Size of Lot (Sq Ft)	Minimum Number of Trees
Less than 3,500	1
3,500-6,000	2
6,001-7,500	3
7,501-9,500	4
9,501-16,000	6
Over 16,000 to Under 1 Acre	8
1 Acre to Under 2.5 Acres	8
2.5 Acres to Under 5 Acres	6 per Developable Acre
5 Acres and Larger	4 per Developable Acre

c. Vehicular Use Areas. Landscaping and buffering of vehicular use areas shall be in accordance with Table 905.2.-C Vehicular Use Area Landscaping in this Code, Section 905.2. Landscaping and Buffering, which is not altered in the CC-SPA.

d. Building Perimeter

The intent and purpose of building perimeter landscaping is to provide for visual interest, prevent monotony, break up wall and pavement expanses, and clearly define entryways. The developer shall propose building perimeter landscaping, which shall be provided in an amount and configuration determined by the creative intent of the Florida licensed Landscape Architect of Record and shall be subject to the review and approval of the County Administrator or designee.

e. Perimeter Landscape Buffering and Screening

The intent and purpose of providing landscape buffering and screening is to promote an aesthetically pleasing developed environment that provides visual interest to pedestrians and motorists as well as separation between uses and intensities where appropriate. Buffer and screening type required is based on the subject property's use and the adjacent use as shown in Table 522.9.Q.-3 Landscape Buffer Type Required by Adjacent Use and the text that follows.

TABLE 522.9.Q.-3
Landscape Buffer Type Required by Adjacent Use

	Retail	**Office**	**Industrial**	**Multifamily (Apartments)**	**Single Family Attached/ Detached**	**Cultural/Civic/ Institutional/ Parks/Rec**	**Agriculture/ Non-CC-MPUD**	**Parking***	**Right-of-Way**	**Utility Service Areas***
Retail	None	Type 1	Type 2	Type 2	Type 2	None	None	Type 3	None	Type 5
Office	Type 1	None	Type 2	Type 2	Type 2	None	None	Type 3	None	Type 5
Industrial	Type 2	Type 2	None	Type 2	Type 2	Type 2	None	Type 3	Type 4	Type 5
Multifamily (Apartments)	Type 2	Type 2	Type 2	None	Type 2	None	None	Type 3	Type 4**	Type 5
Single Family Attached/ Detached	Type 2	Type 2	Type 2	Type 2	None	None	None	Type 3	Type 4**	Type 5
Cultural/Civic / Institutional/ Parks/Rec	None	None	Type 2	None	None	None	None	Type 3	None	Type 5

*Parking and Utility Service Areas in the Urban Core are uses requiring buffers except as specified in Code Section 522.9.Q.4.h.
** If a front of building adjacent to right-of-way no buffer required

(1) Buffer / Screening Descriptions

(a) Buffer / Screening Type 1

Type 1 buffers are intended to be installed between uses of similar intensity. Type 1 buffers help to improve aesthetics and differentiate boundaries between similar uses. Where the Type 1 buffer abuts a pond, lake, wetland or other natural feature that provides buffering, the width of the buffer must be maintained but does not need to have trees/plants installed in that portion of the buffer. Type 1 buffers shall meet the following design standards:

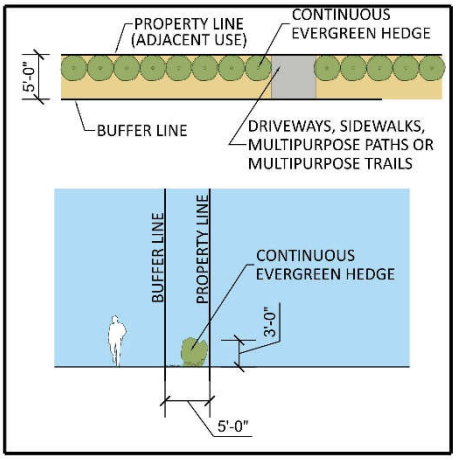
(i) A minimum of five (5) feet in width.

(ii) A continuous evergreen hedge or other similar shrub design reaching three (3) feet height within one (1) year of installation.

(iii) No sidewalk, Multipurpose Path or Multipurpose Trail encroachments are allowed within Type 1 buffers. Where a sidewalk, Multipurpose Path or Multipurpose Trail encroaches into a Type 1 buffer area, the width of the buffer is to be expanded by the amount of encroachment.

(iv) Driveways, sidewalks, Multipurpose Paths or Multipurpose Trails should be constructed perpendicular to the buffer in order to provide direct access to the parcel or adjacent parcels.

Figure 522.9.Q.-5
Buffer 1



(b) Buffer / Screening Type 2

Type 2 buffers are intended to be used between uses of differing intensity. Type 2 buffers are intended to provide aesthetic appeal as well as to buffer sound, light and other emissions emitted from higher intensity uses. Type 2 buffers shall meet the following design standards:

(i) A minimum of ten (10) feet in width.

(ii) A screening feature of at least six (6) feet in height. This screening feature may be an evergreen shrub hedge, opaque fence, decorative masonry wall or a combination thereof. Where a fence or decorative wall is used, a continuous three (3) foot hedge or other similar shrub design is required.

(iii) Shade trees planted not more than fifty (50) feet on center. Trees may be clustered and existing trees may be incorporated into the design to improve buffering as long as the total required number of trees is met. Where shade trees with aggressive root systems are proposed within five (5) feet of a sidewalk, Multipurpose Path, Multipurpose Trail, paved parking area,

building or other structure, protective root barriers or other designs are required to minimize root damage. Shade trees are not to be planted where they may interfere with below ground or above ground hard utilities. Understory trees may be substituted for shade trees where utility conflicts are possible.

(iv) Meandering sidewalks, Multipurpose Paths and Multipurpose Trails may encroach into the buffer by up to half the buffer width. Encroachments beyond half the buffer width will require the buffer to be widened proportionately. The full amount of plantings are required within the remaining buffer area.

(v) Driveways, sidewalks, Multipurpose Paths or Multipurpose Trails should be constructed perpendicular to the buffer in order to provide direct access to the parcel or adjacent parcels.

Figure 522.9.Q.-6
Buffer 2 (Evergreen Shrub Hedge)

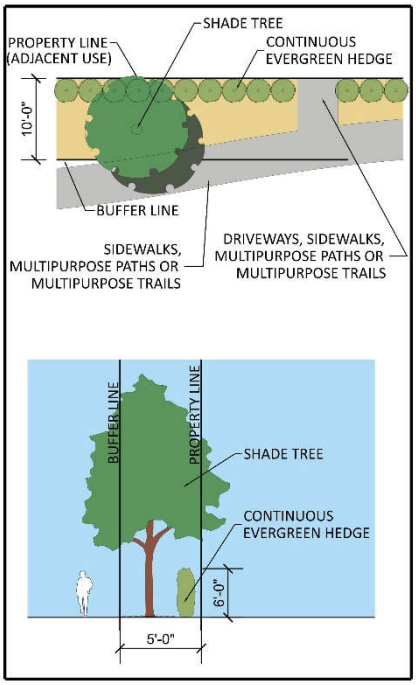
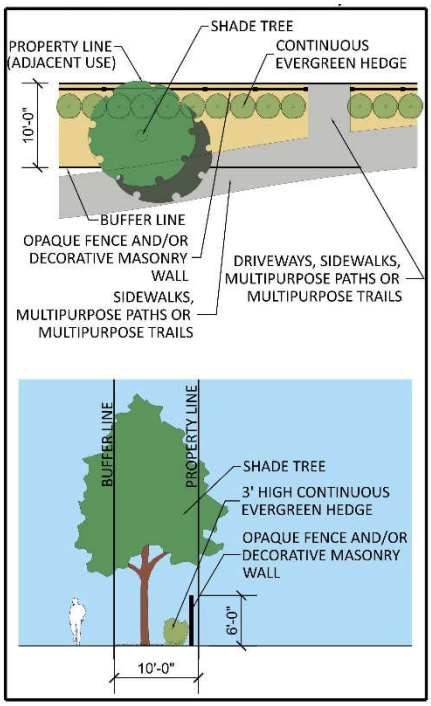


Figure 522.9.Q.-7
Barrier 2 (Opaque Fence and/



Decorative Masonry Wall)

(c) Buffer / Screening Type 3

Type 3 buffers are intended to be installed around the perimeter where parking areas or other vehicle use areas abut roadways, trails/paths or other uses. Type 3 buffers are intended to limit/block vehicle light pollution and to provide distinct visual cues for pedestrian walkways and parking entrances. Type 3 buffers shall meet the following design standards:

(i) A minimum of five (5) feet in width.

(ii) A continuous double staggered row of evergreen hedge or other similarly dense shrub design reaching three (3) feet height within one year of installation. A single continuous row of evergreen hedge or similar shrub design may be used in conjunction with a decorative wall or opaque fence a minimum of three (3) feet in height. Where a decorative wall or fence is used, the required hedge or shrubs shall be planted outside of the fence/wall.

(iii) No sidewalk, multipurpose path or Multipurpose Trail encroachments are allowed within Type 3 buffers. Where a sidewalk, Multipurpose Path or Multipurpose Trail must encroach into a Type 3 buffer area, the width of the buffer is to be expanded by the amount of encroachment.

(iv) Driveways, sidewalks, Multipurpose Paths or Multipurpose Trails should be constructed perpendicular to the buffer in order to provide direct access to the parcel or adjacent parcels.

Figure 522.9.Q.-8
Buffer 3 (Evergreen Shrub Hedge)

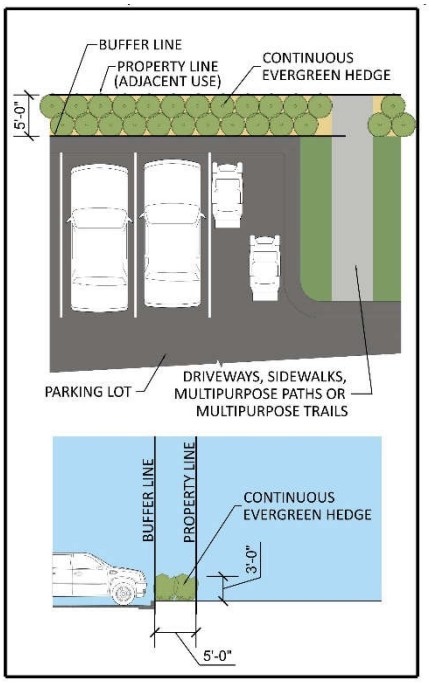
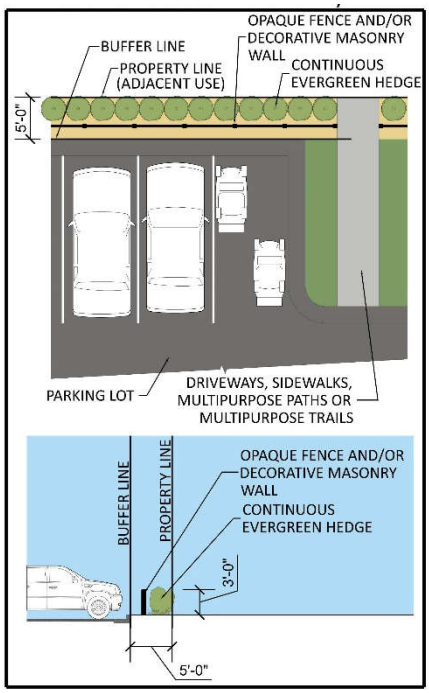


Figure 522.9.Q.-9
Buffer 3 (Opaque Fence and/ Decorative Masonry Wall)



(d) Buffer / Screening Type 4

(i) A minimum of fifteen (15) feet in width along Primary and Intermediate Roadways as specified in the CC-MRP.

(ii) An optional screening feature of at least six (6) feet in height. This screening feature may be an evergreen shrub hedge, opaque fence, decorative masonry wall or a combination thereof.

(iii) Trees shall be planted an average of thirty (30) feet on center. Trees may be clustered within the buffer. However, the maximum distance between trees may not exceed sixty (60) feet. Where shade trees with aggressive root systems are proposed within five (5) feet sidewalk, Multipurpose Path, Multipurpose Trail, paved parking area, building or other structure, protective root barriers or other designs are required to minimize root damage. Shade trees are not to be planted where they may interfere with

below ground or above ground hard utilities. Understory trees may be substituted for shade trees where utility conflicts are possible.

(iv) Meandering sidewalks, Multipurpose Paths and Multipurpose Trails may encroach into the buffer by up to half the buffer width. The full amount of planting is required within the remaining buffer area.

(v) Driveways, sidewalks, Multipurpose Paths or Multipurpose Trails should be constructed perpendicular to the buffer in order to provide direct access to the parcel or adjacent parcels.

(vi) Shrubs and groundcover are required to make up a minimum of fifty (50%) percent of the buffer area.

(vii) No more than fifty (50%) percent of the buffer area may be grassed.

Figure 522.9.Q.-10
Buffer 4

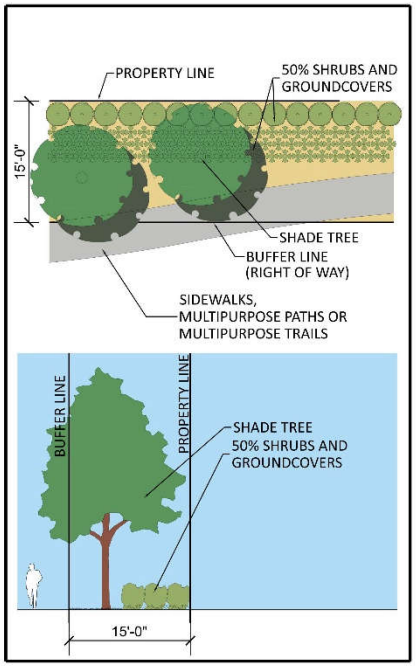
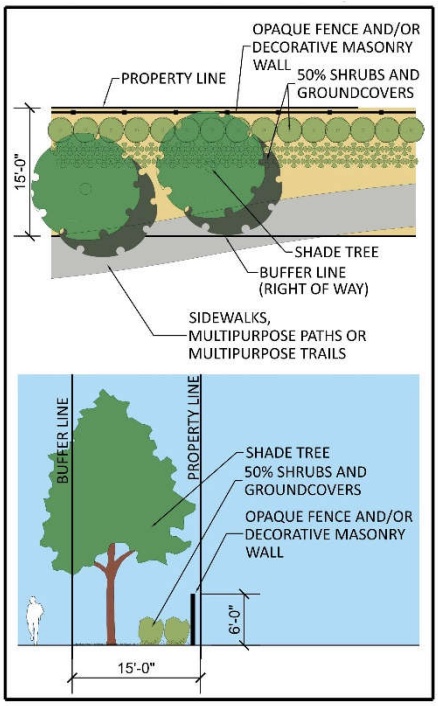


Figure 522.9.Q.-11
Buffer 4 (Optional Fence and/ Decorative Masonry Wall)



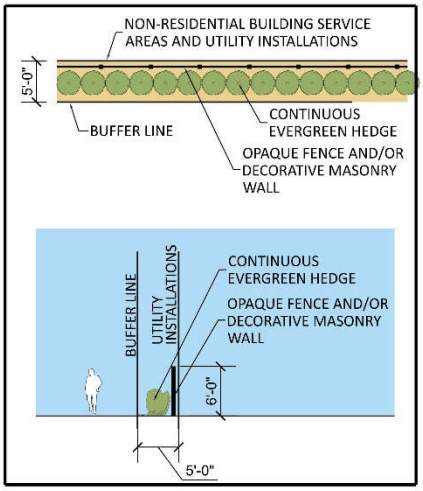
(e) Buffer / Screening Type 5

(i) A minimum of five (5) feet in width.

(ii) A screening feature of at least six (6) feet in height. This screening feature may be an evergreen shrub hedge, opaque fence, decorative masonry wall or a combination thereof. Where a fence or decorative wall is used, a continuous three (3) foot hedge or other similar shrub design is required between the wall and the abutting property. The height of the required screening may be modified to match the area being screened at the County Administrator or designee's discretion as part of the incremental approval process without formal alternative standards request.

(iii) Meandering sidewalks, Multipurpose Paths and Multipurpose Trails may not encroach into the buffer.

Figure 522.9.Q.-12
Buffer 5



f. Parking Lot Buffering/Screening

(1) Parking lot perimeters shall be screened with a Type 3 buffer, except as noted in (2). and (3). below.

(2) Parking Lots abutting single family residential uses shall be screened with a Type 2 buffer/screen.

(3) Parking Lots abutting other parking lots shall require Type 1 buffers.

g. King Lake Buffering and Screening

Buffering designs are encouraged to use existing natural features to the greatest extent possible. Where a conflict occurs between a buffer requirement and the existing natural environment, the existing natural environment will take precedence.

(1) Any development abutting King Lake will have a minimum twenty-five (25) foot upland buffer measured from the seasonal high water line. Any encroachment into or across this buffer will require approval by the Connected City Management Committee (CCMC).

(2) Higher intensity uses (Office/Retail, Multifamily, Civic, Cultural, Educational and Resort uses) that abut King Lake will require additional buffering measured from the upland buffer boundary.

(3) Buffer requirements for higher intensity uses abutting King Lake will be determined on a case by case basis by the County Administrator or designee, but in no case shall be less than ten (10) feet wide.

(4) Trees, shrubs and ground cover within the additional buffer shall be Florida native and match existing non-invasive vegetation to the greatest extent possible to create a natural buffer appearance.

(5) Vegetation is the preferred method of screening. Fences and walls are discouraged. However, in cases where noise, light, or other factors necessitate a fence/wall for buffering, the fence/wall will be located at the far upland side of the additional buffer with required trees, shrubs, and groundcover to be installed between the fence/wall and King Lake.

(6) Multipurpose Paths and Multipurpose Trails that provide pedestrian circulation around King Lake may encroach into the additional buffer at the discretion of the County Administrator or designee.

h. Urban Core Buffering and Screening

Street trees shall be planted on average of thirty (30) feet on center within the right of way, soft utility easement, or future technology easement at such time the adjacent development is pursued. Buffering of surface parking areas adjacent to the right of way shall be accomplished utilizing a Type 3 Buffer.

5. Water Management Systems

a. Portions of all manmade dry and wet retention areas that are visible from the right-of-way or located within a required buffer shall be planted. Alternative design solutions, such as grouping of plantings, may be approved through the applicable review process as long as a minimum of one (1) tree is provided for each fifty (50) linear feet of retention pond bank. The said retention ponds shall be landscaped in accordance with this Code and may contain special site features, such as fountains and reflecting pools. Existing, natural vegetation may be used in lieu of new plantings.

b. Retention/detention ponds and swales shall be permitted within a required buffer provided they are consistent with the following criteria:

(1) Retention/detention ponds and swales shall not exceed, at any location within the required buffer, seventy (70%) percent of the required buffer width. A minimum five (5) foot wide, level planting area shall be maintained between the retention/detention pond or swale and the public right-of-way or adjacent parcel. This area shall be planted with trees and shrubs, as determined by this Code, Section 802 Tree Preservation and Replacement.

(2) The required vegetation shall be chosen and placed such that the functionality of the stormwater design is not impeded.

(3) To reduce soil erosion and visually soften the edge of the water management areas, trees shall be planted along the banks of the water management area at a minimum rate of one (1) tree per fifty (50) linear foot of pond bank.

c. The banks of dry retention areas shall be sodded to the pond bottom. Wet retention areas shall be sodded to the seasonal high water line. Bahia grass may be used or planted in

retention/detention areas, drainage areas, wetland setback areas and mitigation areas.

d. Stormwater retention and detention areas that are visible from the public right-of-way or located within a required buffer and, if required to be fenced in accordance with the SWFWMD requirements, shall be enclosed with a nonopaque, six (6) foot decorative, metal or vinyl-coated chain-link fence. Regular chain-link fences shall not be permitted.

6. Landscape Maintenance and Prohibitions

a. All landscaping, including those areas located in the public right-of-way as approved through the applicable development review process, shall be maintained by an entity other than the County.

b. All required landscaping shall be maintained in a healthy condition in perpetuity in accordance.

c. All installed landscaping shall be neat and orderly in appearance and kept free of refuse, debris, disease, pests, and weeds, and shall be fertilized and irrigated as needed to maintain plants in a healthy condition.

d. Ongoing maintenance to prevent the establishment of prohibited, invasive species is required.

e. Any plant materials of whatsoever type and kind required by these regulations shall be replaced within thirty (30) days of their demise and/or removal.

f. Paving, treating, or covering a required landscape area in any way that renders it impervious is prohibited.

g. Parking of vehicles shall not be permitted in required landscape areas.

R. <u>On-Site Parking</u>

1. Intent and Purpose

On-site, off-street parking facilities shall be provided to lessen congestion in the streets, while ensuring safe and efficient movement of traffic, allowing flexibility in addressing vehicle parking, and ensuring that parking needs associated with new development and redevelopment are met without adversely affecting other nearby land

uses, vehicle and non-vehicle movement, and surrounding neighborhoods, The purpose is to provide sufficient parking to accommodate the majority of traffic generated by the range of uses which might be located at the site over time.. In the CC-SPA, parking facilities shall be designed to put pedestrians first, accommodate neighborhood vehicles, foster pedestrian and neighborhood vehicle connectivity, and where appropriate, consider redevelopment.

2. Applicability

This section shall apply to a new development site, a redeveloped site, or where a change in site use occurs within the Connected City for CC-Entitled Properties as defined in this Code, Section 603 Connected City Stewardship District.

3. Existing Nonconformities

Existing developed sites not meeting the requirements of this Section shall be brought into full compliance when one (1) or more of the following conditions are met:

a. An existing use is improved or remodeled in a value of twenty-five (25%) percent or more of the valuation of the existing principal structure as reflected on the Property Appraiser's current records.

b. An amendment is required to an existing approved site plan.

c. A change in use generates a requirement for additional parking.

4. General Standards

a. On-site parking facilities required herein shall be available throughout the hours of operation of the particular business or use for which such facilities are provided. As used herein, the term "parking space" includes either covered garage space or uncovered parking lot space located off the right-of-way. Service areas such as gas-pump pads, drive-through aisles, or similar areas shall not be calculated as parking spaces. Parking lots should be located along the rear and sides of buildings, with the buildings close to the rights-of-way to promote pedestrian access, reduce visual clutter, and increase store recognition. Parking lots located in the front of buildings are not prohibited. However, in all cases, specific building position and orientation, and location of parking lots relative to the building shall be reviewed on a case-by-case basis in a collaborative process between the applicant and staff to ensure that key Connected

City Planning Principals, such as accommodating pedestrians and neighborhood vehicles, and designing for redevelopment, are reflected in the design.

b. All parking spaces shall be ample in size for the vehicles for which use is intended. The parking space area per vehicle, exclusive of any driveway or other circulation area, shall be accessible from a street, alley, or maneuvering area, and shall be not less than:

TABLE 522.9.R.-1

Vehicle Type	Width (feet)	Length (feet)
Standard	9	20
Compact	8	18
Smart Car (or other like vehicle)	8	16
Motorcycle	4	12
Neighborhood Vehicle	6	9

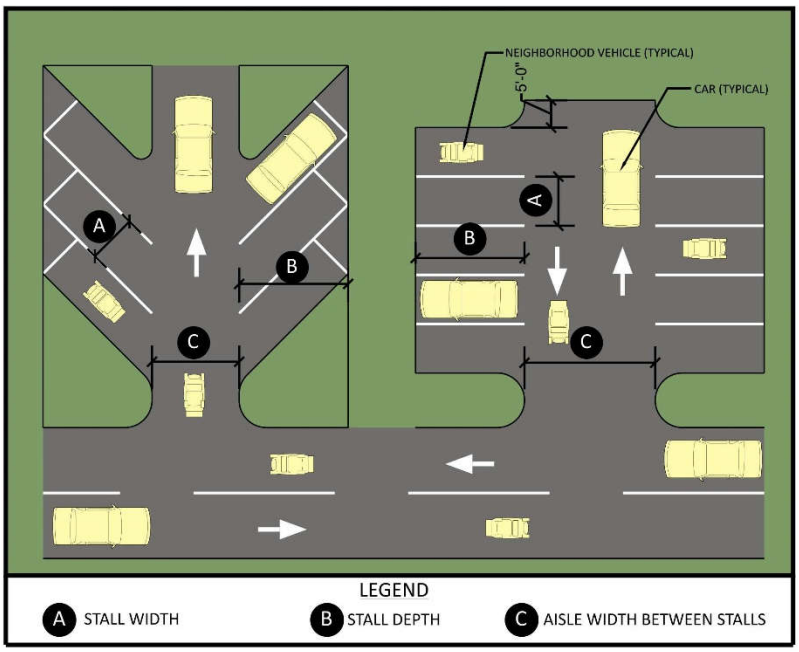
c. The minimum parking stall length and aisle width shall be as follows:

TABLE 522.9.R.-2

Minimum Stall Length and Aisle Width

Parking Angle	Stall Width (A)	Stall Depth (B)	Aisle Width (Feet) (C)	
			One-Way Operation	Two-Way Operation
Cars				
45°	9’	20’	15’	24'
60°	9’	20’	18’	24'
90°	9’	20’	24’	24'
Parallel	8’	24’	15’	24'
Neighborhood Vehicles (Dedicated Lot)				
45°	6’	9’	12’	16'
60°	6’	9’	14’	16'
90°	6’	9’	16’	16'
Parallel	6’	12’	12’	16'

Figure 522.9.R.-1
Off-Street Parking Stall Dimensions



Where neighborhood vehicle parking spaces are provided along a Multipurpose Trail, the stalls shall be placed on one side of the trail only and shall be 90° spaces. The minimum Multipurpose Trail width shall be 12 feet adjacent to the parking spaces

d. The requirements above for neighborhood vehicle parking spaces shall apply to those developments that elect to include specific parking spaces for neighborhood vehicles. Nothing herein shall preclude neighborhood vehicles from parking in conventional parking spaces. Two (2) neighborhood vehicles shall be permitted to park in standard vehicle 90° parking spaces in accordance with the arrangement shown in Figure 522.9.R.-2, Neighborhood Vehicle Parking – Two Cars per Space. Up to four (4) neighborhood vehicles shall be permitted to park side-by-side at an angle of 90° to the street in standard vehicle parallel parking spaces in accordance with the arrangement shown in Figure 522.9.R.-3, Neighborhood Vehicle Parking – Four Cars per Space.

Figure 522.9.R.-2
Neighborhood Vehicle Parking in Standard 90 Degree Parking Space

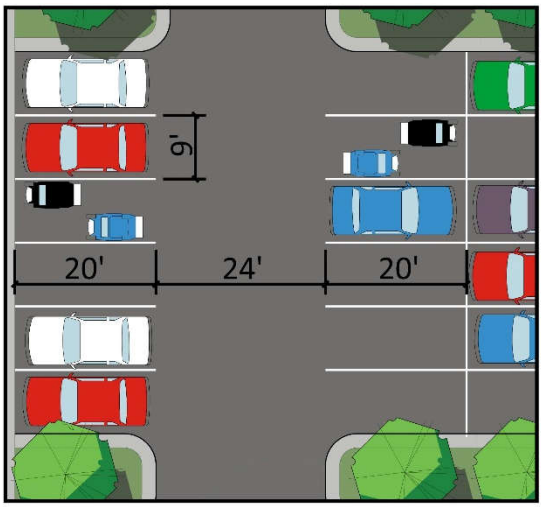
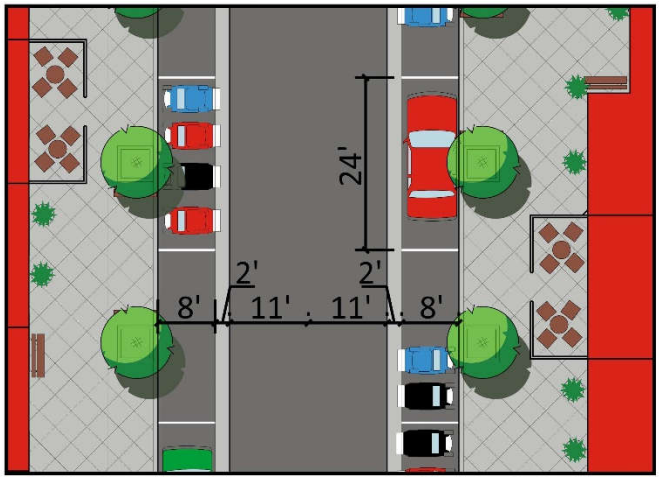


Figure 522.9.R.-3
Neighborhood Vehicle Parking in Standard Parallel Parking Space



As part of putting pedestrians first, parking lots shall be connected to the sidewalk network of surrounding streets. As well, safe pedestrian circulation within the lot and connections to adjacent uses shall be prioritized over vehicle capacity.

e. Commercial, office, multi-family, or other projects of a size that requires parking equal to or greater than 200 spaces shall be required to comply with the Complete Streets concept.

Complete streets measures that shall be employed include the following:

(1) Placement of five (5) foot minimum width concrete sidewalks along both sides of all drive aisles or access roads that do not have parking spaces on them. Refer to graphic examples in CC-Master Roadway Plan.

(2) Placement of a five (5) foot minimum width concrete sidewalk along at least one side of the drive aisle running parallel to the front of the building. Refer to graphic examples in CC-Master Roadway Plan.

(3) Placement of crosswalks across the drive aisle running parallel to the front of the building at each building entrance to promote safe pedestrian crossing.

Figure 522.9.R.-4
Pedestrian Corridor Exhibit

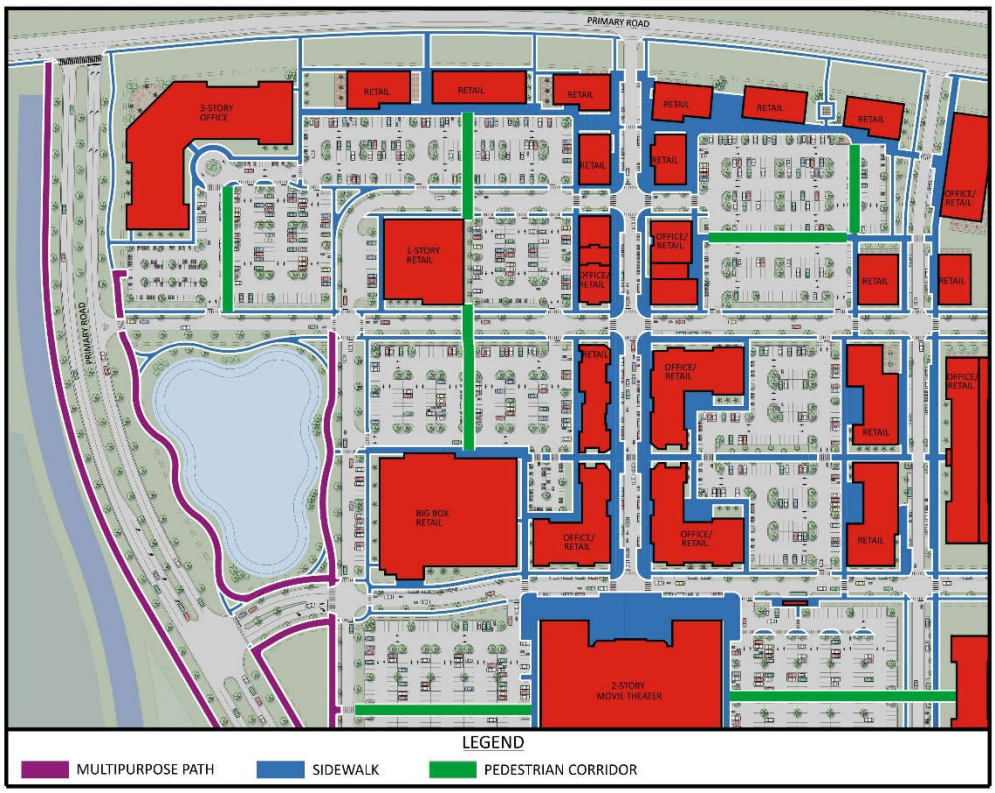


Figure 522.9.R.-5
Pedestrian Corridor Plan

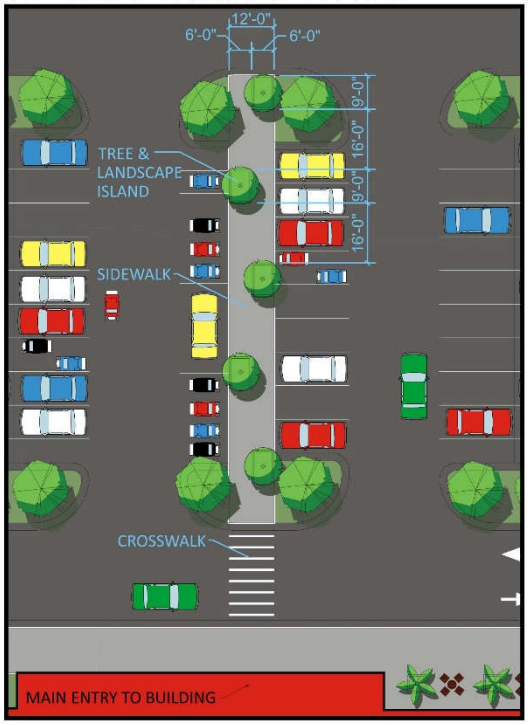


Figure 522.9.R.-6
Pedestrian Corridor
Section Option A

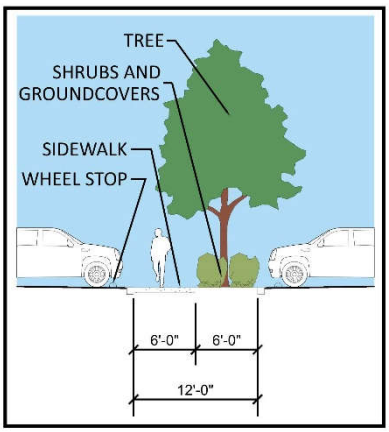


Figure 522.9.R.-7
Pedestrian Corridor
Section Option B

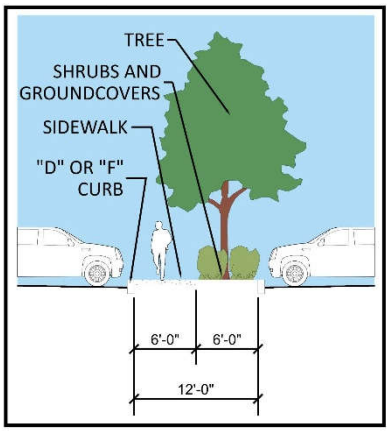
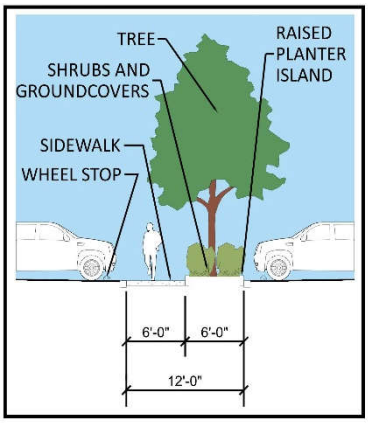


Figure 522.9.R.-8
Pedestrian Corridor
Section Option C



f. Multipurpose Trails shall be connected to parking lots to allow neighborhood vehicles to access neighborhood vehicle parking spaces or conventional parking spaces, as applicable.

g. For single-family attached and multiple-family units with individual garage/driveway arrangements, one (1) vehicle may be stacked behind (parked in tandem to) each required off-street parking space and located between garage or carport and the street right-of-way line. Tandem parking must be located in a driveway or designated stabilized area. A clear-sight triangle shall be maintained. In no case shall parked vehicles placed tandem, including hitches or mechanical equipment, overhang a sidewalk. Stacked parking spaces may not be attributed to units not served directly by the driveway/garage. Tandem parking spaces shall be a minimum 40'L X 9'W of which eight (8) feet must be stabilized, and a maximum of 42'L X 16'W, which may include the covered spaces.

h. Commercial and industrial parking may be at a ratio of seventy-five (75%) percent full size to twenty-five (25%) percent compact parking spaces. If compact spaces are used, they should be evenly distributed throughout the site and shall be denoted by signs or pavement markings. Compact parking spaces shall not be less than 18'L X 8'W.

i. Dead-end parking aisles greater than one-hundred and fifty (150) feet in depth shall provide an emergency vehicle turnaround acceptable to the Fire Marshal sufficient for a thirty-eight (38) foot long truck with a thirty-two (32) foot wheel base, or as determined by the Fire Marshal.

j. A garage or carport may be located wholly or partly inside the walls of the principal building, or attached to the outer walls. If separated from the principal building, the garage shall conform to all accessory building requirements. A freestanding parking garage on a separate parcel shall meet all principal building requirements. Additionally, the opening of the garage shall be sufficiently set back such that any queuing occurs outside of the right-of-way.

k. Surfacing: Any off-street parking area shall be graded for proper drainage and shall be surfaced so as to provide a durable and dustless surface including, but not limited to, a gravel, concrete, bituminous concrete, or stabilized vegetation surface, and shall be so arranged as to provide for orderly, safe parking, and storage of vehicles.

l. Vehicle wheel stops or other design features, such as curbing, shall be used so that parked vehicles do not extend more than two (2) feet into any landscape or buffer area nor reduce an abutting sidewalk width to less than five (5) feet.

m. All vehicular use areas shall comply with the applicable requirements of the Americans with Disabilities Act.

n. Parking structures can be either single-level garages with ground-level parking beneath the upper levels containing habitable floor area, or multi-level garages with ramps leading to at least one elevated parking deck.

Parking Garage Design standards: The following requirements shall apply to parking garages:

(1) Minimum setbacks: Parking garages shall comply with the minimum setbacks for principle structures in accordance with the approved CC-MPUD rezoning for the parcel on which they are situated.

(2) Maximum height: Parking garages shall comply with the maximum height for structures in accordance with the approved CC-MPUD rezoning for the parcel on which they are situated.

(3) Minimum parking stall dimensions: Shall comply with this Section.

(4) Minimum drive aisle widths: Shall comply with this Section.

(5) Floor Area Ratio: Parking garages shall not be counted toward the allowable Floor-Area Ratio for a site unless specifically required by the zoning district.

(6) Vehicular accessibility: Vehicular access shall be designed in a manner that minimizes disruption to pedestrian corridors and the streetscape.

(7) The width of a driveway intersecting a public sidewalk shall comply with Access Management Section of this Code.

(8) Minimum vehicle stacking requirements at entry points.

(a) Free flow entries means an entry into a parking garage without controls, such as attendants or automatic ticket-dispensing controls: one (1) vehicle space per entry lane.

(b) Automatic ticket-dispensing entries mean an entry into a parking garage controlled by a

machine dispensing tickets for garage use: two (2) vehicle spaces per entry lane.

(c) Manual, ticket-dispensing entries mean an entry into a parking garage controlled by a person manually dispensing tickets for garage use: four (4) vehicle spaces per entry lane.

(d) Manual, key-card entries mean an entry into a parking garage controlled by a key card for garage use: two (2) vehicle spaces per entry lane.

(9) Orientation: In order to orient parking structures to the interior of development sites, parking garages shall:

(a) Include residential dwelling units, retail storefronts or office facades along all first floor exterior walls adjacent to a street, excluding alleys, except where driveways exist; or;

(b) Shall be screened with ornamental grillwork, artwork, or similar architectural features.

(10) Architectural design: Parking structures shall be compatible with abutting structures.

(11) Lighting: Light poles on top of parking garages shall be limited to a maximum height of twenty (20) feet. Lighting on top of parking garages is prohibited between the hours of 11:00 p.m. and sunrise, except that lighting is allowed while the parking facility is open to the public. Security lighting is excluded from this prohibition.

o. Nothing herein shall be construed to preclude the use of on-street parking on appropriate street types within the Urban Core (refer to Typical Sections in the CC-MRP. On-street parking spaces, if provided adjacent to a building or use within the Urban Core, shall off-set, one-for-one, required off-street parking spaces addressed in this Code, Subsection 522.9.R.5 Parking Facilities Required.

(1) On-street parking shall be provided in accordance with the dimensions set forth in this Code, Table 522.9.R.-2 Minimum Stall Length and Aisle Width, above.

(2) On-street parking shall be allowed within “Clear Sight Lines” as defined in the Florida Department of

Transportation *Design Standards*, Index 546 and "sight triangles," as defined in Chapter 3 of the Florida Department of Transportation *Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways.*

5. Required Parking Facilities

Any structure or building hereafter erected, converted, or enlarged for any of the following uses, or any open area hereafter used for commercial purposes, shall be provided with not less than the minimum spaces as set forth below, which spaces shall be readily accessible to the uses served thereby. Fractional numbers of parking spaces shall be increased to the next whole number.

Prior to permitting parking in excess of one-hundred and ten (110%) percent of the required parking or ten (10) spaces, whichever is more, consideration shall be given to shared parking pursuant to this Code, Subsection 522.9.R.7 Allowed Parking Facility Reductions.

If parking spaces are provided in excess of ten (10) percent of the required parking, those excess parking spaces are encouraged to be constructed with low impact materials; e.g., pervious pavers or stabilized vegetation.

Requirements for off-street parking for uses not specifically mentioned shall be the same as provided for the use most similar to the one sought as determined by the County Administrator or designee.

In such instances, the applicant shall provide adequate information by which the proposal can be reviewed, which includes but may not necessarily be limited to the following:

a. Types of uses;

b. Number of employees;

c. Building design capacity;

d. Square feet of sales area and service area;

e. Parking spaces proposed on site;

f. Parking spaces provided elsewhere; and

g. Hours of operation.

Table 522.9.R.-3

USE	MINIMUM ON-SITE PARKING REQUIREMENT	RATIO OF FULL SIZE TO COMPACT SPACES (FULL/COMPACT)	REQUIRED BICYCLE SPACES PER PARKING SPACE	NOTES
Residential Uses				
Single-Family Detached, Single-Family Attached, and Two-Family Dwellings, Including Modular and Mobile Homes	1, 2, and 3 bedrooms: 2 spaces/unit	100/0	0	If on-street parking is not permitted or is restricted on the unit's street frontage, then 0.25 visitor parking space per unit shall be required. The visitor space shall be located not more than 200 feet from the unit's street frontage. Resident parking spaces may be tandem in accordance with this Code.
	4 or more bedrooms: 3 spaces/unit	100/0	0	
Cluster/Multiple Family Development		75/25		

USE	MINIMUM ON-SITE PARKING REQUIREMENT	RATIO OF FULL SIZE TO COMPACT SPACES (FULL/COMPACT)	REQUIRED BICYCLE SPACES PER PARKING SPACE	NOTES
Residential Uses				
Resident Parking	Studio: 1 space/unit	100/0	0.02 per provided space	Resident parking spaces may be tandem in accordance with this Code.
	1, 2, or 3 bedroom: 2 spaces/unit	100/0	0.02 per provided space	
	4 or more bedrooms: 3.0 spaces/unit	100/0	0.02 per provided space	
Visitor Parking	0.25 space/unit	50/50	0	On-street parking provided in accordance with the dimensions required for parallel spaces may count toward the visitor parking requirements. These spaces must be located within 200 feet of the building being serviced.

USE	MINIMUM ON-SITE PARKING REQUIREMENT	RATIO OF FULL SIZE TO COMPACT SPACES (FULL/COMPACT)	REQUIRED BICYCLE SPACES PER PARKING SPACE	NOTES
Residential Uses				
Model Home	As shown above based upon bedrooms, plus 1 space/salesperson	100/0	0	Salesperson space may be a vacant garage space in the model home or on-street parking if otherwise permitted.
Group Living Facilities				
Assisted Living Facilities	1 space per employee on the largest shift, plus 1 space per 4 beds, plus 1 space per facility vehicle	75/25	0.02 per provided space	
Community Residential Home	1 space per 5 clients permitted, plus 1 space per employee	75/25		
Boardinghouse	1 space per room	75/25	0.02 per provided space	
Fraternity or Sorority House	1 space per 2 students based on maximum occupancy, plus 1 space per manager	75/25	0.02 per provided space	

USE	MINIMUM ON-SITE PARKING REQUIREMENT	RATIO OF FULL SIZE TO COMPACT SPACES (FULL/COMPACT)	REQUIRED BICYCLE SPACES PER PARKING SPACE	NOTES
Residential Uses				
USE	**MINIMUM ON-SITE PARKING REQUIREMENT**	**RATIO OF FULL SIZE TO COMPACT SPACES (FULL/COMPACT)**	**REQUIRED BICYCLE SPACES PER PARKING SPACE**	**NOTES**
Commercial Uses				
Uses Located in Shopping Centers and Free-Standing Retail	1 space per 300 SF (GFA)	75/25	0.02 per provided space	
Auto Repair	4 spaces per bay, plus 1 space per employee	75/25	0	Service bays are not spaces.
Auto Sales	1 space/400 SF of GFA, plus 4 spaces for each service bay	75/25	0	Parking spaces shall be in addition to display areas.
Auto Service Station: without Associated Convenience Store	2 spaces, plus 4 spaces for each service bay	75/25	0	Additional use parking associated with the service station, such as fast food or washing stations, shall be calculated in accord-ance with the use and is in addition to service station parking.
Auto Service Station: with	1 space per 250 SF of GFA store, plus	75/25	0	Additional use parking

USE	MINIMUM ON-SITE PARKING REQUIREMENT	RATIO OF FULL SIZE TO COMPACT SPACES (FULL/COMPACT)	REQUIRED BICYCLE SPACES PER PARKING SPACE	NOTES
Residential Uses				
Associated Convenience Store	4 spaces for each service bay			associated with the service station, such as fast food or washing stations shall be calculated in accordance with the use and is in addition to service station parking.
USE	**MINIMUM ON-SITE PARKING REQUIREMENT**	**RATIO OF FULL SIZE TO COMPACT SPACES (FULL/COMPACT)**	**REQUIRED BICYCLE SPACES PER PARKING SPACE**	**NOTES**
Commercial Uses				
Auto Wash	2 spaces/washing stall	75/25	0	Stacking shall be provided as put forth in this Code.
Personal Services	1 space per 200 SF	75/25	0.10 per provided space	
Bank, Savings and Loan, Financial Institution	1 space/250 SF	75/25	0.10 per provided space	Stacking shall be provided as put forth in this Code.

USE	MINIMUM ON-SITE PARKING REQUIREMENT	RATIO OF FULL SIZE TO COMPACT SPACES (FULL/COMPACT)	REQUIRED BICYCLE SPACES PER PARKING SPACE	NOTES
Residential Uses				
Hotel, Motel	1 space per room	75/25	0.02 per provided space	
Home Improvement Stores, Lumberyards; Nurseries		75/25	0.02 per provided space	
Less than 20,000 SF of GFA	1 space/300 SF of GFA for retail sales/ publically accessible areas	75/25	0.02 per provided space	
More than 20,000 SF of GFA	1 space/400 SF of gross floor area for retail sales/publically accessible areas	75/25	0.02 per provided space	
Self-Storage Facilities	1 space per 300 SF office, plus 1 space per 1000 SF of storage area	75/25	0	Where 24-foot-wide drive aisles abut the storage building, such aisles may be used as parking and loading space and only office parking is required.
Mortuaries, Funeral Homes, and Undertaking Establishments	1 space per 100 SF of floor area for public use, plus 1 space per employee on shift, plus service area/parking for hearses/ambulances	75/25	0	

USE	MINIMUM ON-SITE PARKING REQUIREMENT	RATIO OF FULL SIZE TO COMPACT SPACES (FULL/COMPACT)	REQUIRED BICYCLE SPACES PER PARKING SPACE	NOTES
Commercial Uses				
Offices				For on-site parking facilities containing 1,000 or more parking spaces, the parking requirement shall be 1 space per 500 SF of GFA for parking spaces required in excess of 1,000 SF.
Nonmedical Administrative Business and Professional	1 space/300 SF of GFA	75/25	0.02 per provided space	
Government	1 space/300 SF of GFA*	75/25	0.02 per provided space	*Additional spaces will be required for facilities that support public assembly, festivals, customer service activities, elections, or similar activities in accordance with this Code.

USE	MINIMUM ON-SITE PARKING REQUIREMENT	RATIO OF FULL SIZE TO COMPACT SPACES (FULL/COMPACT)	REQUIRED BICYCLE SPACES PER PARKING SPACE	NOTES
Food and Drink				
Restaurants				
On-Premises with no Drive-Through	1 space/100 gross SF of floor area up to 6,000 gross SF plus 1 space/75 gross SF of floor area over 6,000 gross SF, including any outdoor/semi-enclosed eating area	75/25	0.02 per provided space	Curbside-to-go pick-up spaces will not be credited toward required parking.
On-Premises with Drive-Through	1 space/150 gros s SF of floor area up to 6,000 gross SF plus 1 space/75 gross SF of floor area over 6,000 gross SF, including any outdoor/semi-enclosed eating area	75/25	0.02 per provided space	Stacking shall be provided as put forth in this Code
Take-out	1 space/300 SF of gross floor area plus 1 per employee on the largest shift	75/25	0.02 per provided space	No seating area provided. Stacking shall be provided as put forth in this Code.
Bars, Taverns, Clubs	1 space per 75 SF	75/25	0.02 per provided space	
Catering/Banquet Halls	2 spaces per 100 SF	75/25	0	
Educational Facilities				
Day Care Center	1 space/staff member, plus 1 space/15 client s of licensed capacity	75/25	0	

Elementary and Middle Schools	1 parking space per faculty member or State Requirements for Educational Facilities (SREF) plus adequate parking for special events; e.g., open houses or pageants.	75/25	0.5 per provided space	Bicycle spaces for teachers and visitors should be separate from spaces for students.
USE	**MINIMUM ON-SITE PARKING REQUIREMENT**	**RATIO OF FULL SIZE TO COMPACT SPACES (FULL/COMPACT)**	**REQUIRED BICYCLE SPACES PER PARKING SPACE**	**NOTES**
Educational Facilities				
Senior High Schools	10 spaces per classroom, plus 1 space per administrative or staff position or SREF	75/25	0.5 per provided space	
Colleges, Universities	1 space per student; 1 space per administrative or staff position. Housing facilities on college/university campuses must provide associated off-street parking of 2 spaces for each 3 sleeping rooms. Other such accessory uses for colleges/universities; i.e., libraries, auditoriums, stadiums, etc., shall provide parking as required in this table for such uses.	75/25	0.5 per provided space	

Human Health Services				
Convalescent and Nursing Homes	1 space/4 beds	75/25	0.02 per provided space	
Medical; Dental Offices and Clinics, including Independent Testing Laboratories	1 space/200 SF of GFA	75/25	0.02 per provided space	
Hospitals	1 space per bed	75/25	0.02 per provided space	
Health Club/Gym	1 space per 100 SF	75/25	0.05 provid ed spaces	
Companion Animal Uses				
Veterinarian Office/Animal Hospital	1 space/200 SF of GFA	75/25	0	
USE	**MINIMUM ON-SITE PARKING REQUIREMENT**	**RATIO OF FULL SIZE TO COMPACT SPACES (FULL/COMPACT)**	**REQUIRED BICYCLE SPACES PER PARKING SPACE**	**NOTES**
Companion Animal Uses				
Kennels, Boarding	1 space/300 SF	75/25	0	Kennel spaces are in addition to any required residential parking.
Kennels, Breeding	1 space per nonresidential employee plus 1 space per 1,000 SF of kennel area	75/25	0	Kennel spaces are in addition to any required residential parking.
Grooming Services	1 space/200 SF of GFA	75/25	0	Spaces are in addition to any required residential parking.
Stables, Public	1 space per 5 stalls	75/25	0.02 per provided space	Spaces are in addition to other uses, such as residences, on site.

Entertainment and Recreation				
Arcades, Games	1 space/200 SF of GFA	75/25	0.05 per provided space	
Bowling Alleys	3 spaces/alley, plus required parking for other uses on the site	75/25	0.02 per provided space	
Billiards Hall, Bingo Hall, Lodges	1 space per 75 SF of GFA	75/25	0.02 per provided space	
Driving Range (Golf)	2 spaces/tee plus required parking for any other uses on the site	75/25	0.02 per provided space	
Golf Course (Regulation)	4 spaces/hole plus required parking for any other uses on the site	75/25	0.02 per provided space	
Miniature Golf	1 space/3 holes plus required parking for any other uses on the site	75/25	0.05 per provided space	
Parks and Other Similar, Passive-Use Open Areas	1 space per 2,500 SF devoted to the activity	75/25	0.05 per provided space	
USE	**MINIMUM ON-SITE PARKING REQUIREMENT**	**RATIO OF FULL SIZE TO COMPACT SPACES (FULL/COMPACT)**	**REQUIRED BICYCLE SPACES PER PARKING SPACE**	**NOTES**
Entertainment and Recreation				
Other Outdoor Entertainment, Sports, and Recreation	1 space per 3 persons based on occupancy, plus 1 space per employee on major shift	75/25	0.05 per provided space	Where tournaments or similar contests are expected, additional open areas suitable for parking/loading may be required.

Nightclubs and Dance Halls	1 space per 75 SF	100/0	0	
Community Clubhouse/Recreation Center	1 space per 200 SF	75/25	0.05 per provided space	
Skating Rinks	1 space/200 SF of GFA	75/25	0.10 per provided space	
Swimming Pools Commercial	1 space per 120 square of water surface	75/25	0.05 per provided parking	
Swimming Pools Community (Subdivision)	1 space per 200 SF of surface water	75/25	0.05 per provided parking	Where pools are accessory to clubhouse or recreation center, 1 space per 200 SF of structure only.
Tennis, Handball, and Racquetball Facilities	2 spaces/court plus required parking for additional uses on the site	75/25	0.05 per provided space	
Theaters, Movies	1 space/3 seats in auditorium(s)	75/25	0.10 per provided space	
Amusement Parks	Based upon site or traffic analysis		0	
USE	**MINIMUM ON-SITE PARKING REQUIREMENT**	**RATIO OF FULL SIZE TO COMPACT SPACES (FULL/COMPACT)**	**REQUIRED BICYCLE SPACES PER PARKING SPACE**	**NOTES**
Entertainment and Recreation				
Marinas, Boat Liveries	1 space per 3 wet slips, plus 1 space per 5 dry slips, plus 1 space per employee	100	0	75 percent of the parking spaces shall be sized for truck and hitched-trailer parking.
Places of Assembly				
Auditoriums, Stadiums, Amphitheaters, and Similar Spaces of Public Assembly	1 space/3 seats or 1 space/35 SF of GFA where there are no fixed seats	75/25	0.10 per provided space	

Religious Assembly	1 space/3 seats within the main assembly room or if there are no fixed seats, 1 space/35 SF of GFA within the main room, plus spaces for additional uses on site	75/25	0.10 per provided space	
Industrial Uses				
Flex Space	Per site or traffic analysis, but not less than 1 space per 500 SF	75/25	0	
Manufacturing or Assembly	1 space per 700 SF	100/0	0	
Truck Terminals and Wholesale Warehouses	1 space per employee, plus 1 space for each vehicle used in connection with the facility, plus sufficient space to accommodate the largest number of vehicles that may be expected at one time	100/0	0	Spaces shall be sized appropriately for the intended vehicle.
Visitor Parking	5 spaces per building	75/25	0	
USE	**MINIMUM ON-SITE PARKING REQUIREMENT**	**RATIO OF FULL SIZE TO COMPACT SPACES (FULL/COMPACT)**	**REQUIRED BICYCLE SPACES PER PARKING SPACE**	**NOTES**
Utilities				
Unmanned Projects, such as Substations, Cell Towers, and Water or Wastewater Pumping Stations	1 space per location			

6. Neighborhood Vehicle Parking

a. Allowances for neighborhood vehicles in this Code, Subsection 522.9.R.4.d notwithstanding, high schools within the Connected City shall be required to have a minimum of ten (10) neighborhood vehicle spaces per classroom arranged in a dedicated neighborhood vehicle parking lot. Access to these neighborhood vehicle parking lots shall be from a twelve (12)--foot minimum Multipurpose Trail. The Multipurpose Trail shall not cross car or bus accesses to the high school within high school property.

Figure 522.9.R.-9
High School Exhibit

b. When dedicated neighborhood vehicle parking spaces are provided, they shall be allowed to reduce standard vehicle parking spaces on a one-for-one basis, up to ten (10%) percent of the required number of standard vehicle parking spaces.

7. Allowed Parking Facility Reductions

Where the following alternative transportation options are provided, the required parking spaces for Multi-family, Commercial, Office, and Industrial uses may be reduced; such options shall be assessed cumulatively:

a. Carpools, Vanpools or Bike-Sharing

Where infrastructure and support programs to facilitate shared vehicle or bicycle use, such as carpools, vanpools, car-share services, ride boards, bike-share systems and shuttle services to mass transit are provided, the required parking spaces may be reduced by up to ten (10%) percent.

b. Low-Emitting, Fuel Efficient, and Alternative Energy Vehicle Sharing Program

Where building occupants have access to a low-emitting, fuel efficient, or alternative energy vehicle-sharing program, the required parking spaces may be reduced by up to ten percent. The following requirements must be met:

(1) A vehicle-sharing contract must be provided that has an agreement of at least two (2) years.

(2) The estimated number of building occupants served per vehicle must be supported by documentation.

(3) A narrative explaining the vehicle sharing program and its administration must be submitted.

(4) Parking for low-emitting and fuel efficient vehicles must be located in the nearest available spaces in the nearest available parking area.

In addition to the reduced number of spaces, the spaces provided for low-emitting, fuel efficient, or alternative energy vehicles may be reduced to a minimum of 5'W X 9'L.

c. Transit Facilities

Where the facility is located within one-quarter (1/4) mile walking distance (measured from the project boundary) of one (1) or more existing or planned stops, the required parking spaces may be reduced by up to fifteen (15%) percent.

Where a reduction in the required parking is requested, the applicant shall provide an alternative standard applicable with adequate information by which the proposal can be reviewed.

d. Shower and Locker Room Facilities for Cyclists

Developments with 100 or more employees may reduce their automobile parking requirement by ten (10%) percent when showers and locker room facilities are provided for employees that commute by bicycle.

8. Shared Parking

To reduce heat island effects and the development of unnecessary, impervious parking areas; shared parking is encouraged.

Shared parking may be allowed when land uses have different parking demand patterns and are able to use the same parking spaces/areas throughout the day. Shared parking is most effective when these land uses have significantly different peak-parking characteristics that vary by the time of day, day of the week, and/or season of the year.

a. Calculation of Parking Spaces Required with Shared Parking

The minimum number of parking spaces for a mixed-use development or where shared-parking strategies are proposed shall be determined by a study prepared by the applicant following the procedures of the Urban Land Institute (ULI), Shared Parking Report, Institute of Transportation Engineers (ITE), Shared Parking Guidelines, or other approved procedures. A formal parking study may be waived where there is established experience with the land use mix and its impact is expected to be minimal. The actual number of parking spaces required shall be based on well recognized sources of parking data, such as the ULI or ITE reports. If standard rates are not available or limited, the applicant may collect data at similar sites to establish local parking demand rates. If the shared parking plan assumes use of an existing parking facility, then field surveys shall be conducted to determine actual parking accumulation. These surveys should consider the seasonal peak period for the combination of land uses involved. The applicant shall determine the minimum number of parking spaces required for shared-parking arrangements or mixed-use developments by the following:

(1) Determine the number of parking spaces that are required for each land use separately.

(2) Based on the hourly variation in parking demand, determine the peak-parking demand for the combined demand of all the uses in the development.

(3) Compare the calculations in Steps (1) and (2) above, and the lesser of the two (2) peak-parking demands shall be used as

the minimum number of parking spaces that needs to be provided.

b. Distance to Parking Spaces and Pedestrian Connection Requirements

The closer shared spaces are to the land uses they serve, the more likely the arrangement will be a success. Shared spaces for residential units must be located within three-hundred (300) feet of dwelling unit entrances they serve. Shared spaces at other uses must be located within five-hundred (500) feet of the principal building entrances of all sharing uses. However, up to twenty (20%) percent of the spaces may be located greater than five-hundred (500) feet but less than one-thousand (1,000) feet from principal entrances. Clear, safe pedestrian connections must be provided. Up to fifty (50%) percent of nonresidential spaces may be provided at greater distances if a dedicated shuttle bus or van service is provided from a remote parking facility.

c. Agreement Between Sharing Property Owners

If a privately owned parking facility is to serve two (2) or more separate properties, a recorded legal agreement between property owners guaranteeing access to, use of, and management of designated spaces is required. The recorded, legal agreement shall be acceptable to the County Attorney's Office.

d. Shared Parking Plan

Where shared parking is proposed, a shared parking plan shall be submitted that includes the following:

(1) A site plan of the parking spaces intended for shared parking and their proximity to land uses they will serve.

(2) A signage plan that directs drivers to the most convenient parking areas for each particular use or group of uses (if distinctions can be made).

(3) A pedestrian circulation plan that shows connections and walkways between parking areas and land uses. These paths should be as direct and short as possible.

(4) A safety and security plan that addresses lighting and maintenance of the parking area.

9. Bicycle Parking Facilities Standards

The following customer standards shall apply for bicycle storage areas:

a. Bicycle parking facilities shall include provisions for the secure storage and locking of bicycles in a stable position without damage to wheels, frames, or components.

b. All designed bicycle parking facilities shall be provided with markings and symbols clearly visible to the public which indicates the location of the bicycle parking facilities.

c. For nonresidential developments, visitor and customer bicycle - parking facilities must be clearly visible from a main entry and located within 100 feet of the door, served with night lighting where required, and protected from damage from nearby vehicles. If the building has multiple main entries, bicycle parking facilities must be proportionally dispersed within one-hundred (100) feet of each entry.

S. Home Occupations

1. Intent and Purpose

The intent of this section is to provide for certain types of restricted home occupations within the Connected City Entitled Properties. The purpose of this section is to establish performance standards that will provide fair and equitable administration and enforcement of this section within property which is a CC-Entitled Property as defined in this Code, Section 603 Connected City Stewardship District. Only such uses will be allowed which:

a. Are incidental to the use of the premises as a residence;

b. Are compatible with residential uses in the area; and

c. Are limited in scale and intensity.

If the application of the home occupation regulations conflict with other sections of this Code, the most restrictive shall apply.

2. Review Procedures

Unless otherwise indicated as a permitted accessory use, home occupations are reviewed pursuant to this Code, Section 402.4, as Special Exception Uses. Minor home occupations are permitted as-of-right for CC-Entitled Properties, unless they exceed specified performance standards set forth in Subsections 4.a through 4.e below.

3. Standards for All Home Occupations

a. The use of the dwelling unit for the home occupation shall be clearly incidental and secondary to its use for residential purposes.

b. There shall be no change in the outside appearance of the building or premises as a result of such business.

c. No exterior signs and no signs that would be visible from the street or neighboring dwellings that are associated with the home occupation are permitted. Professional signs that are statutorily required are permitted.

d. A home occupation shall be conducted wholly within the principal residential dwelling unit or in an accessory building on the parcel, except as otherwise noted herein.

e. No outside display, storage, or use of land is permitted for the home occupation.

f. More than one (1) home occupation may be permitted in a single residence; however, all applicable limitations herein shall apply to the combined uses as if they were one business.

g. No truck deliveries are permitted, except for parcels delivered by public or private services that customarily make residential deliveries.

h. For those home occupations that require a special exception, the approval of the special exception shall not be transferred to another owner or lessee of the property.

4. Minor Home Occupation Standards

Minor home occupations permitted as-of-right for CC-Entitled Properties and shall not exceed the following performance standards:

a. A minor home occupation shall occupy no more than fifty (50%) percent of the total floor area of the dwelling unit and non-dwelling unit accessory building.

b. The use shall not create dangerous vapors or fumes, and no use shall be permitted where noise, light, glare, odor, dust, vibration, heat, or other nuisance extends beyond the subject dwelling unit or structure.

c. No mechanical equipment shall be used on the premises, except those normally used for purely domestic or household purposes.

d. In no case, shall more than twenty (20) total daily trips, including those associated with the primary residential use, be generated per dwelling unit as a result of the establishment of the home occupation(s). Neighborhood vehicles shall not count towards the maximum twenty (20) total daily trips.

e. All business-related visits shall be by appointment only and shall be limited to one (1) customer vehicle (or two (2) neighborhood vehicles) at a given time. Where applicable, and where on-site parking is available, an additional vehicle (or two (2) neighborhood vehicles) in waiting is permitted.

f. Traditional home-based instruction, such as, but not limited to, tutoring and music or swimming lessons or the like, is permitted where instruction is provided by only one (1) instructor to no more than three (3) students per class.

5. Major Home Occupation Standards

Major Home Occupations are defined as any home occupation that exceeds any of the Minor Home Occupation performance standards listed in Subsections 4.a through 4.e above. An applicant may seek a Special Exception from the Connected City Management Committee (CCMC) for a Major Home Occupation. The CCMC can allow Major Home Occupations if they meet the intent and purpose of the Code, Section 522.9.S.1.

CONNECTED CITY

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