



Town of Lauderdale-By-The-Sea
Development Services Department

To: Planning and Zoning Board
 Thru: Bud Bentley, Assistant Town Manager *BB*
 From: Linda Connors, Town Planner *LC*
 Date: August 9, 2012
 Meeting Date: August 15, 2012

Town Planner Report: Commission Priority #4 - Proposed amendments to Chapter 30 to Protect Single Family Neighborhoods and Address Safety, Historical and Archaeological Resources.

At the June 2011 budget workshop the Town Commission established seven planning priorities and subsequently hired JC Consulting (Cecelia Ward) to assist the Town in the analysis of these priorities. So far this year, we have completed three priorities, one has been postponed, one is the subject of this memorandum and another priority is also scheduled on this Planning and Zoning Board agenda. The status of each priority is shown in the following table.

TABLE 1

	Planning Priorities	Status
1.	Architectural Standards	Complete
2.	Hotel code amendments	Complete
3.	Sign code amendments	Complete
4.	Neighborhood Compatibility Standards	This Agenda Item
5.	Code Cleanup	On August PZB Agenda
6.	Architectural Design Guidelines	Drafting RFQ for consultant
7.	Comprehensive Plan amendments	State Changed Date to 2015

The purpose of this agenda item is to review the proposed amendments (**Exhibit I**) to Chapter 30 to protect single family neighborhoods and address safety as well as historical and archaeological resources, which is the Commission's Planning Priority #4.

Justification

When Cecelia Ward reviewed the Town's planning documents, she found that the Town's Land Development Regulations were not always consistent with the Goals, Objective and Policies (GOP's) and overall guiding principles in the Town's adopted Comprehensive Plan. Those GOPs supporting the proposed amendments that relate to Planning Priority #4 are included in **Exhibit 2**.

Proposed Amendments

The Land Development Code sections related to Planning Priority #4 (historic/archeological resources, neighborhood compatibility, schools and safety) are located in Section 30-71 Development Review Requirements, Section 30-122 Mandatory Site Plan Approval and Section 30-123 Application for final site plan approval. The consultant and staff have reviewed these sections of the code and proposed changes to implement this Priority. The proposed changes are included in Exhibit 1 in strikeout and underline format. As with all of our previous amendments, we have also reorganized these sections for clarity. A summary of the proposed changes are as follows:

1. Add language establishing that development review requirements are to be construed and applied consistent with the Town's Comprehensive Plan and with our site plan procedures and requirements.
2. Relocate existing language for clarification. For example, we moved all text related to the adequacy of public service requirements to the adequacy section (30-71(c)), and removed text from the adequacy section that was not an adequacy requirement and moved that language to a more applicable area of the code.
3. Add language updating the adequacy of school facilities so as to reference the interlocal agreement between the Town, Broward County and the Broward County School Board.
4. Add clarifying language and reorganized the Review for Compliance with Environmental Standards and Regulations section.
5. Add language requiring the consideration of lands containing historic or archeologically significant artifacts and relics. The proposed language requires properties that have been identified as having historical significance to provide a mitigation report. Should the site or property be determined to meet the criteria for National Register designation, then the mitigation report should be completed by a professional. The mitigation plan will be reviewed by DRC and the Town Commission in their final site plan review.
6. Add language that addresses Crime Prevention Through Environmental Design (CPTED) principles so as to minimize risk to public safety and reduce the potential for criminal activity.
7. Amend the language of mandatory site plan approval by deleting the reference to the Town Commission so that the language more accurately reflects our established site plan review procedures.
8. Add language that allows the Town's Development Service Director to waive submission requirements if the information is not applicable or essential to the review of a specific project for all types of applications in this section.
9. Add language that would require an applicant to submit a site lighting plan before final site plan approval.
10. Eliminate overlay zoning districts language (the districts were repealed in 2008) and amend the standards as to when renderings of a development would be required.
11. Amend the parallel parking standards.

12. Add language requiring the review of potential impacts on adjacent development. This review is based on compatibility and serves to implement several policies of our Comprehensive plan related to the prevention of incompatible uses

Procedure

After the Planning and Zoning Board's review and comment, staff will craft a proposed ordinance to be considered by the Commission at their August 21st meeting (first reading) and September 24th meeting (second reading).

Exhibits: Exhibit 1 - Strike-thru/Underline document
 Exhibit 2 - Comprehensive Plan Policies Relevant to Priority #4

Sec. 30-71. Development Review Requirements

(a) Conformity with the Comprehensive Plan.

The development review criteria contained herein shall be construed and applied to be consistent with the goals, objectives and policies of the Town's adopted Comprehensive Plan.

(b) Consistency with site development plan requirements.

Development shall be consistent with the site development plan requirements of Article IV Site Plan Procedures and Requirements of this chapter.

(c) Review for Adequacy of Public Services and Facilities: An application for development permit in the Town of Lauderdale-By-The-Sea must comply with the following requirements:

~~(a)~~ (1) Adequacy of regional road network.

The adequacy of the regional transportation network shall be determined based upon conditions at the time the final plat or site plan application is submitted in accordance with the following provisions:

~~(1)~~ a. Level of service (LOS). For the purpose of issuing development permits, the level of service for roadways in the Town are as follows:

SR A1A:	Maintain and Improve
Commercial boulevard:	Maintain
Collector roadways:	LOS "C" - Average Annual Daily Traffic
	LOS "D" - Peak Season Daily Traffic
	LOS "D" - Peak Hour Daily Traffic
Local street:	LOS "C"

~~(2)~~ b. Measurement of capacities. The procedure for the initial measurement of highway capacities is the Florida Department of Transportation Table of Generalized Daily Level of Service Maximum Volumes for use by local governments from January, 1989 to December, 1990. Alternately, highway capacity may also be determined through a detailed traffic engineering study of local conditions of traffic flow, field conditions and traffic operations. Such studies shall be technically developed and comply with proper and recognized traffic engineering procedures. All studies shall be evaluated by the Town, and/or other parties as the Town designates, for acceptability. In instances where the Town finds that the study does not

comply with proper and recognized traffic engineering procedures, the study results will not be accepted.

~~(3)~~ c. *Development subject to adequacy determination.*

a 1. For plats and replats, site plans or building permits where the property is unplatted or was platted, with plat approval received before March 20, 1979, all development of previously vacant land except that specified in subsection (c) below, shall be subject to adequacy determination.

b 2. For plats or replats, site plans or building permits where the property is unplatted or was platted, with plat approval received before March 20, 1989, all development of previously improved lands shall be subject to an adequacy determination for the additional trips to be generated by the development specified in the proposed note on the plat and the trips generated by any existing development. Existing development shall be construed to include previous development demolished no earlier than 18 months previous to the date the final plat is submitted, or the application for a site plan or building permit approval is submitted.

c 3. For a replat, or an amendment to a note on a plat, or a requirement to place a note on a plat, where property was platted after March 20, 1979, an adequate determination shall be required for those additional trips that equal the difference between the previous plat and the replat; or the previous note and the proposed amendment to the note; or the development approved by the Town Commission at the time of plat approval and the proposed note to be placed on the plat.

~~(4)~~ d. Traffic study required. All development applications, except for development applications where the traffic generation of new trips is less than 750 trips per day, shall submit a study identifying the traffic impact of the proposed development. The Town may also require traffic impact studies from development applications with less than 750 new trips per day in instances where existing traffic conditions warrant specific study.

The traffic impact study shall identify existing traffic volumes and existing level of service for average daily, peak hour and peak season daily conditions. The study area shall include the entire Town. The study shall identify the project's daily and peak hour trip generation, trip distribution and traffic assignment. An analysis of peak hour turning movements at project entrances shall be provided. Traffic conditions at project build-out shall be identified including existing traffic, background traffic and project traffic. The impact of the project traffic on the operating condition of SR A1A and Commercial Boulevard shall be identified. The impact of the project on the level of service of other Town collectors shall also be assessed. An evaluation of the need for traffic improvements at project entrances and at other roadway locations shall be provided.

~~(5)~~ e. Required determination.

a 1. Before a development permit is approved, the following findings shall be made:

1 i. The proposed development will not lower the level of service of arterials and collectors below the adopted levels. This includes SR A1A and Commercial Boulevard below LOS of the existing operating condition and Town collectors below LOS "C" for annual average daily traffic (AADT) and LOS "D" for peak season daily (PADT) and peak hour (PKHR).

2 ii. In instances where the proposed development will lower the level of service of Town arterials and collectors below the adopted LOS, the necessary improvements to provide the adopted LOS are under construction at the time a permit is issued, or are subject of an executed contract with a road contractor for immediate construction, or the necessary improvements are provided in an enforceable development agreement and will be available prior to certificates of occupancy, or the necessary improvements are included in the Town, Broward County or Florida Department of Transportation annual work program or capital improvement program.

3 iii. In instances where the existing level of service of Town arterials and collectors are below the adopted LOS, the necessary improvements to provide adopted LOS are under construction at the time a permit is issued, or are [the] subject of an executed contract with a road contractor for immediate construction, or the necessary improvements are provided in an enforceable development agreement and will be available prior to certificates of occupancy, or the necessary improvements are included in the Town, Broward County or Florida Department of Transportation annual work program or capital improvement program or there is an approved action plan to accommodate the traffic impact of the development.

4 iv. The development is found to have vested rights.

b 2. Dedication of right-of-way for Town arterials and collectors. The trafficways on the Broward County Trafficways Plan and trafficways as delineated in the Town's traffic circulation element of the Comprehensive Plan, which are located within the area proposed to be developed, shall be conveyed to the public by dedication on the face of the plat, deed or, if acceptable to the Town, by grant or easement.

~~(b)~~ (2) *Access to trafficways.*

A final plat of lands which abut or contain an existing or proposed trafficway shall be designed to facilitate the safe and efficient movement of vehicles between the trafficway and the proposed development and shall comply with the following standards and requirements:

~~(1)~~ a. Street capacities shall be determined by the standards established by the Highway Capacity Manual prepared by the Transportation Research Board of the National Research Council, Washington, D.C.

~~(2)~~ b. The geometric design of Town arterials shall conform to the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, prepared by the Florida Department of Transportation.

~~(3)~~ c. Trafficways shall conform to the criteria and characteristics established by and shown on the Broward County Trafficways Plan.

~~(4)~~ d. At the intersection of Town arterials and collector, a chord shall be drawn at the corner between the intersecting rights-of-way. This additional area shall be dedicated or provided by easement for traffic control equipment. At the intersection of arterials the chord shall be based on a 30-foot radius, at the intersection of collectors the chord shall be based on a 30-foot radius.

~~(5)~~ e. A nonvehicular ingress and egress line shall be delineated along the trafficways corridor except at those points of access not in conflict with the standards provided within this article.

~~(6)~~ f. Left-turn or right-turn lanes, or both, and bus pullout bays may be required dependent on the traffic study submitted in [sub]section 30-124(b).

~~(7)~~ g. Sidewalks adjacent to the development may be required pursuant to section 30-124(a)(13).

~~(8)~~ h. Ingress and egress easements may be required in order to provide joint use driveways for adjacent properties, pursuant to [sub]section 30-124(b)(4)c.8.

~~(9)~~ i. Additional right-of-way shall be conveyed to the public by dedication on the face of the plat, by deed, or, if acceptable to the Town, by grant of easement which is necessary for the ultimate construction of turn lanes, bicycle facilities, sidewalks, bus pullout bays, bus shelters, or roadway drainage facilities as required pursuant to section 30-124

~~(e)~~ (3) *Adequacy of water management.*

~~(1)~~ a. The proposed development shall be designed to provide adequate areas and easements for the construction and maintenance of a water management system to serve the proposed development and adjacent public rights-of-way in a manner which conforms to sound engineering standards and principles, and which will be provided in accordance with applicable provisions of the Town's Code of Ordinances and the local agency having water management review and permitting authority over the area.

~~(2)~~ b. The development order shall require that the applicant for a building permit demonstrate prior to the issuance of the building permit within the development that the

following levels of service standards, where applicable, will be met prior to the issuance of a certificate of occupancy:

- a 1. Buildings. The lowest floor elevation for buildings shall be no lower than the elevation for the respective area depicted on the "100-year Flood Criteria Map."
- b 2. Off-site discharge. Off-site discharge is not to exceed the inflow limit of South Florida Water Management District (SFWMD) primary receiving canal or the local conveyance system.
- c 3. Storm sewers. The design frequency applicable to storm sewers is the three-year rainfall intensity of the State Department of Transportation Zone 10 rainfall curves.
- d 4. Floodplain routing. Calculated flood elevations based on the ten-year and 100-year return frequency rainfall of three-day duration shall not exceed the corresponding elevations of the ten-year "Flood Criteria Map" and the "100-Year Flood Elevation Map."
- e 5. Antecedent water level. The antecedent water level is the higher elevation of either the control elevation or the elevation depicted on the map "Average Wet Season Water Levels."
- f 6. On-site storage. Minimum capacity above antecedent water level and below floodplain routing elevations shall be design rainfall volume minus off-site discharge occurring during design rainfall.
- g 7. Best management practices (BMP). Prior to discharge of surface or ground water, BMP's will be used to reduce pollutant discharge.

~~(d)~~ (4) *Adequacy of ~~portable~~ potable water service.*

~~(1)~~ a. Potable water service must be available prior to a certificate of occupancy to provide for the needs of the proposed development at the level of service of 290 gallons per year-round-resident person per day. The proposed development shall be designed to provide adequate areas and easements which may be necessary for the installation and maintenance of a potable water distribution system which will meet all applicable building, health, and environmental regulations, including Chapter 17-22, Florida Administrative Code.

~~(2)~~ b. A finding that potable water service is available at the adopted level of service must be based upon a demonstration that an existing water treatment facility has sufficient plant and network capacity to provide for the potable water needs of the application and for other developments in the service area which are occupied, available for occupancy, for which building permits are in effect or for which potable water treatment capacity has been reserved. If potable water service is not available, but will be made available, any development order shall be conditioned on such availability. A finding that potable water service will be made available at the adopted level of service must be based upon a demonstration that there is a fiscally

feasible plan to construct or expand a water treatment facility which will have sufficient plant and network capacity to provide for the potable water needs of the development proposed by the application prior to the issuance of certificates of occupancy for that development, and for other developments in the service area, which are occupied, available for occupancy, for which building permits are in effect or for which potable water treatment capacity has been reserved.

~~(3)~~ c. An agreement will be required between the Town and the developer prior to the issuance of a building permit to provide for the expansion of water treatment facilities necessary to service the proposed development. Town or County Commission approval of an application for plat approval shall not be construed to effect a reservation of potable water plant or network capacity, or a commitment to provide service.

~~(e)~~ (5) *Adequacy of wastewater treatment and disposal services.*

~~(1)~~ a. Wastewater treatment and disposal services must be available prior to occupancy to provide for the needs of the proposed development at the adopted level of service of 225 gallons per year-round-resident per day. The proposed development shall be designed to provide adequate areas and easements which may be necessary for the installation and maintenance of a wastewater disposal system which will meet all applicable health and environmental regulations.

~~(2)~~ b. A finding that wastewater treatment and disposal services are available at the adopted level of service must be based upon a demonstration that an existing wastewater treatment and disposal facility has sufficient plant and network capacity to provide for the wastewater treatment and disposal needs of the development proposed by the application and for other developments in the service area which are occupied, available for occupancy, for which building permits are in effect or for which wastewater treatment or disposal capacity has been reserved. If existing capacity is unavailable, conditional approval may be granted if it is shown that there is a fiscally feasible plan to construct or expand a wastewater treatment and disposal facility which will have sufficient plant and network capacity to provide for the treatment and disposal needs of the development proposed by the application prior to the issuance of certificates of occupancy for that development, and for other developments in the service area which are occupied, available for occupancy, for which building permits are in effect or for which wastewater treatment or disposal capacity has been reserved.

~~(3)~~ c. An agreement will be required between the Town and the developer prior to the issuance of a building permit for the expansion of water/wastewater treatment and disposal facilities necessary to service the proposed development.

~~(4)~~ d. Town or County Commission approval of an application for plat approval shall not be construed to effect a reservation of wastewater capacity or commitment to provide service.

~~(f)~~ (6) *Adequacy of solid waste disposal sites or facilities.*

~~(1) a.~~ Solid waste disposal sites or facilities shall be available prior to occupancy to provide for the needs of the proposed development at the level of service of seven and one-tenth (7.1) pounds per year-round-resident per day.

~~(2) b.~~ A finding that solid waste disposal sites or facilities are available must be based upon a demonstration that existing solid waste disposal sites or facilities have sufficient capacity to provide for the solid waste disposal needs of the development proposed by the application and for other developments in the service area which are occupied, available for occupancy, for which building permits are in effect or for which solid waste disposal capacity has been reserved. If existing capacity is unavailable, conditional approval may be granted if it is shown that there is an economically and fiscally feasible plan to expand solid waste disposal site so that sufficient capacity will be available for the solid waste disposal of the development proposed by the application and for other developments in the service area which are occupied, available for occupancy, for which building permits are in effect or for which solid waste disposal capacity has been reserved.

~~(g) Consideration of hazardous material disposal services and impact on air quality and wellfield protection.~~

~~An application for a development permit shall be reviewed to determine the adequacy of hazardous material treatment and disposal services, as well as, the proposed development's impact on air quality and wellfield protection. Review shall be pursuant to the Broward County Environmental Quality Control Board's Code of Regulations, and any other standards which may be adopted by the Town Commission by amendment to this article.~~

~~(1) Violation of environmental regulations. An application for a development permit may be denied or approved with appropriate conditions where the property is subject to a notice of violation of an environmental regulation by a County, State or Federal agency, which violation the Town Commission determines makes all or part of the land unsuitable for development.~~

~~(h) (7) Adequacy of school facilities.~~

~~An application for a development permit shall be reviewed to determine the adequacy of educational facilities to serve the needs of the future residents of the developed area. Pursuant to the Amended Interlocal Agreement for Public School Facility Planning (ILA), the applicant, in collaboration with the Town, Broward County and the School Board of Broward County, shall ensure that public school facilities will be available for current and future students consistent with available financial resources and adopted level of service standards and that such facilities are available concurrent with the impact of proposed residential development.~~

~~(i) Protection of air navigation.~~

~~If the plat or site plan includes property subject to notice requirements of Federal Aviation Regulations (FAR) Part 77, Subpart B, development within the plat or site plan must receive an FAA determination that it does not constitute a hazard to air navigation or require operational modifications to the airport to avoid such a hazard. The note on the plat or site plan shall specify this restriction.~~

~~(j) — Conformity to the land use plan.~~

~~The development of land within the Town shall conform to the Broward County Land Use Plan, or the Town's future land use element as certified by the Broward County Planning Council.~~

~~(k) — Design of development.~~

~~The design of a final plat shall be consistent with the site development plan requirements of Article IV of this chapter.~~

~~(l) — (8) Adequacy of solid waste collection service.~~

Solid waste collection service will be available prior to occupancy to provide for the needs of the proposed development.

~~(m) — (9) Adequacy of fire protection service.~~

a. Fire protection service will be adequate to protect people and property in the proposed development.

b. A finding that adequate fire protection service is available and shall be based upon a determination that all ~~proposed development meets the following requirements:~~(1) ~~(a) Water supply.~~ Water supply facilities either existing or proposed to be constructed by the developer shall be adequate to meet the fire protection needs of the proposed development.

~~(n) — (10) Adequacy of Police protection service.~~

Police protection service will be adequate to protect people and property in the proposed development.

~~(o) — (11) Adequacy of local parks and recreation facilities.~~

Land suitable for residential development pursuant to the applicable land development regulations shall be designed to provide for the park, open space and recreational needs of the future residents of the developed area.

(d) Review for Compliance with Environmental Standards and Regulations:

(1) An application for a development permit shall be reviewed pursuant to applicable federal, state, regional and local environmental regulations, including any applicable Broward County environmental standards and requirements, and any other environmental standards as may be applicable and necessary to determine that the proposed development has adequately addressed:

- a. hazardous material treatment and disposal services;
- b. impact on air quality, smoke, emissions of particulate matter;
- c. impact on wellfield protection; and

d. impact on environmentally sensitive lands.

(2) Violation of environmental regulations. An application for a development permit may be denied or approved with appropriate conditions where the property is subject to a notice of violation of an environmental regulation by a County, State or Federal agency, which violation the Town Commission determines makes all or part of the land unsuitable for development.

(e) Consideration of Lands Containing Historic or Archaeologically Significant Artifacts or Relics

(1) If the proposed site plan includes any land designated as having historic or archaeological significance in the Town's Comprehensive Plan or the Broward County Land Use Plan Map Series or is listed in the Florida Master Site File, then site plan approval shall include provisions for the management of the historic or archaeological site based on the level of significance attributed to such site.

(2) If the site is evaluated as eligible to meet criteria for National Register listing, than the provisions required by subsection 1 shall be based upon an archaeological or historic report prepared by a professional archaeologist or historic preservationist and submitted by the applicant. The report shall include the history of the site, field survey methods, an assessment of the archaeological significance of the site and proposed plan for mitigating impacts.

(3) The DRC will review the mitigation plan submitted by the applicant, and provide a recommendation to the Town Commission. The Town Commission will consider the proposed mitigation plan and the DRC recommendation in approving a final site plan for the archaeological or historic site.

(f) Protection of air navigation.

If the plat or site plan includes property subject to notice requirements of Federal Aviation Regulations (FAR) Part 77, Subpart B, development within the plat or site plan must receive an FAA determination that it does not constitute a hazard to air navigation or require operational modifications to the airport to avoid such a hazard. The note on the plat or site plan shall specify this restriction.

(g) Crime Prevention Through Environmental Design (CPTED) Review Requirements

An application for development review shall demonstrate compliance with the following Crime Prevention Through Environmental Design (CPTED) principles so as to minimize the risk to public safety and reduce the potential for criminal activity:

(1) Natural Surveillance –Natural surveillance that promotes design features that maximize visibility of people, parking areas, building entrances, and vulnerable interior spaces thereby reducing crime opportunity by increasing offenders' risk of being observed.. Such design features may include but not be limited to the placement of doors and windows that look out on to streets and parking areas, and designs that encourage pedestrians and on-lookers to use sidewalks, paths, and front yard areas. Natural surveillance is also facilitated by adequate sightlines and lighting.

- (2) Territorial Reinforcement – Physical design that helps to create or extend a sphere of influence, which increases offenders’ sense of risk and legitimate users’ sense of territorial control. Physical features that clearly define property lines and distinguish private spaces from public spaces may include, but not be limited to the use of such elements as landscape plantings, pavement designs, gateway treatments, among other devices.
- (3) Natural Access Control – Physical strategies that decrease crime opportunity by denying or delaying access to crime targets and creating a perception of increased effort and risk in offenders. Streets, sidewalks, building entrances, and neighborhood gateways should be utilized to clearly indicate public routes and discourage access to private or off-limit areas with structural elements. Target hardening may also be achieved by the use of physical features that prohibit or delay entry or access, including, for example, window locks, door dead bolts and metal door frames, bollards, gates, and planters.
- (4) The use of "dead space" for activities and maintenance of the built environment - as may be required by the Town in order to demonstrate compliance with CPTED principals.

Sec. 30-121. - Mandatory Site Plan Approval.

Approval by the ~~Town Commission~~ of a final site plan is required prior to any development of land in the Town of Lauderdale-By-The-Sea.

(a) *Exempt development.*

Notwithstanding any other provision of this article, the following activities shall not require compliance with this section:

- (1) The deposit and contouring of fill on land.
- (2) Implementation, by a governmental entity, of a water management plan approved by the Town Commission, as such plan relates to an approved development of regional impact (not conceptual development of regional impact).
- (3) Construction of a single-family home on an existing single-family lot.
- (4) Construction of a single-family home [or] duplex on an existing single lot.

Sec. 30-122. - Application for conceptual or preliminary site plan review.

(a) *Necessity of filing.*

If the location, design, size, impact or other special problem of a proposed development warrants, the DRO may require an applicant to file an application for preliminary site plan review prior to filing an application for final site plan approval. In all other cases, an applicant has the option of filing an application for conceptual site plan or preliminary site plan review prior to filing an application for final site plan approval.

(b) *Procedures.*

An application for conceptual or preliminary site plan review shall be filed and processed pursuant to subsection 30-54(a)–(e) of this chapter.

(c) *Submission requirements; conceptual site plan.* A conceptual site plan shall include the following information unless waived by the Development Services Director upon a determination that such information is not applicable or not essential to the review of a specific project:

- (1) Legal description.
- (2) Schematic representation of proposed use.
- (3) Schematic representation of major vehicular circulation within the site.
- (4) Schematic representation of points of connection to the public right-of-way.
- (5) Schematic representation of drainage system, including retention areas, swales and direction of drainage flow.
- (6) Computation of proposed number of dwelling units and the total acreage for residential use and approximate square footage of building for nonresidential use.
- (7) Indication of type of water and sewage disposal to be used.

(d) *Submission requirements; preliminary site plan.*

An application for preliminary site plan review shall include a development plan, the overall size of which shall be 24 inches by 36 inches, drawn to scale, not smaller than one inch equals 50 feet, and shall include the following unless waived by the Development Services Director upon a determination that such information is not applicable or not essential to the review of a specific project:

- (1) Legal description.
- (2) Site boundaries clearly identified, and tie to section corners.
- (3) A survey prepared by a Florida-registered land surveyor, certified as to meeting the requirements of Chapter 21HH-6, Florida Administrative Code, reflecting existing natural features, such as topography, vegetation, and waterbodies. Any existing structures and paved areas which will remain on the property after construction shall be included in the survey.
- (4) Proposed land uses.
- (5) Location and height of all structures and total floor area with dimensions to lot lines, and designation of use.
- (6) Building separations.
- (7) Vehicular circulation system for cars, bicycles and other required vehicle types, with indication of connection to public rights-of-way. Location of all parking and loading areas.
- (8) All adjacent rights-of-way, with indication of ultimate right-of-way line, center line, width, paving width, existing median cuts and intersections, street light poles and other utility facilities and easements.
- (9) Pedestrian circulation system.

- (10) Provider of water and wastewater facilities.
- (11) Existing and proposed fire hydrant locations and watermain sizes.
- (12) The following computations:
 - a. Gross acreage.
 - b. Net acreage. Gross acreage covered by the property excluding road easements and rights-of-way, if any.
 - c. Number of dwelling units and density for residential uses only.
 - d. Square footage of ground covered by buildings or structures and designation of use.
 - e. Required number of parking spaces.
 - f. Number of parking spaces provided.
- (13) Schematic representation of drainage system including retention areas, swales and direction of drainage flow.
- (14) Indication of existing native vegetation and portion that will be preserved.
- (15) Site plan location sketch.
- (16) Computation of pervious, impervious, and paved surface, in square footage and percentage.
- (17) Geometry of all paved areas including centerlines, dimensions, radii and elevations.
- (18) The location of the coastal construction control line (CCCL), if applicable, and the building envelope and building setbacks.

(e) *Committee review.*

The Development Review Committee shall review an application for conceptual or preliminary site plan review and shall discuss with the applicant any steps necessary to bring the application into compliance with the requirements for final site plan approval of this article.

Sec. 30-123. - Application for final site plan approval.

(a) *Procedures.*

An application for final site plan approval shall be filed and processed pursuant to subsection 30-124(a)–(e) of this chapter.

(b) *Submission requirements.*

An application for final site plan approval shall include the following information unless waived by the Development Services Director upon a determination that such information is not applicable or not essential to the review of a specific project:

(1) A development plan, the overall size of which shall be 24 inches by 36 inches, drawn at a scale not less than one inch equals 50 feet and depicting the following:

- ~~(1)~~ a. All information required for a preliminary site plan.
- ~~(2)~~ b. Location of trash and garbage disposal system and provisions for accessibility to garbage trucks.

~~(3) c.~~ Loading areas and provisions for accessibility to vehicles of the required type.

~~(4) d.~~ Areas for emergency vehicles and fire engines, and provisions for accessibility to vehicles of the required type.

~~(5) e.~~ Location of all drainage features, and retention areas, if any.

(6) Schematic water and sewer plans.

~~(7) f.~~ A landscape plan demonstrating compliance with applicable landscape regulations.

g. Site Lighting Plan

~~(8) h.~~ Building floor plans.

~~(9) i.~~ Proposed building materials and colors. Building colors shall be designated in accordance with a color or paint code generally accepted in the industry. The applicant shall provide samples of the building materials at the Planning and Zoning Board and/or Town Commission hearing. The building materials and color samples shall be retained by the Town for the purpose of comparing the completed development with the approved materials and colors.

~~(10) j.~~ Front, side and rear elevations of all buildings showing concealment of all mechanical or accessory equipment located on the roof.

~~(11) k.~~ For presentation purposes, the applicant shall prepare and present to the Planning and Zoning Board and/or to the Town Commission, as applicable, a landscape, site plan and building elevations which have been colored to accurately reflect the colors and materials of the proposed development. Upon approval of the final site plan the colored site plan and elevations shall be retained by the Town for the purpose of comparing the completed development with the approved plans. Upon approval of the final site plan the applicant shall submit to the Town color photographs, eight inches by ten inches in size, of the colored site plan and building elevations to be retained by the Town for the purpose of comparing the completed development with the approved plans.

~~(12) When the project is in an overlay zoning district and the project construction costs will exceed \$1,000,000 dollars, a scale model of the project which shall demonstrate the features and quality of the project and which, following approval shall be available to the Town Commission and the public for review. The model shall be submitted prior to Town Commission review of the application for site plan approval.~~

(2) Renderings if the submittal is a Major Site Plan application or if the improvement 1) is visible from any public right-of-way, 2) is to a building façade or 3) involves the renovation or expansion of more than 25% of the building area. Such renderings shall include:

a. Street-level perspective drawings as one would view the project from a pedestrian level, with ground truths to depict and determine the appropriate scale of the project.

b. Oblique aerial drawings from opposing view which indicate the mass outline of all proposed structures, including the outlines of adjacent, existing and previously approved structures.

c. Context plan indicating the proposed development and outline of nearby properties with uses and height labeled

(c) *Committee Review and Board and Commission approval.*

The Development Review Committee (DRC) shall review the application for final site plan approval for conformity to the requirements of this article and shall make one of the following determinations:

- (1) That the application meets the requirements of this article, in which case the Development Review Committee shall submit the application for review by the Planning and Zoning Board. The Planning and Zoning Board will then prepare a recommendation for the consideration of the Town Commission. The Town Commission will then consider the site plan, the recommendation of the Planning and Zoning Board and public comments prior to approval or denial of a site plan. The DRO or a designee, after receiving evidence of approval by the Town Commission, shall indicate such an approval by signing the final site plan. A final site plan signed by the DRO pursuant to this subsection shall constitute a development order granting an application for final site plan approval.
- (2) That the application does not meet the requirements of this article in which case the Planning and Zoning Board and/or Town Commission shall direct the DRO to issue a development order denying the application.
- (3) That the application does not meet the requirements of this article, but that the required changes to the application do not warrant filing a new application, in which case the applicant will be allowed to submit a corrected site plan to the DRO within 30 calendar days of the meeting. At a meeting no later than the next regular meeting occurring at least ten working days after the corrected application has been filed, the Development Review Committee shall act on the corrected application as provided in this section.
- (4) That the application does not meet the requirements of this article, but that the required changes to the application are of such a minor nature that an additional review by the Development Review Committee, Planning and Zoning Board and/or Town Commission is not warranted, in which case the DRO shall approve the application for final site plan with specified conditions, including conformance to the specified conditions, [and] shall indicate such approval by signing the final site plan.

(d) *Review site plan.*

If an applicant's development plans change after previously receiving final site plan approval, the applicant may file an application for revised final site plan approval with the DRO. In such cases, the procedures of this section shall be repeated; provided, however, that minor deviations from an approved final site plan may be approved by the DRO.

(e) *Conformity to recorded plat.*

If a final site plan depicts land previously recorded by plat, the application for final site plan approval shall conform to such plat.

(f) *Conformity to zoning regulations.*

Development depicted in a final site plan shall conform to all applicable Town zoning ordinances and regulations.

(g) *Effective period of final site plan approval.*

(1) Upon approval of a site plan by the Town Commission, the applicant shall have one year to obtain a building permit for an above-ground principal structure as shown on the approved site plan from the Town's permitting authority when the property which is the subject of the site plan is west of the coastal construction control line and 18 months when the property is east of the coastal construction control line.

(2) The granting of approval for a major site plan amendment recommences the running of the above referenced time periods. The granting of approval of a minor site plan amendment does not recommence the running of the above referenced time periods.

(3) If an application [applicant] fails to secure a building permit in allowed time, all previous approvals shall become null and void.

(4) A clearing and grubbing permit shall not constitute a building permit for site plan review purposes.

(5) The Town Commission, at its discretion, may extend the approval of a site plan for an additional time period, not to exceed one year, provided a request for extension is filed prior to the expiration of the original one-year period. In granting such extensions the Town Commission may require modifications to or impose additional conditions on the site plan.

Sec. 30-124. - Site plan requirements.

Development depicted in a site plan shall meet the following requirements:

(a) *Site plan design.*

(1)

Off-street parking facilities.

a. General design requirements. Internal site circulation shall follow a functional classification and hierarchical design criteria to assure that the movements between the public right-of-way, and the parking stall, are conducted in an efficient and orderly manner. All streams of departing traffic from the parking stalls in a parking lot shall be assembled and delivered to an internal collector facility that combines them into a few concentrated streams which will then be connected to the public right-of-way at a properly spaced access location.

b. Functional elements of on-site circulation system. Car parking stalls, parking aisles, driveways, reservoir areas and entrances are the basic functional elements of the on-site circulation system. Additional elements, including but

not being limited to perimeter roads, rear collector roads, service roads within the proposed development, left-turning lanes, right-turning lanes, traffic lights, frontage roads in the public right-of-way immediately adjacent to the proposed development may also be required, pursuant to this article.

1. Parking stalls and aisles.

~~(a)~~ i. The minimum size (in feet) of a vehicular parking stall space shall be as follows:

- 9' x 18'—Standard space
- ~~9' x 23'~~ 8.5' x 20'—Parallel space
- 10' x 25'—Loading space
- 12' x 18'—Handicap space
- 8' x 15'—Compact space

~~(b)~~ A standard parking stall shall be nine feet wide by 18 feet deep.

~~(c)~~ ii. All required parking stalls shall have direct and unobstructed access from a parking aisle unless waived by the DRC and appropriate board or commission.

~~(d)~~ iii. No parking stall shall directly abut a driveway unless waived by the DRC and appropriate board or commission.

~~(e)~~ iv. Access for emergency fire vehicles shall be in accordance with fire protection standards.

~~(f)~~ v. All off-street parking areas shall be so arranged and marked as to provide for orderly safe loading, unloading, parking and storage of vehicles with individual parking stalls clearly defined with directional arrows and traffic signs provided as necessary for traffic control.

~~(g)~~ vi. Acceptable plans must illustrate that proper consideration has been given to the surrounding street plan, traffic volumes, proposed street improvements, vehicular street capacities, pedestrian movements and safety.

~~(h)~~ vii. All parking areas shall be so arranged that if there are ten or more contiguous parking stalls along the same parking aisle, the 11th space shall be a landscaped peninsula a minimum of five feet in width. Other suitable solutions or innovative designs may be submitted when approved by the DRC and appropriate board or commission.

~~(i)~~ viii. Acceptable plans for off-street parking shall designate not more than 25 percent of the total parking spaces as compact parking spaces.

2. Driveways.

~~(a)~~ i. All parking aisles shall connect to a driveway.

~~(b)~~ ii. A parking lot which exceeds 60 parking stalls shall be designed with at least one two-way directional driveway loop system connecting the entrance to the parking stalls and the principal building. Other innovative designs may be substituted when approved by the DRC and appropriate board or commission.

~~(c)~~ iii. The minimum distance from a driveway, service drive, parking stall, or parking aisle, to a structure or property line shall be five feet, except at a drive-in teller or pick-up window. The minimum distance to a driveway, service drive, or parking aisles from a right-of-way shall be ten feet where there is no connection between the driveway and the street.

~~(d)~~ iv. Two-way driveways shall be a minimum of 24 feet wide. Required widths shall be increased according to vehicle type or if the number of parking stalls connected or the number of trips generated justifies such increase.

~~(e)~~ v. One-way driveways shall be a minimum of 15 feet wide. Required widths shall be increased according to vehicle type or if the number of parking stalls connected or the number of trips generated justifies such an increase in width.

~~(f)~~ vi. Any off-street parking facility shall have either driveway approaches of sufficient width to allow for two-way traffic, or one-way driveways connected to aisles, parking areas or maneuvering areas in such a manner as to permit traffic to both enter and leave the property, facing forward, at the same time. A driveway which is only wide enough for one-way traffic shall not be used for two-way access.

~~(g)~~ vii. Driving aisles: Two-way driving aisles shall be a minimum of 24 feet wide; one-way driving aisles shall be a minimum of 12 feet wide, clearly marked for one-way traffic.

~~(h)~~ viii. Drive-through requirements: Drive-through service windows, lanes, markings and stacking spaces required.

~~(1)~~ aa. Businesses that provide a drive-through service are required to provide drive-through service lane or lanes, whether for stacking or queuing, as separate and distinct lanes from the circulation lanes necessary for entering or exiting the property.

~~(2)~~ bb. Each drive-through lane shall be separated from other on-site lanes. Each such drive-through lane shall

be curbed, striped, marked or otherwise distinctly delineated.

~~(3)~~ cc. Drive-through lanes shall not conflict, or otherwise hamper access, to or from any parking space.

~~(4)~~ dd. Pedestrian walkways shall be clearly separated from drive-through lanes.

~~(5)~~ ee. No drive-through speaker box shall be directed to face a residential zoning district.

~~(6)~~ ff. Stacking spaces necessary for the provisions of drive-through lanes shall be determined using the following table:

Type of Facility	Inbound Vehicles	Outbound Vehicles
Drive-thru bank tellers	6 spaces per service position	1 space per service position
Drive-thru bank, automatic tellers	3 spaces per service position	1 space per service position
Drive-thru restaurant (measured from pick-up window)	6 spaces per service position	1 space per service position
Drive-thru coffee/espresso restaurant or café	3 spaces per service position	1 space per service position
Laundry	3 spaces per service	1 space per service

	position	position
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~~(7)~~ gg. A stacking space is hereby defined as a space within a vehicular use area for the temporary stopping of a vehicle awaiting service as provided in this section. A stacking space shall be 22 feet long by ten feet wide. A stacking space shall be located in an area within a parking facility which is not used for any other vehicular use such as access, parking, site circulation or loading.

~~(8)~~ hh. Inbound stacking requirements shall be counted from the first stopping point. Outbound stacking requirements shall be counted from the last stopping point.

~~(9)~~ ii. Each stacking space shall be clearly defined on the site plan and shall be in a location that does not conflict or interfere with other traffic entering, using, or leaving the site. Design configuration shall be such that there shall be no backing into the street permitted.

~~(10)~~ jj. Each proposed drive-through business shall be analyzed for consideration of vehicular circulation for other cars, pedestrian circulation, and ADA accessibility.

~~(11)~~ kk. Any business not listed shall have the same requirements as the most similar use described above, as determined by the Development Services Director.

3. Circulation design. A parking lot abutting a trafficway shall be designed for full circulation. A parking lot abutting a street other than a trafficway may be designed for partial circulation.

4. Parking and loading areas to be curbed. Except for one-family and two-family dwellings, all parking and loading areas shall be constructed with a six-inch raised curb or bumper blocks located a minimum distance of seven feet behind the street right-of-way line and other property lines along sidewalks, safety islands, driveways, sight distance triangles, and other places as needed unless determined to be unnecessary by a finding of the Town that given the particular circumstances of the site such curb can be eliminated in certain areas without creating safety hazards. The raised curb shall be constructed in such a manner as to prevent vehicles from crossing sidewalks or other pedestrian walkways, other than by means of an approved driveway approach.

(2) Loading facilities.

- a. Truck loading and unloading areas may be required for all buildings and establishments which receive and/or ship materials or merchandise by truck. The number of loading spaces will be determined by the DRC and appropriate board or commission.
- b. Off-street truck loading shall be required except as provided in [subsection] c. below. The off-street loading facility shall be designed to accommodate both the parking of and maneuvering of the design vehicle exclusive of those areas designated for aisles, driveways or parking stalls.
- c. On-street loading shall be permitted on alleys and on a local cul-de-sac street abutting commercial development. Where permitted such on-street loading areas shall berth the design vehicle exclusive of the public right-of-way.

(3) Vehicular reservoir areas. Adequate reservoir capacity shall be required for both inbound and outbound vehicles to facilitate the safe and efficient movement between the public right-of-way and the development. An inbound reservoir shall be of sufficient size to ensure that vehicles will not obstruct the adjacent roadway, the sidewalk and the circulation within the facility. An outbound reservoir shall be required to eliminate backup and delay of vehicles within the development.

- a. Design. A reservoir area shall be designed to include a space of 12 feet wide by 22 feet long for each vehicle to be accommodated within the reservoir area and so that vehicles within the reservoir area do not block parking stalls, parking aisles or driveways of off-street parking facilities.
- b. Adjacent to trafficway. The number of vehicles required to be accommodated within a reservoir area adjacent to a trafficway shall be in conformance with the Town's design standards.
- c. Adjacent to nontrafficway street. All off-street parking facilities shall provide a reservoir area at the point(s) of connection of a driveway with a public right-of-way. The reservoir area for any residential use other than single-family detached or commercial use shall accommodate at least one percent of the number of parking stalls served by the driveway. For parking lots with fewer than 100 cars, the reservoir area shall be able to accommodate at least one car.

(4) Access for vehicles other than automobiles.

- a. Structures intended for principal uses shall be made accessible to the following type of vehicles:

Residential uses, other than single-family or duplex: Single unit truck (SU)

Commercial uses: Single unit truck and semi-trailer (WB-40) combination intermediate

Definitions of, as well as, required specifications for the above vehicle types shall be those found in the American Association of State Highway and Transportation Officials (AASHTO) Geometric Highway Design.

b. All buildings other than single-family or duplex residences shall be accessible to fire apparatus from two sides. Fire engines shall be considered as a WB-40 as defined by the AASHTO Geometric Highway Design. The area required to meet the AASHTO design standards shall be paved or treated to ensure support to a sixteen-ton weight vehicle. This area shall be maintained free of trees and bushes and shall be clearly designated for this purpose.

c. Fire lanes shall be provided for all buildings or any part thereof which are set back more than 150 feet from the ultimate right-of-way line of a public road, or which exceed 30 feet in height and are set back more than 50 feet from the ultimate right-of-way line of a public road. Fire lanes shall be at least 20 feet in width with a minimum of ten feet provided between the fire lane and any adjacent building. Any dead-end road more than 300 feet long shall be provided with a turn around area at the closed end. The turn around area shall be a minimum of 90 feet in diameter.

d. Required parking spaces, parking aisles and driveways shall not be used as loading or parking areas for any type of vehicle including emergency vehicles other than automobiles.

(5) Setbacks.

a. Development adjacent to a trafficway shall comply with a ten-foot building setback requirement.

b. Any yard abutting a nontrafficway street shall be considered a front yard. The front yard requirement for any building construction along a nontrafficway shall be a minimum of five feet in depth measured from the ultimate right-of-way line where applicable.

c. Any fence or hedge which will cause a sight visibility obstruction within 100 feet of a driveway or cross street, which is to be installed along a nontrafficway collector street shall be set back a minimum of five feet from the ultimate right-of-way line of the collector.

(6) Driveway entrance from public right-of-way. If a driveway connects development to a trafficway, or a street within a trafficway corridor, the provisions of subsection 30-124(b) shall apply. The following requirements apply to driveways connecting development to a nontrafficway corridor street.

a. Design requirements.

1. The area within the development to which the driveway provides access shall be of sufficient size to allow all necessary functions for loading, unloading, and parking maneuvers to be carried out on private property and completely off the street right-of-way unless waived by the DRC.

2. The minimum distance from the ultimate right-of-way line at any ingress or egress driveway to any interior service drive or parking stall with direct access to such driveway shall be 22 feet.

3. In the case of a main ingress or egress point to a public street or highway from a site of a major development, that provides more than 750 trips per day such as a shopping center or multiple-family development the minimum distance from the ultimate right-of-way line of the driveway to any interior service drive or parking stall having direct access to such driveway shall be based on the amount of traffic utilizing the drive as determined by the DRC and appropriate board or commission.

b. Number and location of driveway entrances. In order to provide the maximum safety with the least interference to the traffic flow on public streets, and to provide ease and convenience in ingress and egress to private property, the number and location of driveways shall be regulated relative to the intensity or size of the property served and the amount of frontage which that property has on a given street as follows:

1. One driveway shall be permitted for ingress and egress purposes to a single property or development.

2. Two driveways entering on a particular street from a single property or development may be permitted if all other requirements of this section are met and if the minimum driveway spacing between the two driveways equals or exceeds 50 feet.

3. Three driveways entering on a particular street from a single property or development may be permitted if all other requirements of this section are met and if the minimum driveway spacing between adjacent driveways equals or exceed 100 feet.

4. In general, not more than three driveways will be permitted from a single property or development. However, in the case of extensive property development (property exceeding ten acres in total land area and/or containing more than 1,000 parking stalls), additional driveways may be permitted provided all other requirements of this section are met and the minimum driveway spacing between adjacent driveways equals or exceeds 300 feet.

5. The minimum driveway spacing between driveways on adjacent properties shall be 50 feet. This driveway spacing may be modified by the DRC and appropriate board or commission if a traffic engineering study acceptable to the Town demonstrates that public safety will not be adversely affected by such modification.

c. Driveway entrance width according to type.

1. Ramp-type or swale-type driveway entrance. Except as provided in subsection 2 below all driveways shall be constructed with the standard ramp-type or swale-type driveway entrance and shall conform to the width requirements in the Town's design standards.

2. Street-type driveway entrance. Construction of a street-type driveway shall be required for entrances of any development which includes a parking area for 300 or more vehicles or where the development anticipates substantial loading or trucking operations. Such driveway shall be a minimum width of 30 feet and a maximum width of 60 feet.

d. Limitations on driveway entrance improvements.

1. There shall be a minimum of 15 feet of straight tangent length between a driveway and the radius return or chord of the ultimate right-of-way line of an intersection of local streets. At all other intersections the minimum straight tangent length shall be 50 feet.

2. There shall be a minimum of 45 feet between the closest radius return of a driveway and the intersection of local street ultimate right-of-way lines. At all other intersections the distance shall be 80 feet.

3. No driveway entrance shall include any public facility such as traffic signal poles, crosswalks, loading zones, utility facilities, fire alarm supports, meter boxes, sewer clean outs, or other similar type structures.

4. Within the ultimate right-of-way limits, the maximum recommended driveway grade is approximately three percent. The maximum allowable grade is 4.2 percent or one-half inch per foot. The maximum slope immediately beyond the ultimate right-of-way line shall not change in excess of five percent for either angle of approach or break over angle. Variations from these standards shall be permitted if adherence to these standards would cause incompatibility with existing swales.

5. Existing driveway approaches shall not be relocated, altered, or reconstructed without approval for relocation, alteration, or reconstruction of such driveway approaches. When the use of any driveway approach is changed, making any portion or all of the driveway approach unnecessary, the developer of the abutting property shall obtain a permit to abandon the driveway approach and shall, at the developer's expense, replace all necessary curbs, gutters, swale areas and sidewalks.

6. If the closest intersection involves two streets classified as arterial or collector, then traffic movements to and from any driveway within 125 feet of an intersection with a collector and 250 feet of an intersection

with an arterial shall be limited to right turns only unless waived by the DRC and appropriate board or commission.

7. No driveway shall be constructed prior to issuance of a permit for work in the right-of-way by the appropriate governmental agency.

(7) Limitations on improvements in the ultimate right-of-way. No obstructions of any type which are deemed unsafe by FDOT or the Town shall be left in the ultimate right-of-way as a result of any improvements in the ultimate right-of-way.

(8) Sight distance.

a. Cross-visibility requirements at the intersection of driveways and public rights-of-way. If a driveway intersects a public right-of-way, there shall be no sight obstruction within a triangular area of property on both sides of a driveway formed by the intersection of each side of the driveway and the ultimate right-of-way line with two sides of each triangle being ten feet in length from the point of intersection and the third side being a line connecting the ends of the two other sides.

b. Cross-visibility requirements at pedestrian crosswalks and other areas of pedestrian concentration. If a crosswalk intersects a vehicular access aisle, driveway or an ultimate right-of-way, there shall be no sight obstruction within a triangular area of property on both sides of a crosswalk or walkway formed by the intersection of each side of the walkway and the ultimate right-of-way line or aisle with two sides of each triangle being ten feet in length from the point of intersection and the third side of being a line connecting the ends of the two sides.

c. Sight triangles.

1. Within the triangular areas described above, it shall not be permissible to install, set out, to maintain, or to allow the installation, setting out or maintenance of, either temporarily or permanently, any vehicular parking space, sign, wall, hedge, shrubbery, tree, earth mound, natural growth or other obstruction of any kind which obstructs cross-visibility at a level between 30 inches and eight feet above the level of the center of the adjacent intersection. Any wall or fence within the sight triangle must be constructed in such a manner as to provide adequate cross-visibility over or through the structure between 30 inches and eight feet in height above the driving surface.

2. The following will be permitted within the triangular area described above:

(a) i. Trees having limbs and foliage trimmed in such a manner that no limbs or foliage extend into the area between 30 inches and eight feet above the level of the center of the adjacent intersection. Trees must be so located so as not to create a traffic hazard. Landscaping except required grass or ground

cover shall not be located closer than five feet from the edge of any roadway pavement, and three feet from the edge of any alley or driveway pavement.

~~(b)~~ ii. Fire hydrants, public utility poles, street markers and traffic control devices.

(9) Design of traffic corridors. A site connected to a street at any point within a trafficway corridor shall meet the design criteria, requirements and standards of subsection 30-124(b).

(10) Design of nontrafficway corridors. A site connected to a street which is not within a trafficway corridor shall meet the design criteria, requirements and standards of subsection 30-124(c).

(11) Pervious area and greenspace.

a. The area covered by structures and impervious surface shall not exceed 75 percent for commercial and 75 percent for residential uses. For the purposes of this requirement all other use, such as, but not limited to, utilities, transportation and office park, shall be included in the commercial category. In mixed use developments, the most restrictive of the applicable impervious area limitations shall be utilized. Pervious brick material may not be counted towards the required landscaped pervious area. If a property fronts the beach and the property owner has riparian rights on the beach, the portion of the property that has beach area cannot be counted towards the required landscaped pervious area.

1. Pervious areas may be used to satisfy requirements for landscaping and setbacks, buffer strips, drain fields, passive recreation areas, or any other purpose that does not require covering with a material that prevents infiltration of water into the ground.

2. In the case of the use of an impervious material which does not cover all the surface to which it is applied, credit towards the computation of the pervious area shall be given according to the percentage of pervious area that is retained.

~~(a)~~ i. Pervious paving blocks may not be used within major driveways, loading zones, actively used parking stalls in commercial or industrial developments, or any other area that may cause a liability to the property owner.

~~(b)~~ ii. Pervious paving blocks may be used in overflow parking areas, park and recreation parking facilities, and residential areas. In all cases where the pervious paving blocks are used where pedestrian traffic is prevalent, the block voids shall be planted with a nonrunner species of grass such as, but not limited to, zoysia and bermuda grass. However, pervious brick

material may not be counted towards the required landscaped pervious area.

3. In cases where the ULDR allows some required parking stalls to be grassed, no credit towards the computation of pervious area shall be granted for such areas.

b. Each proposed development shall include provisions for the application of best management practices to enhance retention areas such as grass ponds, grass swales, French drains, or combinations thereof, and shall meet all requirements of the applicable 208 Areawide Wastewater Treatment Management Plan.

(12) Natural resource areas. If a proposed development includes all or any part of any lands identified as a natural resource area, or any lands for which a notice of public hearing for designation as a natural resource area has been given the proposed development shall incorporate the natural resource area in such a fashion as to significantly conserve the integrity of the area as appropriate to the affected resource.

The proposed development shall be subject to the following requirements:

a. A generalized resource survey (GRS) shall accompany an application for a development permit. Said GRS shall be conducted by a professional with appropriate expertise for the resource involved. The survey may be in the form of an aerial or field survey, showing the approximate location and extent of the resource on the site, and shall be accompanied by photographs illustrating significant areas. The GRS shall be prepared at the same scale as the proposed site plan. Said survey shall contain a brief written assessment of the resources which have been identified.

b. Resource area modification. Negative development impacts upon natural resource areas are to be discouraged. However, upon demonstration by the applicant that one or more of the following conditions exist, a modification to the natural resource area may be proposed:

1. Street opening. The location of the natural resource area on the property prevents the opening of reasonable and necessary travel lanes in a public ROW;
2. Utilities and drainage. The location of the natural resource area on the property prevents the construction of utility lines or drainage facilities which cannot feasibly be rerouted;
3. Property access. The location of the natural resource area on the property prevents all reasonable access to the property; or
4. Property use. The location of the natural resource area on the property precludes all reasonable use of the property.

c. Resource management plan. Any proposed development activity which would negatively impact the natural resource area must be mitigated through a long term resource management plan, approvable by the Office of Planning, which

significantly improves the viability of the remainder of the resource. Said resource management plan must be based upon the generalized resource survey and provide for the enhancement and/or the restoration of the ecological value of the remainder of the natural resource area through the proposed mitigation.

d. No development order shall be issued until an agreement providing for implementation of the natural resource plan has been executed and recorded, and any covenants, easements or physical improvements required by the plan are in place; or

e. No certificate of occupancy shall be issued for developments that include natural resource areas unless it is determined that the applicable provisions of the resource management plan and agreement specified in subsection d above have been met.

(13) Sidewalks.

a. Location. Sidewalks shall be constructed adjacent to all trafficways delineated on the Broward County Trafficways Plan, as amended, and functionally classified County roads, and local streets. Sidewalks shall be on both sides of the trafficway and functionally classified County roads, except when the DRC approves an alternate pedestrian circulation plan submitted by the applicant, or the Town Commission waives the sidewalk requirements on one or both sides of the local street.

b. Dimensions. A sidewalk shall be at least five feet wide and shall be constructed in accordance with the Town design standards. The sidewalk shall be separated from the trafficway or street by a curb or swale.

c. Pedestrian barriers. The DRC and appropriate board or commission may require that a site plan indicate fences, hedges, berms, other landscaping, or other barriers on site plans in order to discourage pedestrians from crossing hazardous streets at unsafe points or at numerous points. When possible, sites shall be designed so as to promote pedestrian street crossings only at traffic control signals, crosswalks, or intersections.

(14) Water and wastewater easements. If a water or wastewater line to be maintained by the Fort Lauderdale Utilities Division, is to be installed, it shall be installed within a dedicated easement or a dedicated right-of-way if approved by the Fort Lauderdale Utilities Division which meets the following standards:

a. An easement adjacent to a dedicated road right-of-way shall be a minimum of 12 feet in width, shall run parallel to the dedicated road right-of-way and shall not be included as part of the road dedication.

b. A lot line easement shall be a minimum of 15 feet in total width. Such easement may be mutually shared by adjoining lots or parcels.

c. A maintenance easement in which both water and wastewater lines are to be installed shall be wide enough to allow for a ten-foot separation between lines unless one of the lines is entirely encased in concrete.

d. The width of an easement immediately adjacent to a building or structure shall be determined by the following factors: Type of pipeline (water, wastewater, or force main), size and elevation of line, damage to buildings or structures in the case of failure, and accessibility to utility maintenance equipment.

(15) Architectural review criteria. The Planning and Zoning Board and/or the Town Commission, as applicable, shall evaluate the building elevations, floor plans, building materials and building colors submitted by the applicant in terms of the following criteria:

- a. Consistency and harmony with the design of the existing and approved development within the surrounding area.
- b. The extent to which the project design contributes to and enhances the quality of development within the Town and is consistent with the intent of this article.
- c. The extent to which the design of the project is consistent with sound and accepted architectural, planning and engineering principles.
- d) Compliance with Article I General Requirements, Section 30-9 Architectural Standards of this chapter.

(16) Review of Potential Impacts on Adjacent Development. The proposed development shall include a review of potential impacts on adjacent development, to ensure development is compatible and harmonious with adjacent land uses and does not adversely impact land use activities and residential areas in the immediate vicinity. Such review shall include, but is not limited to, the following site plan development characteristics:

- a. Location of building(s), dimensions, height, and floor area ratio.
- b. Location and extent of parking, access drives and service areas.
- c. Traffic generation and traffic circulation.
- d. Hours of operation.
- e. Trash management plan.
- f. Alteration of light, air, odors, shadows, and noise levels.
- g. Setbacks and buffers such as fences, walls, landscaping and open space treatment.

(b) *Access to trafficway corridors* In order to provide safe and adequate access between proposed development and trafficways, a trafficway corridor shall meet the following requirements:

- (1) General street design and construction standards.

- a. Street capacities shall be determined by the standards established by the Highway Capacity Manual prepared by the Transportation Research Board of the National Research Council, Washington, D.C.
- b. The geometric design of streets shall conform to the minimum standards established by the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, prepared by Florida Department of Transportation and by A Policy on Design of Urban Highways and Arterial Streets prepared by the American Association of State Highway and Transportation Officials (AASHTO).
- c. The construction of trafficways and work in the public right-of-way shall conform to Broward County Resolution No. 85-3606, Broward County Administrative Code, Minimum Construction Standards Applicable to Public Rights-Of-Way Under Broward County Jurisdiction or the Florida Department of Transportation Standards Specifications for Road and Bridge Construction.
- d. The determination of traffic generation rates for a particular development shall conform to the rates specified in the latest version of the Institute of Transportation Engineers (ITE) "Trip Generation" Handbook. Alternately, rates adopted for the Broward County Traffic Review and Impact Planning System (TRIPS) may be substituted if not covered by the ITE.

(2) Design criteria and street characteristics within a trafficway corridor.

- a. Trafficway streets shall conform to the criteria and characteristics established by and shown on the Broward County Trafficways Plan.
- b. Collector streets which have not been identified on the Broward County Trafficways Plan shall conform to the criteria and characteristics of the Town's design standards.
- c. Local streets within a trafficway corridor shall conform to the criteria and characteristics of the Town's design standards.

(3) Intersections. The minimum spacing requirements of this section may be reduced upon a finding by the County that, given the particular conditions of the proposed development, such reduction will not compromise operational and safety standards.

a. Additional right-of-way required at intersections.

- 1. For the installation of traffic control equipment, a chord may be drawn at each intersection, and the area between the chord and the tangents of the intersecting streets shall be dedicated or, if acceptable to the Town, granted by easement. Such required chord shall be based on the radius shown for the particular intersection as specified in the Town's design standards.

Provided, however, that for intersections between two local streets, the area between the chord and the arc of the circle formed by the radius:

- ~~(a)~~ i. Is required only where determined by the DRC and appropriate board or commission to be necessary for installation of utilities or traffic control devices; and
- ~~(b)~~ ii. Need only be granted by easement.

2. Intersection expansion. In order to expand the intersection to handle additional approach lane capacity, additional right-of-way shall be provided consistent with the Town's design standards.

(4) Median openings. To assure traffic safety, capacity and control, median openings located within a trafficway corridor shall conform to the following criteria:

a. Location.

1. No median opening shall be spaced at a distance less than 760 feet from the intersection of two arterials unless waived by the DRC and appropriate board or commission.
2. No median opening shall be spaced at a distance less than 660 feet from any other median opening unless specifically approved by the responsible agency based on a finding that, given the particular conditions of the proposed development, such determination will not compromise traffic operational and safety standards.
3. Dedicated public streets are given priority consideration over nonpublic access for median openings.
4. Provided the above conditions are satisfied, a median opening serving a local street or minor driveway may be spaced at a distance of not less than 510 feet from another median opening if the following requirements are met:

- ~~(a)~~ i. A trip generation study acceptable to the DRC and appropriate board or commission demonstrates that the intersecting local street or minor driveway will not carry an average daily traffic (ADT) greater than 2,000 vehicles per day. This value is to be reduced appropriately if the median opening also serves a significant number of U-turns daily.

- ~~(b)~~ ii. The local street system or site plan incorporates design and traffic control features acceptable to the DRC, and appropriate board or commission and responsible agency to prevent use of local streets and minor driveways by nonlocal traffic.

b. Design criteria.

1. All median openings shall include left-turn lanes with at least 200 feet storage with 100 feet transition unless otherwise demonstrated by a traffic engineering study based on the ultimate use, acceptable to the DRC, and appropriate board or commission and responsible agency.

Increased storage and transition lengths may be required to eliminate disruption of through-traffic flow.

2. Final design of median openings must be approved by the DRC and responsible agency for compliance with the standards set forth in subsection 30-124(b)(1)c.

(5) Setback on trafficway.

a. Any building constructed along a street within a trafficway corridor shall have a minimum setback of ten feet in depth measured from the ultimate right-of-way line.

b. Any fence or hedge constructed along a street within a trafficway corridor which would cause a sight visibility obstruction shall be set back a minimum of ten feet from the ultimate right-of-way line.

c. The minimum distance from a driving aisle or an access easement, or both, to the ultimate right-of-way line of a street within a trafficway corridor shall be ten feet where there is no connection to a driveway.

d. Within the ten-foot setback area included in the street or driveway intersection sight triangle thereby created, it shall be unlawful to install, set out or maintain, or to allow the installation, setting out or maintenance of any sign, hedge, shrubbery, tree, natural growth or other obstruction of any kind which obstructs cross-visibility at a level between 24 inches and 96 inches above the level of the center of the adjacent intersection.

e. The ten-foot setback requirement of subsection d may be modified or waived by the DRC and appropriate board or commission to the extent that a traffic study acceptable to the Town demonstrates that the public safety will not be adversely affected by such modification or waiver.

(6) Bus bay requirements. If the development abuts a trafficway or trafficway corridor with an existing or proposed bus route, additional right-of-way for and construction of bus pullout bays may be required to provide for bus stops in suitable locations as determined by the DRC and appropriate board or commission pursuant to the following standards:

a. Bus pullout bays are specialized bus stop auxiliary lanes, independent of the through-traffic travel lane. A bus pullout bay allows through-traffic to flow freely, without being impeded by stopped buses. Design of bus pullout bays shall conform to the following:

1. Design requirements. All bus pullout bays shall be designed as follows:

~~(a)~~ i. Twelve (12) feet in width.

~~(b)~~ ii. One hundred 196 feet in length; consisting of 60 feet of inbound transition, 100 feet of storage, and 36 feet of outbound transition.

2. Location. Bus pullout bays shall be required in the following locations:

~~(a)~~ i. If the development is a shopping center or activity center, or major residential development.

~~(b)~~ ii. If the development is on the far side of an intersection of two trafficways or a trafficway and a nontrafficway collector.

3. Sidewalk. Construction of on-site sidewalks and sidewalk along adjacent roadways shall be designed to connect building entrances and bus pullout bays as directly as possible, to avoid conflicts between passengers and parking spaces, driving aisles, and landscaping.

~~(a)~~ i. Design. Sidewalks shall be at least five feet wide. The sidewalk shall be separated from the roadway or from the driving aisles by a curb or swale and shall be wheelchair accessible. Construction shall connect to adjacent bus stops or bus shelters.

(7) Bus shelter easement requirement. If the development abuts a trafficway or trafficway corridor with an existing or proposed bus route, bus shelter easements may be required in suitable locations as determined by the DRC, and appropriate board or commission and the Broward County Mass Transit Division pursuant to the following standards:

- a. The easement shall generally be 14 feet by eight feet in size.
- b. Such easements shall be a minimum of 1,200 feet apart.

(8) Nonvehicular ingress and egress line. If development abuts a street within a trafficway corridor, a nonvehicular ingress and egress line shall be delineated along the ultimate right-of-way line except at those points of access provided in conformance with the standards of this article.

In order to amend a nonvehicular ingress and egress line reflected on the face of a recorded plat the applicant shall file an application with the Office of Planning for submittal to the Broward County Board of County Commissioners. The application shall be subject to the Broward County development review process. The Town will provide a written response to the County regarding the proposed change in the nonvehicular ingress and egress line. Any change in the nonvehicular ingress and egress line approved by the Board of County Commissioners shall be reflected in a document recorded in the public records of Broward County, Florida.

(9) Vehicular access to trafficways. Nondedicated or dedicated vehicular access to a street within a trafficway corridor shall conform to the following standards.

a. General design requirements. The design of driveways shall be regulated as follows:

- 1. Any development with access to a trafficway shall have either driveway approaches of sufficient width to allow for two-way traffic, or one-way driveways connected to aisles, parking areas or maneuvering areas in such a manner as to permit traffic to both enter and leave the

development, facing forward, at the same time. A driveway which is only wide enough for one-way traffic shall not be used for two-way access.

2. The area within the development to which the driveway provides access shall be of sufficient size to allow all necessary functions for loading, unloading, and parking maneuvers to be carried out on private property and completely off the street right-of-way.

b. Type of driveway required:

1. Minor driveway entrance. The minimum distance from the ultimate right-of-way line at any ingress or egress minor driveway to the outer edge of any interior service drive or parking space with direct access to such driveway shall be 25 feet, measured perpendicularly from the ultimate right-of-way line. This driveway shall provide service for a maximum average daily trip volume of 400 vehicles or a maximum of an average peak hour inbound right-turn volume of 40 vehicles or both. A minor driveway entrance radius shall be 30 feet and a minimum width shall be 24 feet. The DRC may require a deceleration lane of 12 feet in width, 150 feet storage with 100 feet transition, unless a traffic engineering study acceptable to the Town demonstrates that the modification or absence of such a lane will not adversely impact traffic conditions.

2. Intermediate driveway. The minimum distance from the ultimate right-of-way line at any ingress or egress intermediate driveway to the outer edge of any interior service drive or parking space with direct access to such driveway shall be 50 feet, measured perpendicularly from the ultimate right-of-way line unless waived by the DRC. This driveway shall provide for a maximum average daily trip volume of 2,000 vehicles and/or a maximum average peak hour volume of 200 vehicles. A minimum deceleration lane 12 feet wide, 150 feet storage with 100 feet transition shall be provided, unless a traffic engineering study acceptable to the DRC demonstrates that the modification or absence of such a lane will not adversely impact traffic conditions. A minimum of two egress lanes 12 feet in width each with one sixteen-foot wide ingress lane shall be provided. An intermediate driveway radius shall be 35 feet.

3. Major driveway entrance. The minimum distance from the ultimate right-of-way line at any ingress or egress major driveway to the outer edge of any interior service drive or parking space with direct access to such driveway shall be 100 feet, measured perpendicularly from the ultimate right-of-way line unless waived by the DRC. This driveway shall provide for a maximum average daily trip volume of 5,000 vehicles

and/or a maximum average peak hour volume of 500 vehicles. A minimum deceleration lane 12 feet wide, 200 feet storage and 100 feet transition shall be provided, unless a traffic engineering study acceptable to the DRC and appropriate board or commission demonstrates that the modification or absence of such a lane will not adversely impact traffic conditions. A minimum of two egress lanes 12 feet each in width and one 16-foot wide ingress lane shall be provided. A major driveway radius shall be 40 feet.

4. Major driveway, signalized. Any major drive requiring traffic signal shall conform to those warrants specified in the Manual of Uniform Traffic Control Devices in addition to the following minimum requirements:

~~(a)~~ i. The installation of any traffic signal shall be subject to the standards of the Florida Department of Transportation.

~~(b)~~ ii. A right turn shall be provided at all driveway locations where posted speeds are 35 mph or greater unless waived by the DRC and appropriate board or commission.

~~(c)~~ iii. Number and location of driveways. The number and location of driveways shall be determined as follows:

~~(1)~~ aa. *Spacing of driveways.*

a. To allow for proper corner clearance, the minimum tangent curb length between a minor driveway and an intersection shall be 50 feet unless waived by the DRC and appropriate board or commission.

b. If the closest intersection involves two streets classified as arterial or collector, then traffic movements to and from any driveway within 660 feet of an intersection with a collector and 760 feet of an intersection with an arterial shall be limited to right turns only unless waived by the DRC and appropriate board or commission.

c. Minimum acceptable spacing between intermediate or major driveways and an intersection shall be similar to the criteria for intersections of local streets with a trafficway or collector.

~~(2)~~ bb. *Frontage.*

a. One driveway shall be permitted for ingress and egress purposes to a single property or development.

b. Two driveways entering a particular arterial street from a single property or development may be permitted if all other requirements of this section are met and if the minimum distance between the adjacent driveways conforms to the minimum spacing requirements of subparagraph (3) below.

c. Three driveways entering a particular arterial street from a single property or development may be permitted if all other requirements of these regulations are met and if the minimum distance between adjacent driveways conforms to the minimum spacing requirements of subparagraph (3) below.

d. A joint access driveway will be considered as adequate access for any two adjacent developments. For a development where additional driveways are being requested and where those driveways do not meet the spacing requirements, the applicant shall be required to submit a brief traffic report justifying the need, describing the internal circulation and parking system, and identifying the impact of the development and its proposed access facilities on the operation of the trafficway corridor.

~~(3)~~ *cc. Driveway centerline spacing requirements within trafficway corridor.*

a. The minimum distance between centerlines of two-way driveways shall conform to the Town's design standards. For those driveways with left turn movements, median opening spacing requirements shall have precedence.

b. Driveway centerline spacing may be increased if the required turn lane storage or transition is increased by any governmental agency.

c. Minimum driveway centerline spacing may be decreased if one-way driveways are utilized and accepted by the DRC, and appropriate board or commission and appropriate agency.

~~(4)~~ dd. *Special driveway requirements.* In the case of a land use with special driveway needs, an applicant may submit a traffic engineering study requesting technical deviations from the requirements of this section. If deviations from driveway requirements are permitted, substitute requirements which deviate no more than necessary to serve the special land use needs may be applied to the development in order to minimize the impact on the adjacent street. Such deviations from the driveway requirements shall be approved by the DRC, and appropriate board or commission and the appropriate agency.

~~(5)~~ ee. *Replacement of abandoned [relocation or abandonment of driveways] within a trafficway corridor.* Existing driveway approaches shall not be relocated, altered, or reconstructed without approval for relocation, alteration, or reconstruction of such driveway approaches. When the use of any driveway approach is changed, making any portion of all of the driveway approach unnecessary, the developer of the abutting property shall obtain a permit from the appropriate agency to abandon the driveway approach and shall, at his expense, replace all necessary curbs, gutters, and sidewalks.

~~(6)~~ ff. *Turning lanes.*

a. Left-turn lane requirements immediately adjacent to the development. A left-turn lane with a minimum of 200 feet storage with 100 feet transition shall be provided at each driveway that meets the minimum spacing requirements of subsection 30-124(b)(4), when the speed limit equals or exceeds 35 mph or if the average daily traffic (ADT) of the driveway is 1,000 vehicles or more and/or the average peak hour inbound left-turn volume is 25 vehicles or more.

b. Right-turn lane requirements immediately adjacent to the development. A right-turn lane with a minimum of 150 feet of storage and 100 feet of transition shall be provided at each driveway when the speed limit equals or

exceeds 35 mph or if the development will generate 100 or more right-turn movements during the peak hour.

c. Intersection improvements immediately adjacent to the development. At intersections which abut the development the following improvement shall be provided:

1. A right-turn lane shall be provided if the street's speed limit equals or exceeds 35 mph or if the development will generate 100 or more right turns during the peak hours.

2. A left-turn lane shall be provided if the street's speed limit equals or exceeds 35 mph or if the development will generate 25 or more left turns during the peak hour.

d. Required storage and transition lengths may be modified where conditions warrant and are acceptable to the DRC, and appropriate board or commission and appropriate agency. When storage and transition lengths are so modified, the minimum distances set forth in the Town's design standards may be correspondingly adjusted if appropriate.

~~(7)~~ *gg. Frontage roads within the public right-of-way.* All driveway access along arterials with existing or planned frontage roads shall be provided to such frontage roads. To gain temporary direct access to the arterial, the developer shall construct the section of the frontage road adjacent to the property. The frontage road section shall be located where planned. Any right-of-way not previously dedicated shall be dedicated prior to issuance of a temporary driveway permit providing direct access to the arterial. If driveway access is provided from frontage roads, driveway spacing and property clearance and minimum lot width requirements under this section may be reduced by one-third. However, minimum driveway spacing for temporary direct access to the arterial should be

adequate to ensure safe traffic operation at the design speed.

~~(8)~~ hh. *Access between trafficway and private property.*

- a. Access easement. Easement for and construction of access on private property shall be required when property that abuts an existing or proposed roadway does not or will not align with an approved median access or when the location of the property will prohibit adjacent properties of similar land use from gaining access to an approved median opening. The easement shall guarantee the interconnection to and through such properties for access to and from the divided roadway.
- b. Location. The intersection of any portion of an access easement with that portion that contains the driveway shall conform to the minimum depth of the appropriate driveway type as required by this section.
- c. Design. The minimum pavement width for the two-way access shall be 24 feet.

~~(9)~~ ii. *Off-street vehicular circulation.* Where a development is located on a street within a trafficway corridor the parking facility shall have full internal vehicular circulation and storage. Vehicular circulation must be completely contained within the property and vehicles located within one portion of the development must have access to all other portions without using the adjacent street system.

~~(10)~~ jj. *Off-street truck maneuvering.* Where a proposed development includes a truck loading operation and has access to a street within a trafficway corridor, adequate space shall be provided such that all truck limit equals or exceeds 35 mph or if the development will generate 100 or more right turns during the peak hours.

~~(11)~~ kk. *Off-street vehicle reservoir areas.* Adequate reservoir capacity shall be required for both inbound and outbound vehicles to facilitate the safe and efficient movement between the street and the development. An inbound reservoir shall be of sufficient size to ensure that vehicles will not obstruct the

adjacent street, sidewalk and circulation within the facility. An outbound reservoir shall be required to eliminate backup and delay of vehicles within the development.

(c) *Design standards and requirements for traffic control on local streets.*

(1) General requirements applicable to all local streets.

a. Improvements required. An applicant shall construct or bond for the construction, prior to issuance of any development order, all roadway and drainage improvements for those rights-of-way lying within or adjacent to the proposed development and necessary to accommodate the traffic generated by the development. Such improvements shall be in accordance with the applicable portions of the following: The Town's Design Standards, Resolution No. 85-3606, "Minimum Construction Standards Applicable to Public Rights-of-Way Under Broward County Jurisdiction," set out in the Broward County Administrative Code, the Manual for Uniform Minimum Standards for the Design, Construction and Maintenance of Streets and Highways (the "Green Book"), the Grading and Drainage Regulations and Standards, Water Management Regulations and Standards and Drainage Design Criteria and standards of the Broward County Water Resources Management Division, and the Manual of Uniform Traffic Control Devices as approved by the Broward County Traffic Engineering Division.

1. On-site improvements. A developer shall be required to construct or bond for the construction those on-site improvements required by the provisions of this section and any additional improvements necessary for traffic safety including but not limited to the following: pavement, rock base, fill, curbs, gutters, sidewalks, bikeways, guardrail, shoulder areas, swales, roadside recovery areas, bridges, drainage outlets, catch basins, drainage pipes, culverts, drainage ditches, headwalls, endwalls, rip-rap, traffic signals and interconnecting facilities, traffic control signs and pavement markings, street name signs, identification signs, left- and right-turn lanes, median openings, bus turnouts, and traffic separators.

2. Off-site improvements. A developer shall be required to construct or bond for the construction those roadway and drainage improvements on property adjacent to the proposed development necessary to connect the new development to an existing adequately paved adjacent street system unless waived by the DRC and the appropriate board or commission.

b. Access to development.

1. Every lot or parcel shall be served from a publicly dedicated street; provided however, that a developer may retain as private a local street or a collector nontrafficway street if the following conditions are met:

- ~~(a)~~ i. Public right-of-way is not required in order to serve adjacent development that is existing or projected on the Town's certified local land use plan;
- ~~(b)~~ ii. A permanent access easement is granted for service and emergency vehicles and for maintenance of public and semi-public utilities; and
- ~~(c)~~ iii. A reciprocal easement for ingress and egress is granted all residents of the development;
- ~~(d)~~ iv. Private local or collector streets comply with all applicable construction standards contained in the "Minimum Construction Standards Applicable to Public Rights-of-Way Under Broward County Jurisdiction," adopted by Resolution No. 85-3606, set out in the Broward County Administrative Code.

c. Right-of-way required. An applicant will be required to dedicate right-of-way in addition to the right-of-way requirements of the Town's design standards in the following situations:

1. If proposed access from the development to an existing dedicated and accepted street does not meet the total right-of-way requirement for a complete road.
2. If a development has a greater impact on an existing road than that for which the roadway width had previously been designed.
3. If a development abuts or contains an existing street of inadequate right-of-way width.

d. Alleys.

1. Alleys may be provided to serve residential, business, commercial and industrial areas and shall be a minimum of 30 feet in width.
2. Changes in direction of the alignment of an alley shall be made on a centerline radius of not less than 50 feet.
3. Dead-end alleys shall be prohibited where possible, but if unavoidable, shall be provided with adequate turnaround and facilities for service trucks at the dead-end, with a minimum external diameter of 100 feet of right-of-way, or as determined to be adequate by the DRC and the appropriate board or commission.
4. At intersections with streets or other alleys, a corner chord right-of-way based on not less than a 20-foot radius shall be provided by dedication or, if acceptable to the DRC and Town Commission, by grant of easement.

e. Blocks.

1. The length, width and shape of blocks shall be determined with due regard to:

~~(a)~~ i. Provisions of adequate building sites, suitable to the needs of the use contemplated.

~~(b)~~ ii. Zoning requirements as to the lot sizes and dimensions.

~~(c)~~ iii. Need for convenient and safe access, circulation and control of pedestrian and vehicular traffic.

~~(d)~~ iv. Limitations and opportunities of topographic features.

2. Pedestrian crosswalks, of not less than ten feet in width, may be required in blocks if necessary, to provide safe and convenient access to schools, playgrounds, shopping centers, transportation or other community facilities in accordance with subsection (c) of this section.

f. Lots.

1. The lot arrangement and design shall be such that all lots will provide satisfactory and desirable building sites, properly related [to the] topography and to the character of the area.

2. Lot dimensions and areas shall not be less than those specified by the applicable zoning regulations.

3. Side lot lines shall be substantially at right angles or radial to street lines.

4. The minimum arc frontage for lots abutting the turnaround of a cul-de-sac shall be 25 feet for residential uses and 60 feet for uses other than residential.

(2) Design criteria for local streets by development type. The design of local streets shall comply with the requirements of the provisions of the Town's design standards depending on the type of development proposed. Deviations may be allowed but only where approved by the DRC and Town Commission upon a finding that substantially equivalent protection of the public safety can be achieved by alternative standards; provided, however, that no alternative standard having more than a ten percent deviation from the numerical standard stated below shall be permitted. If a proposed development includes more than one type of use, the highest criteria shall apply.

a. Residential development. Residential streets shall be adequate to permit neighborhood traffic circulation to flow from the highest element of the hierarchical classification, the expressway, arterial or collector, to the lowest element, the local residential street. Circulation within a residential development shall be adequate when the criteria of the Town's standards are met and when collectors and local streets are provided which meet the standards of the comprehensive plan.

1. Reserved.

2. Residential collector street. The residential collector street serves as the principal circulation facility within the residential neighborhood unit. Its function is to collect traffic from the interior and deliver it to the closest perimeter intraneighborhood transportation between the

residential units and the local centers of attraction such as neighborhood shopping centers, schools, and neighborhood parks.

3. Local residential street. The primary function of the local street is to provide the access of vehicles to single-family residential development fronting on the street. Local streets shall provide access to low density residential development and connect local traffic from private driveways to collector streets. Local streets are required when connections of driveways or private streets to the collector would be otherwise closer than 250 feet.

b. Commercial development. Commercial development shall be designed to satisfy the needs generated by residential development. The size and location of the proposed commercial development shall be appropriate to support the proposed use.

1. Pedestrian access. Neighborhood and community commercial facilities shall have an efficient and direct pedestrian connection to the residential areas the facilities are intended to serve. The design of local commercial facilities shall allow pedestrian and bike riders direct access from adjacent neighborhood areas, with due consideration to the elimination of points of conflict between pedestrians and vehicles.

Secs. 30-125—32-150. - Reserved.

Town of Lauderdale-By-The-Sea
Comprehensive Plan Adopted March 22, 2011
Relevant Principles, Objectives and Policies to Planning Priority #4

Guiding Principles:

Irrespective of future redevelopment efforts, the Town Land Use Plan provides for:

- *Discouraging the conversion of tourist units to condominiums;*
- *Encouraging quality commercial development along Commercial Boulevard; and*
- *Protecting its single-family neighborhoods*

Objective 1.2.Future Land Use

To maintain the Town's year round residential character, with particular emphasis on preserving the single family areas.

Policy 1.2.1

Perpetuate the existing pattern of segregating single family areas from higher density multi-family and tourist oriented land uses.

Objective 1.4

To develop or modify existing local land development regulations to be consistent with the Town's adopted Comprehensive Plan.

Policy 1.4.1

Where necessary, modify all zoning and subdivision regulations to be consistent with the Comprehensive Plan

Policy 1.4.4

Develop and implement land use programs to encourage the elimination or reduction of existing and the prevention of future incompatible land uses.

Objective 1.8

Identify, conserve and protect the Town's historic resources.

Policy 1.8.1

The Town will seek funding to conduct an archaeological and historic survey. If funding is obtained, this survey will be completed within one year of receiving funding.

Policy 1.8.2

Review and investigate revising the Town's Land Development Code to promote the conservation and preservation of historic resources in coordination with state and federal law.

Objective 2.3.4

Provide for redevelopment of selected multi-family and tourist residential areas in a manner sensitive to existing residents and the Town's historical resources.

Policy 2.3.1 Housing Element

Support redevelopment proposals, which maintain the overall scale of the Town through proper height and bulk designs.

Exhibit 2

Policy 2.3.4

Require all redevelopment proposals provide a summary of impacts on adjacent local historical resources.

Objective 8.6 Capital Improvements

The Town of Lauderdale-By-The-Sea, in collaboration with the School Board, Broward County and non-exempt municipalities shall ensure that public school facilities are available for current and future students consistent with available financial resources and the adopted level of service (LOS).

Policy 1.5.2

Within the Town, maintain the Town's low rise, pedestrian scale in the review of future development and redevelopment considerations consistent with the Town Charter.