

EXHIBIT A

CHAPTER 5, ARTICLE VI. SOUTHEAST MIXED-USE AREA/TRANSIT ORIENTED DEVELOPMENT (SEMUA/TOD) OVERLAY DISTRICT STANDARDS

Sec. 5-130. Regulating Plan

- (a) Background. The Florida Department of Transportation in cooperation with the federal government and local officials from Orange, Osceola, Seminole and Volusia Counties is implementing a commuter rail transit service, named **SunRail**, linking DeLand on the north with downtown Orlando and Poinciana on the South. SunRail will run 61 miles with 17 stations along the existing CSX railroad. Phase 1 of SunRail is 31-miles and will connect DeBary/Ft. Florida Road to Sand Lake Road in Orange County. Phase I includes the construction of a rail station near the intersection of Fort Florida Road and US Hwy. 17-92 (Fort Florida Station) in DeBary. The SunRail station plans call for a park and ride lot with a bus drop off area for the DeBary station. The DeBary station is near some of Central Florida's most scenic parks and significant cultural resources, and is easily accessible to Interstate 4. SunRail, commuter rail service will be available in the City beginning in 2013.

Commuter rail improves transportation options for DeBary residents, many of whom work in the Orlando area to the south, as well as potentially creating economic development opportunities through a concentrated mix of uses to include retail commercial, office, institutional uses and medium and high density residential development.

In response to commuter rail service in DeBary, the City Council adopted the City's Evaluation-Based Amendments, which includes a Transit Oriented Development (TOD) Overlay District. Transit Oriented Development is the functional integration of land use and transit. It is a land use planning concept that promotes a mix of residential, commercial, office and public uses, all within a comfortable walking distance to maximize access to public transportation, and incorporates features to encourage transit ridership.

- (b) Purpose. To establish the regulatory framework to implement the TOD Overlay District adopted by the City's Comprehensive Plan through the adoption of a regulating plan that will create the desired built form. This regulating plan promotes compact land use patterns that support energy efficiency and multi-modal transportation options as well as require street design that creates public space that is safe and welcoming for pedestrians. The general purposes of this document are to:
- (1) Encourage transit use
 - (2) Increase housing opportunities
 - (3) To provide standards to ensure a high quality appearance
 - (4) Provide a functional mix of land uses
 - (5) Promote energy efficient land use patterns
 - (6) Promote walking and bicycling.
- (c) General Applicability. No premises shall hereafter be used or occupied and no principal building, accessory structure or sign shall be hereafter erected, constructed, moved or altered except in conformity with these regulations. ~~The Transit Oriented Development Overlay~~

~~District is an incentive based option and is not required. The overlay district serves as an opt-in, incentive based district that overlays but does not supersede existing zoning or land use districts.~~

- (1) The transit-oriented development overlay district is within the Southeast Mixed Use Area (SEMUA/TOD) as depicted on the City's Future Land Use Map and as described in Sec. 5-130 (e) - TOD Boundaries of this regulating plan.
- ~~(2) A property owner/developer within the overlay may choose to shall develop under the TOD Overlay District development option or their existing, underlying future land use and zoning.~~
- (3) This article applies to all those properties that ~~choose to~~ develop under the TOD Overlay District. Such properties shall comply with the City of DeBary Comprehensive Plan specifically Future Land Use Policy 5.406 (a) (5) and this regulating plan.
- (4) ~~For properties developing under the TOD Overlay District, the~~ The standards and requirements put forth by this regulating plan (Chapter 5, Article VI) shall supersede the standards and requirements presently specified in the Land Development Code unless not addressed herein. Failure of this regulating plan to address a particular condition or term of restriction shall not relieve an applicant of the necessity of complying with the law governing said permitting requirements, conditions, terms or restrictions.
- (5) Agricultural Exemption - All land with an underlying agricultural zoning designation shall have the right to utilize the property for agricultural purposes until such time that the property owner chooses to develop under these overlay criteria.
- (6) This document was created with images and figures as visual aids to enhance understanding and comprehension, however, in the event there is a conflict or inconsistency between the text of this document and any figure or illustration, the text shall prevail.
- (7) The regulations of this document are organized by development standards with sub-area requirements inter-dispersed through-out each category of development standards. The TOD Overlay District includes four (4) sub-areas. These areas are approximate distances to allow flexibility for desired development to be approved by the DRC. The City may extend these sub-areas if the developments meet the purpose of the TOD Overlay District.
 - a- US Hwy. 17-92 - Developments facing U.S. Hwy. 17-92 involving direct design treatments from back of curb to building.
 - b- TOD Core - Properties within approximately ¼ mile of the DeBary Commuter Rail Station
 - c- Outside TOD Core - Properties between approximately ¼ mile and ½ mile of the DeBary Commuter Rail Station.
 - d- Transitional Areas - Properties beyond approximately ½ mile of the DeBary Commuter Rail Station.
 - e-

(d) Administrative Procedures.

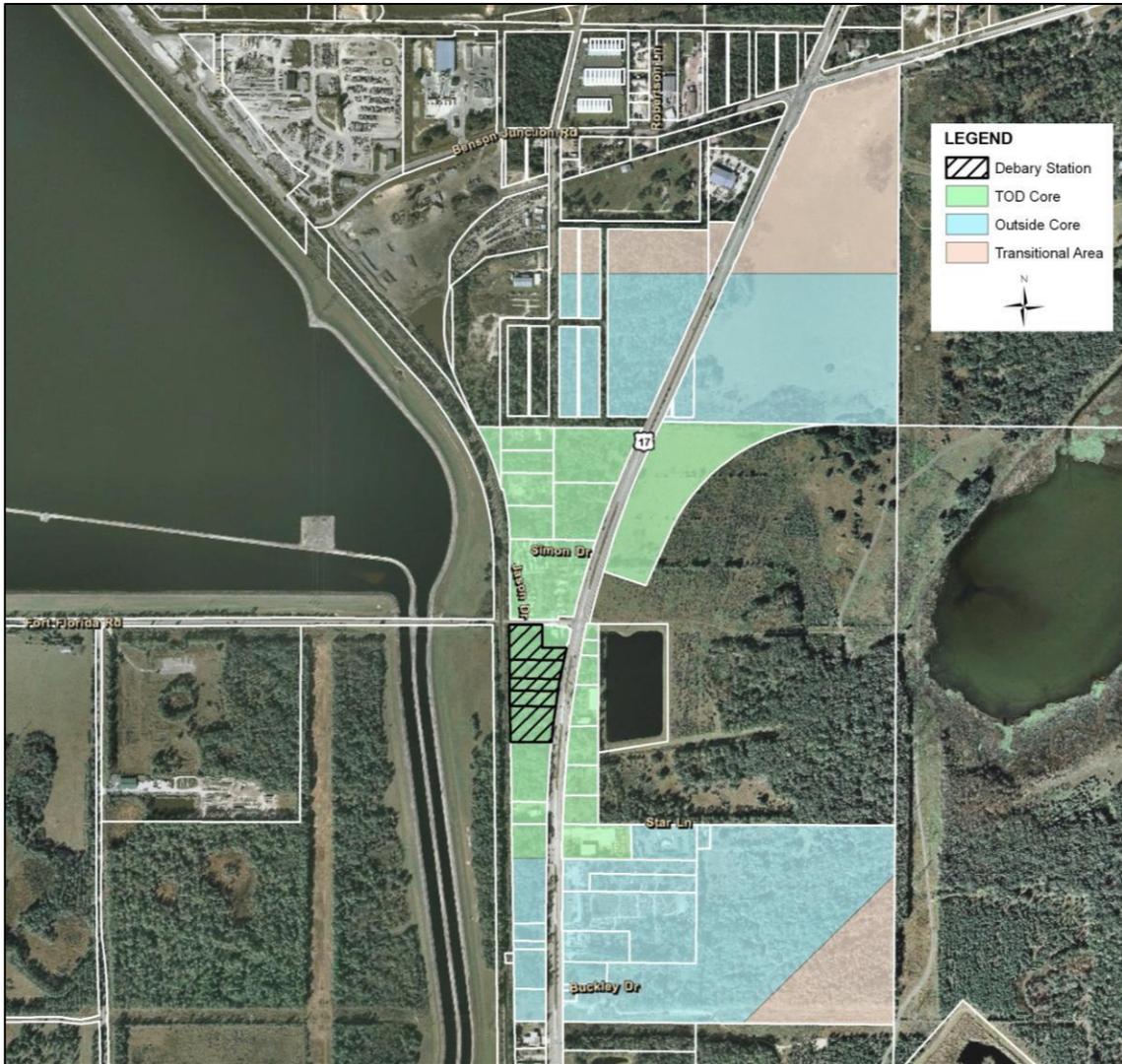
- (1) A pre-application meeting shall be required prior to submitting any development proposal within the TOD Overlay District. The purpose of this meeting is to review the TOD Overlay District requirements and discuss any deviations from the strict application of the regulation that may be addressed with a Development Agreement approved by City Council.
- (2) A Development Agreement with the City of DeBary is suggested, but not required. However, if a proposed development is going to utilize any bonuses, or incentives or is going to deviate from the strict application of this regulating plan, a development agreement shall be required. If a development agreement is utilized by the developer, this agreement will specify any incentives, bonuses and waivers, as provided by the City of DeBary Land Development Code, that the developer may wish to employ in the design of the proposed site. The development agreement shall be created based on a standard form provided by the City. All incentives and bonuses shall be presented to City Staff for review and recommendation prior to the Development Agreement being presented to the City Council for approval. Appropriate incentives and bonuses may be approved by City Council on a project by project basis. Upon approval by the City Council, the developer of the proposed project will have a clear guide to rules of development for the project.
- (3) Those properties which ~~select to~~ develop under the TOD Overlay District shall not be required to rezone their property. It shall be administratively rezoned by Ordinance to TOD zoning concurrently with Subdivision Overall Development Plan approval or final site plan approval by City Council.
- (4) If subdivision is necessary, it shall be in accordance with Chapter 4, Division 2, Subdivision Regulations, Sections 4-41 through 4-47. The Subdivision Overall Development Plan shall also be reviewed against this regulating plan for code compliance.
- (5) Platting of property within the TOD Overlay District shall also be in accordance with Chapter 2, Section 2-4 of the City's Land Development Code.
- (6) A final site plan shall be submitted in accordance with Division 3 Final Site Plan Approval Procedures and be reviewed by the Development Review Committee (DRC) against this regulating plan for code compliance in order to obtain a development order.
- ~~(7) Land use percentages as put forth in the City's Comprehensive Plan and as outlined herein shall be calculated based on acreage for the entire TOD Overlay District or portion thereof. The City shall maintain a data base to track percentages of land uses within the TOD Overlay District.~~
 - ~~a. For flex space projects the City shall calculate land use percentages using the most intense land use and track more specifically using Business Tax Receipts.~~
 - b. (7) For mixed-use projects the City shall calculate total allocation of land uses within the TOD Overlay District, based on the proposed mix of uses. Allocation of the proposed uses shall determine allocation of density and intensity (i.e., a commercial/office/residential mixed-use development on 1 acre, with 50 percent retail commercial, 25 percent office and 25 percent residential uses constructed

uses would attribute ½ acre to retail commercial allocation, ¼ acre of office and ¼ acre of residential allocation to the overall allowance for the TOD Overlay District).

- (8) The Land Development Manager (LDM) shall have the authority to grant minor deviations from final site and subdivision plans where less than 10 percent of the development plan is impacted by proposed revisions. Such revisions shall include, but not be limited to the following: setbacks, height, density/intensity, parking, buffers, open space and other site design dimensions. However, all deviations from the plan must meet the minimum criteria set within the Comprehensive Plan and Land Development Code, unless a waiver is sought through a Development Agreement. Final site plans shall be updated to include all proposed revisions and be resubmitted to the City.

- (e) Transit Oriented Development Boundaries. The TOD Overlay District is comprised of approximately 261 acres and is located on the south side of Dirksen Road on the east and west sides of US Hwy. 17-92 running approximately 210 feet south of Buckley Drive.

Figure 1: TOD Boundaries



(f) Incentives. Incentives for developing ~~under~~ within the TOD Overlay District include the elimination of the Planned Unit Development zoning requirement, higher densities, increased building heights, additional permitted land uses, and reduced parking and stormwater management requirements. The City may also consider other incentives for development ~~under the TOD Overlay District alternative development option~~, including but not limited to economic incentives, expedited permitting, and development and infrastructure standards to enhance the physical and economic feasibility of transit-oriented and pedestrian-friendly development. Such incentives may include:

- (1) A 25 percent discount on Final Site Plan Application Base Fee
- (2) Expedited Permit Reviews
- (3) Modification of impact fees (such as, but not limited to residential, thoroughfare, road and stormwater management by requesting fee reductions from Volusia County and other appropriate agencies)
- (4) Public/private partnerships to provide infrastructure

- (5) Modification of Building Permit Fees
 - (6) Establishment of a Community Development District or Special Assessment District
 - (7) Any other financing mechanism deemed appropriate
- (g) Non-conforming uses. All non-conforming properties, uses and structures previously developed under the TOD Overlay District that do not conform to this regulating plan shall be subject to Chapter 1 Section 1-12 Nonconforming lots, Structures and Uses of the City Land Development Code.

Sec. 5-131. Land Use and Building Density

(a) Purpose and Intent.

- (1) The TOD Overlay District is to improve quality of life by creating walkable and livable areas where people are able to reduce vehicle usage without sacrificing access to neighborhood and community amenities. This is accomplished by the following:
 - a. Encourage transit-supportive land uses, which generally have higher densities and intensity within the TOD Core, then stepping down in density, intensity and height to promote neighborhood compatibility.
 - b. Create opportunities for shorter, multi-purpose trips by encouraging a mix of uses within the TOD Overlay District.
 - c. Locate the highest level of activity and mix of uses within the TOD Core and along major streets.
 - d. Provide for and encourage development and redevelopment that contains a compatible mix of residential, commercial services, and employment within close proximity to each other and to the DeBary Commuter Rail Station.
 - e. These areas are approximate distances to allow flexibility for desired development to be approved by the DRC.
- (2) The provisions of this section shall apply within the area identified on the Future Land Use Map as the "Southeast Mixed-Use Area/Transit Oriented Development Overlay District."

(b) Compatible Land Uses. Each of the properties within the TOD Overlay District maintains their current zoning designations until such time as they are developed or redeveloped. Then an administrative rezoning to PUD will be processed by the City. To further the intent and purpose of the TOD Overlay District, certain specific and incompatible uses shall be prohibited.

(1) Purpose and intent.

- a. The purpose of the TOD Overlay District is to provide additional development restrictions and opportunities within the TOD area consistent with the adopted Comprehensive Plan. The plan provides for a compact, pedestrian and transit oriented multi-use and mixed-use development area of retail and service, to support the overall growth and development of the City.

It is the intent of this section that adequate flexibility be provided to accommodate the purposes and style of development described in the Plan.

- b. The provisions of this section shall apply within the area identified on the zoning map as the "TOD Overlay District."
- c. Proposed developments are encouraged, to the greatest extent practicable, to be presented as an assemblage of smaller properties or parcels to achieve the greatest development potential and provide for more cohesive integration into the overall development framework within the TOD Overlay District
- d. Parcels that are located at transition lines between sub-areas of the TOD District Overlay may be allowed to reasonably continue the development densities and intensities from the more intense sub-area into the less intense sub-area, if it is necessary to complete a development project and if approved by City Council.
- e. Mixed-Use development proposals shall be calculated toward the total allocation of land uses within the TOD Overlay District, based on the proposed mix of uses. Allocation of the proposed uses shall determine allocation (i.e., a commercial/ office/residential mixed-use development on 1 acre, with 50 percent retail commercial, 25 percent office and 25 percent residential uses constructed uses would attribute ½ acre to retail commercial allocation, ¼ acre of office and ¼ acre of residential allocation to the overall allowance for the TOD Overlay District).

(2) Additional regulations applicable to permitted and prohibited uses within the TOD Overlay District as specified in the following Comprehensive Land Use Table.

Residential Uses	P (Permitted)				-- (Prohibited)
	US Hwy. 17-92	TOD Core	Outside TOD Core	Transitional Area	Additional Requirements
Assisted/Congregate Living	-	P	P	P	
Condominium Residential	P	P	P	P	
Duplex Residential	-	--	P	P	
Group Residential	-	P	P	P	
Class A Home Occupation	P	P	P	P	In accordance with Chapter 3, Article III, Division 4, Section 3-127 of the City of DeBary Land Development Code.
Mobile Home Residential	--	--	--	--	
Multifamily Residential	P**	P	P	P	**Apartments allowed above retail/office uses.
Single-Family Residential	--	--	P	P	
Townhouse Residential	P	P	P	P	

Commercial Uses	US Hwy. 17-92	TOD Core	Outside TOD Core	Transitional Area	Additional Requirements
Art Gallery	P	P	P	P	
Arts Centers (Galleries, Schools & Workshops)	P	P	P	P	Includes art, dance, music, culinary, martial arts.
Auction House	--	--	--	P	
Automobile Body Shops	--	--	--	P	No outside storage of vehicles. All work areas are to be within enclosed building.
Automobile Driving Schools	--	--	--	P	
Automobile Service Station	--	--	--	P	
Automotive Detail/Washing	--	--	--	P	Not allowed within 100 feet of corner. The use must meet all applicable design requirements in this document.
Automotive or Vehicular Sales	--	--	--	--	Includes auto, motorcycle, boat and personal watercraft.
Automotive Rentals	--	--	--	P	No outside storage of vehicles.
Automotive Repair Services	--	--	--	P	No outside storage of vehicles. All work areas are to be within enclosed building.
Bakery / Confectioners / Deli	P	P	P	P	May include on site preparation of goods. Outside service is permitted.
<u>Back Office Operation Center</u>	==	==	<u>P</u>	<u>P</u>	
Bars, Pubs And Lounges	P	P	P	P	Limited to 5,000 gross square feet unless accessory to a restaurant as primary use. Outside service is permitted.
Bed & Breakfast	P	P	P	P	
Bicycle Sales and Rentals	P	P	P	P	
Book and Stationery Stores	P	P	P	P	
Bowling Alleys	--	--	--	P	
Building Material Sales And Storage	--	--	--	--	
<u>Call Center</u>	==	==	<u>P</u>	<u>P</u>	
<u>Campus Employment</u>	==	==	<u>P</u>	<u>P</u>	
<u>Customer Service Centers</u>	==	==	<u>P</u>	<u>P</u>	
Catering Services	<u>P</u> ==	<u>P</u> ==	P	P	Limited to 5,000 gross square feet. May include on site preparation.

Civic Clubs	P	P	P	P	i.e., American Legion, Moose Lodge, Masonic Lodge, etc.
Coin-Operated Amusements	--	P**	P	P	Non-gambling related uses not greater than 2,500 gross square feet. ** Permitted as accessory to restaurant or bar.
Commercial Parking Garage	--	P	P	P	
Commercial Uses	US Hwy. 17-92	TOD Core	Outside TOD Core	Transitional Area	Additional Requirements
Communication Towers	P	P	P	P	Not exceeding maximum height over 70 feet in height above ground level. Encouraged to be placed on top of buildings or integrated into the buildings' architecture.
Consumer Repair Services	--	--	P	P	
Contractor's Shop, Storage And Equipment Yard	--	--	--	--	
Convenience Store Without Fuel Dispensers	P	P	P	P	
Convenience Stores With Fuel Dispensers	--	--	--	P	
Dental Laboratories	--	--	P	P	
Employment Agencies	--	P	P	P	Excluding Day Labor Agencies.
Exercise Gym and Health Spas	P	P	P	P	
Financial Services	P	P	P	P	Drive-through windows only permitted along US Hwy. 17-92.
Funeral Homes With Crematory As An Accessory Use	--	--	--	--	
Funeral Services	--	--	--	P	
General Retail Sales	P	P	P	P	
General Retail Sales (Convenience)	P	P	P	P	Maximum size of 2,000 gross square feet. No fueling stations. No fueling stations except in Transitional Areas.
Hardware Stores	--	--	P**	P	No outside storage or display. ** Limited to 5,000 gross square feet.
Hotel-Motel	P	P	P	P	
Indoor Amusements / Arcade	--	P	P	P	Only as accessory to restaurants or bars, pubs or lounges.
Kennels	--	--	--	P	A kennel use must be conducted entirely within an enclosed structure.

Liquor / Wine Sales	--	P	P	P	Limited to 2,500 gross square feet. Outside service is permitted.
Off-Site Accessory Parking	--	P	P	P	Accessory to primary use off-site businesses.
Office (General)	P	P	P	P	
Office (Medical)	P	P	P	P	
Commercial Uses	US Hwy. 17-92	TOD Core	Outside TOD Core	Transitional Area	Additional Requirements
Office (Professional)	P	P	P	P	
Pawn Shop Services	--	--	--	--	
Personal Care Services (Hair/ Beauty Salons/Spas)	P	P	P	P	
Personal Dry Cleaning Services	P	P	P	P	Drop-off / pick-up only.
Personal Laundry Services	P	P**	P	P	No bulk laundry or cleaning plant, no diaper services or linen supply services allowed in TOD Overlay District. ** Drop-off/pick-up only.
Personal Storage/ Mini-Warehouse	--	--	--	P	No outdoor storage.
Pest Exterminators	--	--	--	--	
Pet Grooming Services	--	--	P	P	Maximum size of 2,000 gross square feet. All services within enclosed structure.
Pharmacies	P	P	P	P	Drive-through windows only permitted along US Hwy. 17-92.
Plant Nursery (Retail)	--	--	--	--	
Plant Nursery (Wholesale / Retail)	--	--	--	--	
Printing And Publishing	--	P	P	P	Limited to 2,000 gross square feet within TOD Core, otherwise not greater than 5,000 gross square feet.
Radio And Television Broadcasting Stations	--	P	P	P	Limited to 5,000 gross square feet.
Restaurant (Bakery / Deli)	P	P	P	P	Maximum size of 5,000 gross square feet. Outside service is permitted.
Restaurant (Catering)	P	P	P	P	Maximum size of 5,000 gross square feet. Outside service is permitted.
Restaurant (Fast Food)	P	P	P	P	Drive-through windows only permitted along US Hwy. 17-92. Outside service is permitted.
Restaurant (General)	P	P	P	P	Drive-through windows only permitted along US Hwy. 17-92. Outside service is permitted.
Retail Repair Services	P	P	P	P	Repair services for personal clothing, jewelry or electronics.
Rug Cleaning Establishments	--	--	--	--	

Scrap And Salvage	--	--	--	--	
Special Event Entertainment	P	P	P	P	Special events permit required.
Theaters (Movie And Live)	P	P	P	P	
Veterinary Services	--	--	P	P	A veterinary services use must be conducted entirely within an enclosed structure. No outdoor kennels or runs.
Civic Uses	US Hwy. 17-92	TOD Core	Outside TOD Core	Transitional Area	Additional Requirements
College and University Facilities	P	-	P	P	
College and University Satellite Facilities	P	P	-	-	
Community Recreation	P	P	P	P	
Common Open Space	P	P	P	P	
Convention Center	P	P	P	P	
Day Care Services	-	P	P	P	Limited to 5,000 gross square feet.
Government Postal Facilities	P	P	P	P	
Hospital Services (General)	-	-	-	P	
Museums	P	P	P	P	
Parks and Plazas	P	P	P	P	
Private Primary Educational Facilities	-	-	P	P	
Private Secondary Educational Facilities	-	-	P	P	
Public Primary Educational Facilities	-	-	-	P	
Public Secondary Educational Facilities	-	-	-	P	
Public Safety Services	P	P	P	P	Police, Fire, Ambulance, EMS.
Religious Assembly (Churches)	P	P	P	P	
Technical / Trade Schools	-	-	P	P	
Telecommunication Tower	-	P	P	P	Limited to 70 feet maximum height from ground surface to pinnacle. Encouraged to be placed on top of buildings or integrated into the buildings' architecture.

Transportation Terminal	P	P	P	P	
Urgent Care Services	P	P	P	P	Limited to 5,000 gross square feet.

P (Permitted); S (Special Exception)					-- (Prohibited)
<u>Light Industrial Uses</u>	<u>US Hwy. 17-92</u>	<u>TOD Core</u>	<u>Outside TOD Core</u>	<u>Transitional Area</u>	<u>Additional Requirements</u>
<u>Bakeries.</u>	::	::	S	S	
<u>Bottling and distribution plants.</u>	::	::	S	S	
<u>Convenience stores without gasoline pumps.</u>	::	::	S	S	
<u>Sale (retail or wholesale) of products or parts manufactured or assembled on the premises.</u>	::	::	S	S	
<u>Employment agencies offering day labor services and where workers congregate at the business location to receive daily assignments.</u>	::	::	S	S	
<u>Essential utility services.</u>	::	::	S	S	
<u>Flex-space</u>	::	::	S	S	
<u>Industrial vocational training school.</u>	::	::	S	S	
<u>Laundries and linen services.</u>	::	::	S	S	
<u>Machinery and machine shops.</u>	::	::	S	S	
<u>Manufacturing</u>	::	::	S	S	
<u>Micro-breweries</u>	::	::	S	S	
<u>Printing, publishing and engraving.</u>	::	::	S	S	
<u>Publicly owned parks and recreational areas.</u>	::	::	S	S	
<u>Restaurants, Types A and B, when contained within the principal industrial structure.</u>	::	::	S	S	
<u>Sign and paint shop.</u>	::	::	S	S	
<u>Testing of materials, equipment and products.</u>	::	::	S	S	

~~(c) Land Use Distribution. Land use percentages shall be calculated based on acreage for the entire TOD Overlay District (or portion thereof as indicated) [see Sec. 5-130 (d)].~~

~~(1) Commercial Retail and Services~~

~~a. TOD Core – Maximum 40 percent~~

~~b. Outside TOD Core and Transitional Area – Maximum 12 percent~~

~~(2) Office~~

~~a. TOD Core – Minimum 10 percent; Maximum 40 percent~~

~~b. Outside TOD Core and Transitional Area – Maximum 20 percent~~

~~(3) Hotel/Conference Center – Maximum 10 percent~~

~~a. TOD Core and Outside TOD Core – Maximum 10 percent~~

~~(4) TOD Residential – Minimum 30 percent; Maximum 65 percent~~

~~a. TOD Core and Outside TOD Core – Minimum 30 percent; Maximum 65 percent~~

~~(5) Light Industrial Uses~~

~~a. TOD Core – Not Permitted~~

~~b. Outside TOD Core – Maximum 40 percent~~

(d) Density/Intensity. Highest density within the TOD Core then stepping down in density, intensity and height

(1) TOD Core - Minimum ~~46~~ 10 du/acre; Maximum 32 du/acre

(2) Outside TOD Core/Transitional Area - Minimum 44 ~~4~~ 8 du/acre; Maximum 20 du/acre

(3) Intensity – Minimum 0.4, Maximum 2.0 FAR

(4) Parcel assemblage of at least 1 acre is required for residential mixed-use developments, 2 acres is recommended for residential mixed-use developments in order to meet minimum residential densities.

(5) Residential densities below these minimums may be ~~allowed~~ permitted for sites with physical constraints. This shall be determined on a case-by-case basis through DRC during the development review process.

Sec. 5-132. Circulation, Connection and Streetscape Standards

(a) Purpose and Intent.

(1) Ensure that site design promotes efficient pedestrian and vehicle circulation patterns.

(2) Ensure the creation of a high-quality street and sidewalk environment that is supportive of pedestrian and transit mobility and that is appropriate to the roadway context.

(3) Provide a convenient, safe, and pleasant pedestrian system appropriate for people of all ages and abilities.

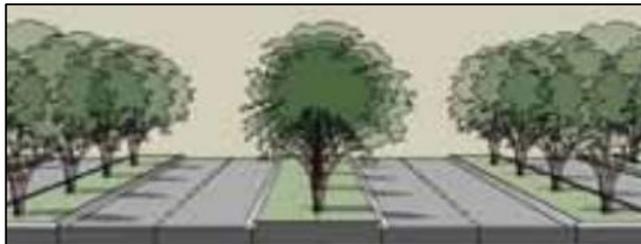
(4) Ensure that trees, sidewalks, and buildings – three of the major elements that make up

a streetscape – are arranged in a manner that supports the creation of a safe, human-scaled, and well-defined roadway environment.

- (5) Ensure that there are multiple travel route options for all transportation modes in and around the TOD Overlay District.
- (6) Ensure that vehicular parking is accommodated in a manner that enriches and supports, rather than diminishes, the pedestrian environment, and that does not create a barrier between the pedestrian environment and the buildings.
- (7) Ensure that sites are developed in a manner that supports and encourages connectivity for all modes of travel and that new and existing development, pedestrian and bicycle paths, and open spaces complement and link to one another.
- (8) Connectivity to other areas outside the TOD Overlay District.

(b) Roadway Types.

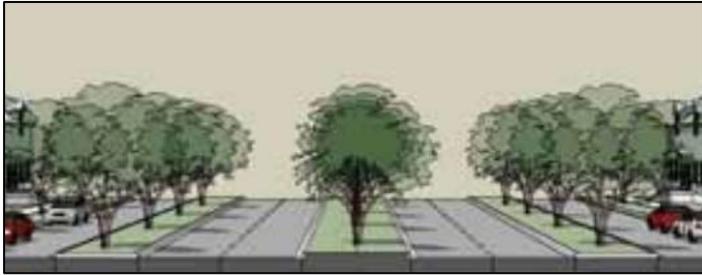
- (1) The following types of roadways are to ensure a cohesive development pattern along the streets, and to create safe, pleasant and convenient walking environments.
 - a. US Hwy. 17-92 – This is a primary state roadway that traverses the center of the TOD Overlay District and carries the highest level of vehicular traffic and transit to the internal mixed use developments and being most appropriate for non-residential development. A landscaped boulevard can be created along the medians to enhance the pedestrian environment.



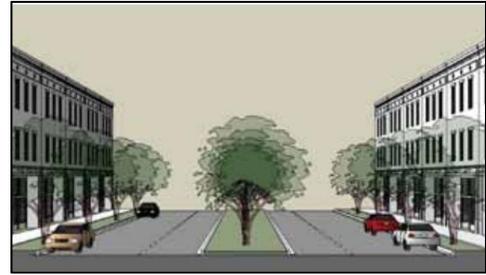
Boulevard

(Source: City of Panama City Beach, 2010)

- b. TOD Core Streets – These streets will be primary interior roadways of mixed-use developments to support a sufficient population density and mix of uses connecting to US Hwy. 17-92 and the Debarry Commuter Rail Station. These streets will carry vehicular, transit and pedestrian flow and being most appropriate for non-residential and mixed-use developments. A median landscaped boulevard and avenue can be provided to accentuate the entry drive and primary streets with interconnecting alleyways for activities “behind the scene”, such as parking, loading areas, trash collection, utility location, etc.



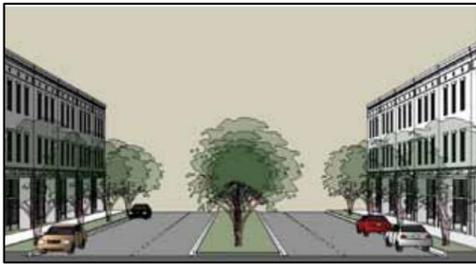
Boulevard



Avenue

(Source: City of Panama City Beach, 2010)

- c. Pedestrian Priority Streets – These streets serve as primary pedestrian routes Outside TOD Core leading directly to the TOD Core, connecting to neighborhoods, trails, parks and other public facilities, and being most appropriate for neighborhood commercial, and multi-family and single-family residential developments. A landscaped avenue, road and parkway can be provided with interconnecting alleyways for activities “behind the scene”, such as parking, loading areas, trash collection, utility location, etc.



Avenue



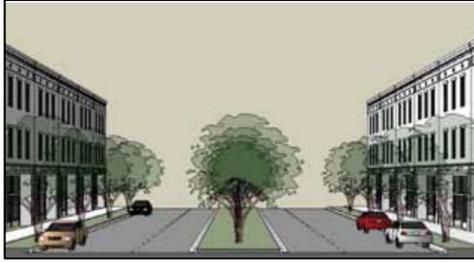
Road



Parkway

(Source: City of Panama City Beach, 2010)

- d. Local Streets – These streets serve as secondary routes within the Transitional Area making up the rest of the street network, while pedestrian accommodation is still prioritized and being most appropriate for commercial and business park developments. A landscaped avenue and roadway can be provided with interconnecting alleyways for activities “behind the scene”, such as parking, loading areas, trash collection, utility location, etc.



Avenue



Road

(Source: City of Panama City Beach, 2010)

(c) Streetscape.

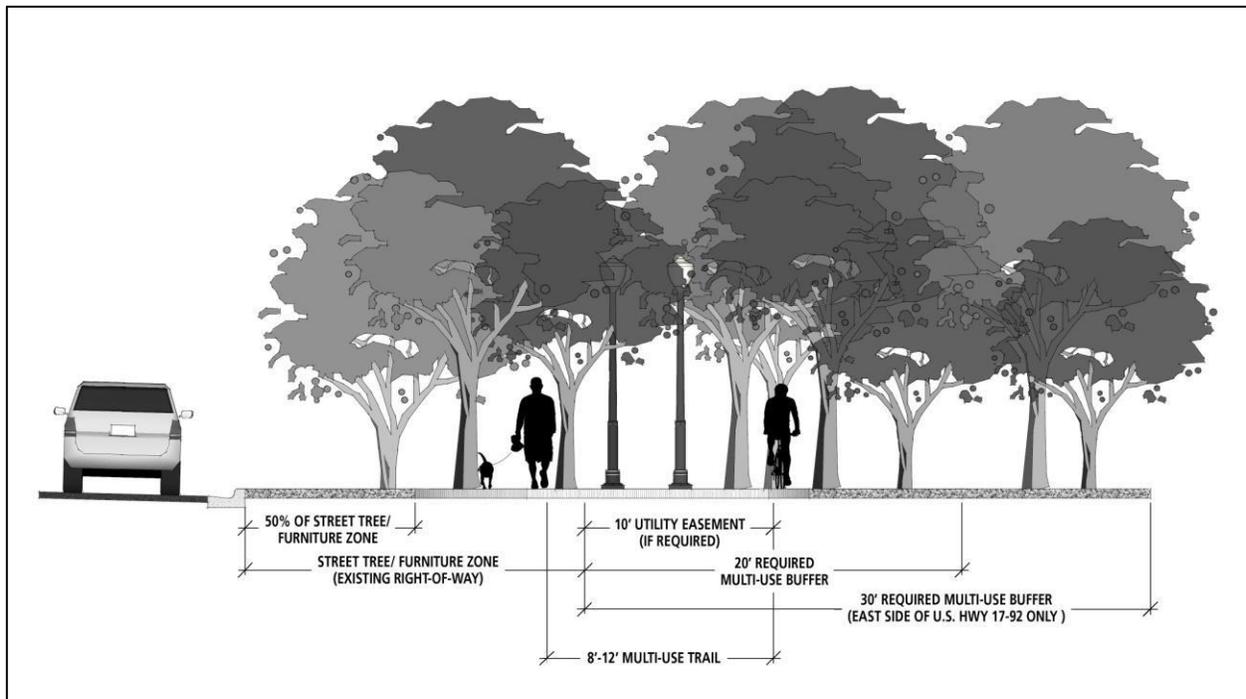
(1) The following streetscape standards specify the typical configuration of the roadway types: US Hwy. 17-92, TOD Core Streets, Pedestrian Priority Streets and Local Streets.

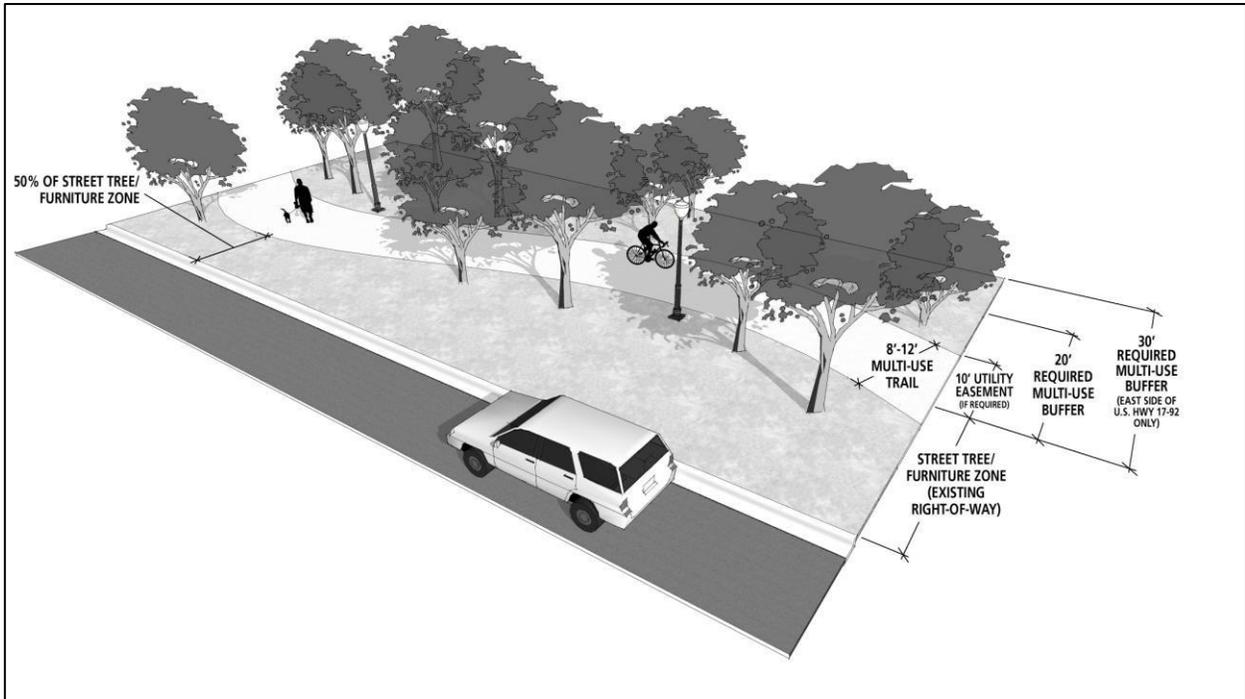
a. US Hwy. 17-92.

1. The streetscape shall include the following:
 - i. Street tree/furniture zone shall be the width of the existing unpaved right-of-way, which includes the existing sidewalk width.
 - ii. Required 20-foot multi-use buffer [see Sec. 5-133 (b) (4) e.]. An additional 10-foot wide utility easement may be required by Volusia County along the east side of US Hwy. 17-92. If the utility easement is necessary, a 30-foot multi-use buffer shall be required.
 - iii. Placement of street trees/planting strips, street furniture including seating, street lights, waste receptacles, fire hydrants, traffic signs, bus shelters, public utility equipment such as electric transformers and water meters, and similar elements in a manner that does not obstruct pedestrian access or motorist visibility may be permitted within the street tree/furniture zone, utility easement (where applicable) and multi-use buffer. If any of these items are removed or damaged due to maintenance of the utilities within an easement, they must be replaced.
 - iv. Meandering multi-use trail clear zone should be a minimum width of 8- to 12 feet, which may extend into the street tree/furniture zone and utility easement (where applicable) no more than 50% from the edge of the multi-use buffer/utility easement and 50% the width of the development site, unless otherwise approved as part of the site plan review process.
 - v. The street trees should be planted at an average spacing not greater than 40- to 50 feet on center. If landscaping within the utility easement is removed for any work/construction, the landscaping must be replaced with similar plant materials and size specifications.

2. All utility lines shall be underground for all new construction from the building to the property line. Utility lines within the right-of-way shall be placed underground.
3. Where existing electric utilities remain overhead, the centerline of street trees shall be located within a 10-foot radius of the energized conductor, unless otherwise approved by the DRC.
4. The DRC may approve a payment of money into the City sidewalk improvement trust fund as specified in Chapter 4, Article II, Division 1, Section 4-26 of the LDC. The City shall establish a US Hwy. 17-92 TOD sub-fund to construct the meandering sidewalk along US Hwy. 17-92. The City shall also adopt a sidewalk master plan to identify circulation, phasing and design criteria for US Hwy. 17-92.

Figure 2: US Hwy. 17-92 Streetscape

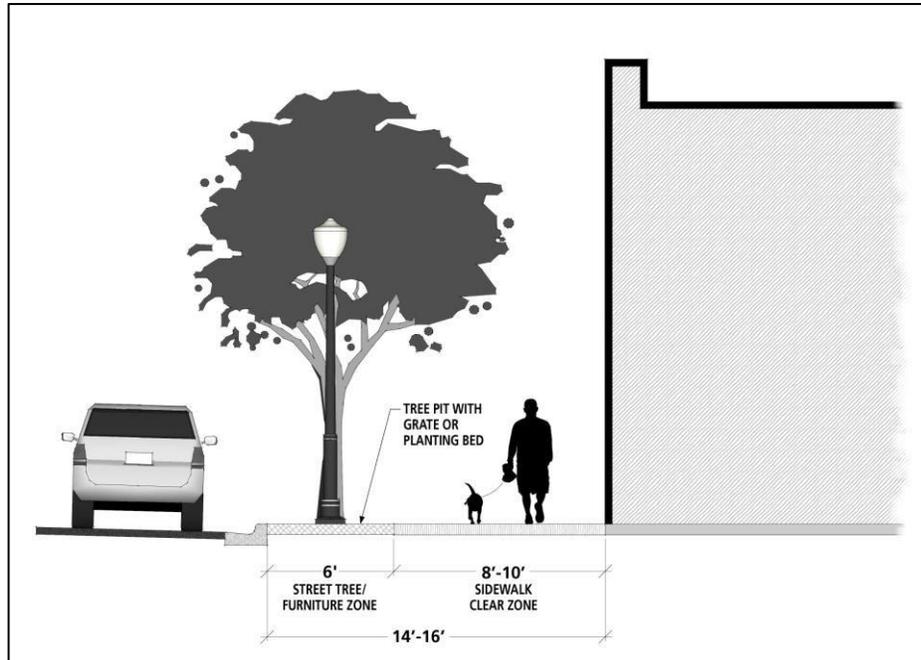




b. TOD Core Streets.

1. Sidewalk should be a minimum width of 14 ~~to 16 feet~~ from back of curb, unless otherwise approved as part of the site plan review process. Sidewalks shall consist of two zones: a street tree/furniture zone located adjacent to the curb, and a sidewalk clear zone.
 - i. The street tree/furniture zone shall have a minimum width of 6 feet (from back of curb) and shall be continuous and located adjacent to the curb.
 - ii. The street tree/furniture zone should be planted with street trees at an average spacing not greater than ~~30 to~~ 40 feet on center.
 - iii. The street tree/furniture zone is intended for the placement of street furniture including seating, street lights, waste receptacles, fire hydrants, traffic signs, newspaper vending boxes, bus shelters, bicycle racks, public utility equipment such as electric transformers and water meters, and similar elements in a manner that does not obstruct pedestrian access or motorist visibility.
 - iv. The sidewalk clear zone should be a minimum width of 8 ~~to 10 feet~~, shall be hardscaped, shall be located adjacent to the street tree/furniture zone, and shall comply with ADA Standards. The sidewalk clear zone shall be unobstructed by any permanent or nonpermanent element.
2. The minimum sidewalk requirement should apply regardless of the available right-of-way, unless otherwise approved as part of the site plan review process.
3. Where required, the sidewalk shall extend onto private property with a sidewalk easement provided.

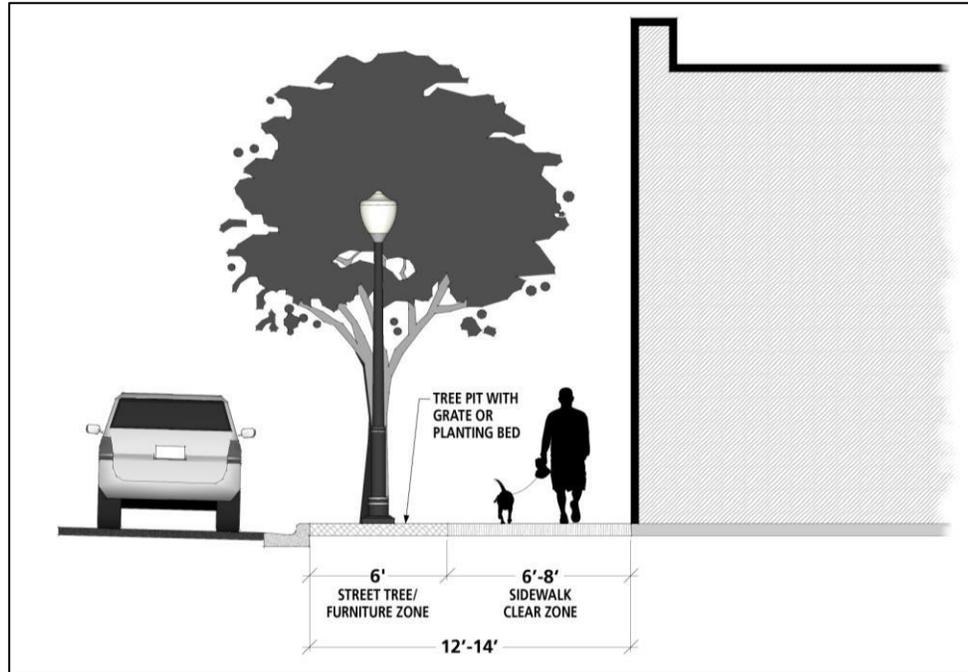
Figure 3: TOD Core Streetscape



c. Pedestrian Priority Streets.

1. Sidewalk should be a minimum width of ~~12 to~~ 14 feet in width from back of curb, unless otherwise approved as part of the site plan review process. Sidewalks shall consist of two zones: a street tree/furniture zone located adjacent to the curb, and a sidewalk clear zone.
 - i. The street tree/furniture zone shall have a minimum width of 6 feet (from back of curb) and shall be continuous and located adjacent to the curb.
 - ii. The street tree/furniture zone should be planted with street trees at an average spacing not greater than 40 ~~to~~ 50 feet on center.
 - iii. The street tree/furniture zone is intended for the placement of street furniture including seating, street lights, waste receptacles, fire hydrants, traffic signs, newspaper vending boxes, bus shelters, bicycle racks, public utility equipment such as electric transformers and water meters, and similar elements in a manner that does not obstruct pedestrian access or motorist visibility.
 - iv. The sidewalk clear zone should be a minimum width of 6 to 8 feet, shall be hardscaped, shall be located adjacent to the street tree/furniture zone, and shall comply with ADA Standards. The sidewalk clear zone shall be unobstructed by any permanent or nonpermanent element.
2. The minimum sidewalk requirement should apply regardless of the available right-of-way, unless otherwise approved as part of the site plan review process.
3. Where required, the sidewalk shall extend onto private property with a sidewalk easement provided.

Figure 4: Pedestrian Priority Streetscape



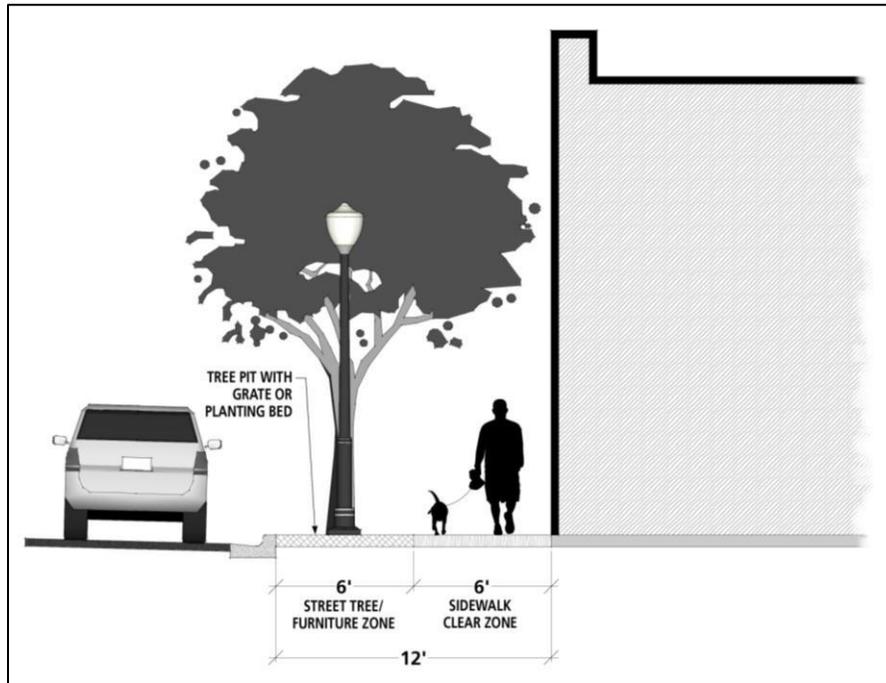
d. Local Streets.

1. Sidewalk shall be a minimum width of 12 feet in width, unless otherwise approved as part of the site plan review process. Sidewalks shall consist of two zones: a street tree/furniture zone located adjacent to the curb, and a sidewalk clear zone.
 - i. The street tree/furniture zone shall have a minimum width of 6 feet (from back of curb) and shall be continuous and located adjacent to the curb.
 - ii. The street tree/furniture zone should be planted with street trees at an average spacing not greater than 50 to 60 feet on center.
 - iii. The street tree/furniture zone is intended for the placement of street furniture including seating, street lights, waste receptacles, fire hydrants, traffic signs, newspaper vending boxes, bus shelters, bicycle racks, public utility equipment such as electric transformers and water meters, and similar elements in a manner that does not obstruct pedestrian access or motorist visibility.
 - iv. The sidewalk clear zone shall be a minimum width of 6 feet, shall be hardscaped, shall be located adjacent to the street tree/furniture zone, and shall comply with ADA Standards. The sidewalk clear zone shall be unobstructed by any permanent or nonpermanent element.
2. The minimum sidewalk requirement shall apply regardless of the available right-of-way, unless otherwise approved as part of the site plan review

process.

3. Where required, the sidewalk shall extend onto private property with a sidewalk easement provided.

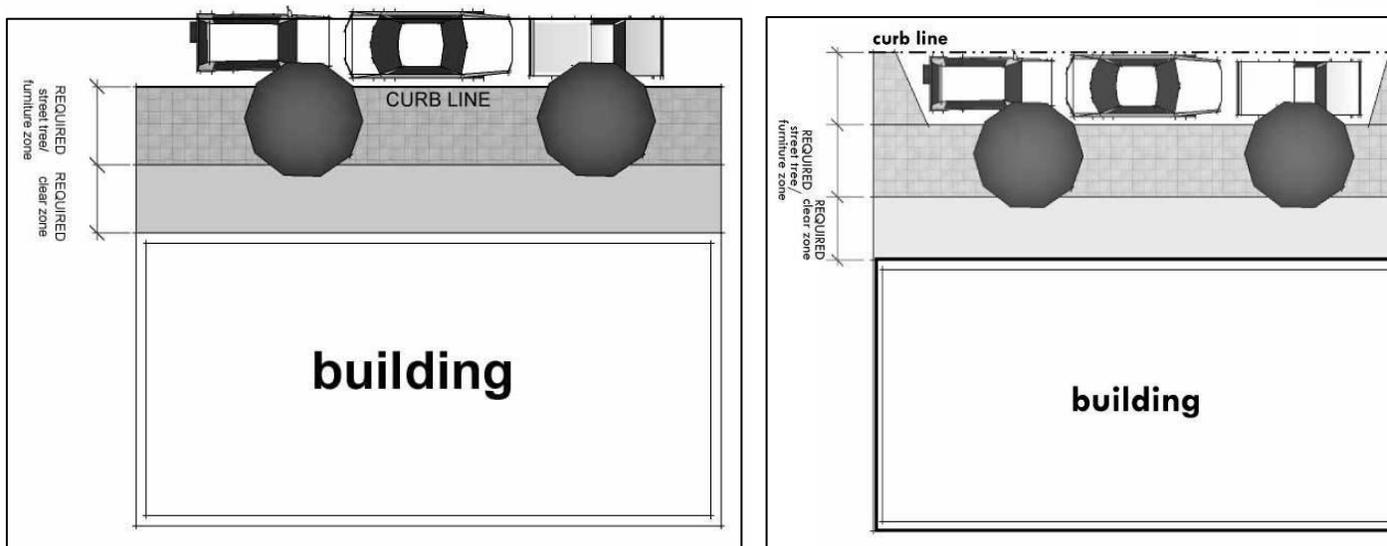
Figure 5: Local Streetscape



(d) On-Street Parking.

- (1) On-street parking is ~~generally~~ encouraged to serve retail, office, and residential parking needs. It is especially important in areas where there are active edge designations to support ground floor businesses and to serve as a buffer for pedestrian activity from the streets.
- (2) On-street parking is ~~encouraged~~ required on TOD Core Streets, Pedestrian Priority Streets and Local Streets, and located on the same side of the street as the use.
- (3) The parking stall shall be a minimum 22 feet in length and ~~9~~ 8 feet in width. The design may be accommodated adjacent to the curb line or by providing parking inside the curb line.
- (4) ~~If on-street parking is provided, the~~ The streetscape provisions under Sec. 5-132(c) shall continue to apply; to on-street parking with both a clear zone and street tree/furniture zone placed adjacent to the curb at the inside of the parking spaces.
- (5) On-street parking spaces may be counted toward the total ~~maximum~~ number of parking spaces.

Figure 6: On-Street Parking



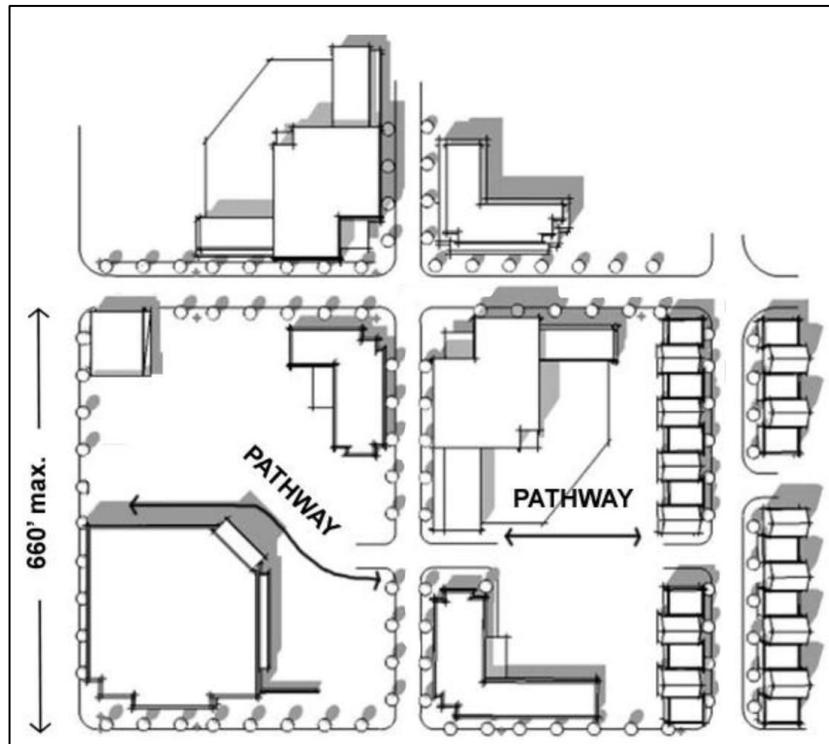
(e) Connection and Circulation.

- (1) All projects that are adding a street(s) must provide a Project Circulation Plan as part of the site plan review process.
- (2) The Project Circulation Plan shall identify the roadway types: US Hwy. 17-92, TOD Core Streets, Pedestrian Priority Streets and Local Streets.
 - a. The Project Circulation Plan shall demonstrate: How the on-site circulation system will be integrated with surrounding streets, bicycle facilities, trails, existing or future development, etc.
 - b. That the street and pathway system will contribute to safe and convenient pedestrian connections between primary destinations (i.e., DeBary Commuter Rail Station, mixed-use, commercial, non-commercial, parks, etc.) and surrounding residential neighborhoods and destinations.
 - c. How traffic calming methods have been incorporated into the design of new streets.
- (3) A site shall be generally divided into internal blocks with connecting streets that are interconnected with grid-like transportation system on the site. The block size shall be the following:
 - a. TOD Core and Outside TOD Core – Maximum 2.8 acres (300 feet x 400 feet) with intersecting alleyways accessed from the grid pattern streets for parking, loading

and service ways.

- b. Transitional Areas – Maximum 8.5 acres (560 feet x 660 feet) with pedestrian pathway provided as a mid-block route to connect to public streets and/or other existing or planned pedestrian routes through the site or adjacent to the site. Intersecting alleyways may be provided for parking, loading and service ways.

Figure 7: Mid-Block Pathway



(Source: City of Austin, 2009)

- (4) Curb cuts for vehicular connections:
 - a. TOD Core Streets and Pedestrian Priority Streets shall not occur more frequently than every 200 feet.
 - b. US Hwy. 17-92 and Local Streets shall not occur more frequently than every 300 feet.
 - c. For a lot with street frontage less than 50 feet wide abutting TOD Core (US Hwy. 17-92), access to the lot shall be provided from a single joint use driveway.
- (5) Curb-cut widths shall comply with the following standards:
 - a. Maximum residential driveway width for single family, duplex, and townhome residences shall be 18 feet.
 - b. Driveways along street frontages with an active edge designation are discouraged.

When they are deemed necessary during site plan review, the maximum driveway width for multi-family residential and commercial uses shall be 30 feet along an active edge.

- c. Other commercial driveways within the TOD Overlay District shall be no more than 30 feet wide.
 - d. The maximum curb return radius for all residential driveways shall be 10 feet and all commercial driveways shall be 15 feet.
 - e. Sidewalk clear zones crossing a driveway shall be continuous and as straight and level as possible. Curb cuts shall ramp up and down to the level of the sidewalk rather than require additional curb ramps along the sidewalk.
- (6) Provide cross access easements, where feasible.
 - (7) Alleys are encouraged to focus specific types of activity “behind the scenes” and to potentially allow for another point of access to the site. Alleys may provide space for, but not limited to, the following: loading areas, trash collection, utility location, and access to parking. Alleys shall have a 20’ right-of-way with a minimum 12’ paved surface.
 - (8) Provide direct pedestrian access from any street adjacent to the property line to a building entrance (the pedestrian access point must be fully accessible during operating hours).
 - (9) Where public parkland is adjacent to the property line, provide pedestrian and bicycle access from the trail or walkway system on that parkland to the building entrance (the pedestrian and bicycle access points must be fully accessible during operating hours).
 - (10) Minimum 5-foot wide bike lanes along all streets, either demarcated by a symbol or color laneways along US Hwy. 17-92, Pedestrian Priority Streets and Local Streets.

Sec. 5-133. Site Development Standards

(a) Purpose and Intent.

- (1) Ensure that buildings relate appropriately to the surrounding area, create a cohesive visual identity and attractive street scene, and frame the pedestrian environment.
- (2) Encourage equitable distribution of affordable housing and mixed income communities around the DeBary Commuter Rail Station through the use of development incentives within the TOD Core and Outside TOD Core areas.
- (3) Ensure that buildings relate appropriately to their roadway context, allowing for easy pedestrian access to buildings and providing well-defined edges to the roadway environment.
- (4) Ensure that building entryways are convenient and easily accessible from the pedestrian circulation system.
- (5) Provide opportunities to enhance the roadway and pedestrian environment, such as outdoor dining, porches, patios, and landscape features.
- (6) Ensure that vehicular parking is accommodated in a manner that enriches and supports, rather than diminishes, the pedestrian environment.
- (7) Provide adequate, secure, and convenient bicycle parking to meet the needs of the users of a development and to encourage cycling activity.
- (8) Ensure that utilities and mechanical equipment are obscured and are not prominent features of a development that negatively impact the visual experience.
- (9) Ensure that exterior lighting creates a safe night-time atmosphere and encourages activity in the evening, but does not overwhelm the environment and intrude onto adjacent properties.
- (10) Provide both private and public open space amenities to residents, workers and visitors of the TOD Overlay District.

(b) General Development Standards.

(1) Lot Requirements

Land Uses	Minimum Lot Area (sq. ft.)	Minimum Lot Width (ft. front 27bldg.. line)	Maximum Lot Coverage ¹ (%)	Maximum Impervious Surface ²¹ (%)
Single-Family Residential	None	None	80	<u>75</u>
Multi-Family (1 to 2 units)	None	None	80	<u>75</u>
Multi-Family (3 to 4 units)	None	None	60	<u>75</u>
Multi-Family (5+ units)	None	None	60	<u>75</u>
Non-Residential Mixed-Use with maximum 2 live/work units	11,000	None	-	85
Residential Mixed-Use	43,560 ³²	None	-	85
Commercial/ Office/Hotel	5,000	50 <u>None</u>	-	80

Notes: ¹ Lot coverage includes principal building and accessory buildings, but not parking or other paved surfaces.

²¹ Impervious surface includes all buildings, pavements and other impervious surfaces.

³² Refer to Sec. 5-131 (d) (4) for recommended parcel size to meet minimum residential densities.

(2) Setbacks and Building Heights.

Land Uses	Maximum Setbacks from Property Lines (in feet)				Maximum Building Height (in feet <u>number of stories</u> ⁴)
	Front	Side	Side Adjacent to Street	Rear	
US Hwy. 17-92					
Commercial/Office	75 ¹	10	5 -TOD Core 15 - Outside TOD Core & Transitional Area	10	35 <u>5</u>
TOD Core					
Mixed-Use/Hotel	6 ²	0	5 ²	10	45 <u>5</u> Increased at a 1:1 ratio beyond 35-feet until it reaches 45
Commercial/Office	6 ²	5	5 ²	10	35 <u>5</u>
Outside TOD Core					
Mixed-Use/Hotel	10 ²	15 – Adjacent to residential 10 – Adjacent to all other uses	15 ²	15 – Adjacent to residential 10 – Adjacent to all other uses	45 <u>5</u> Increased at a 1:1 ratio beyond 35-feet until it reaches 45
Commercial/Office	10 ²	20 – Adjacent to residential 10 – Adjacent to all other uses	15 ²	20 – Adjacent to residential 10 – Adjacent to all other uses	35 <u>4</u>
Single-Family Residential	25	20 ³	20	20	35 <u>4</u>
Multi-Family (1 to 2 units)	20	5	15	25	35 <u>4</u>
Multi-Family (3 to 4 units)	25	5	15	25	40 ⁴ <u>5</u>
Multi-Family (5+ units)	25	5	15	25	40 ⁴ <u>5</u>
Transitional Area					
Mixed-Use	15 ²	25 – Adjacent to residential 10 – Adjacent to all other uses	15 ²	25 – Adjacent to residential 10 – Adjacent to all other uses	40 <u>5</u>
Commercial/Office	35 ²	10	25 ²	50	35 <u>4</u>
Single-Family Residential	30	20 ³	20	20	35 <u>4</u>
Multi-Family (1 to 2 units)	25	5	15	25	35 <u>4</u>
Multi-Family (3 to 4 units)	25	5	15	25	40 ⁴ <u>5</u>
Multi-Family (5+ units)	25	5	15	25	40 ⁴ <u>5</u>

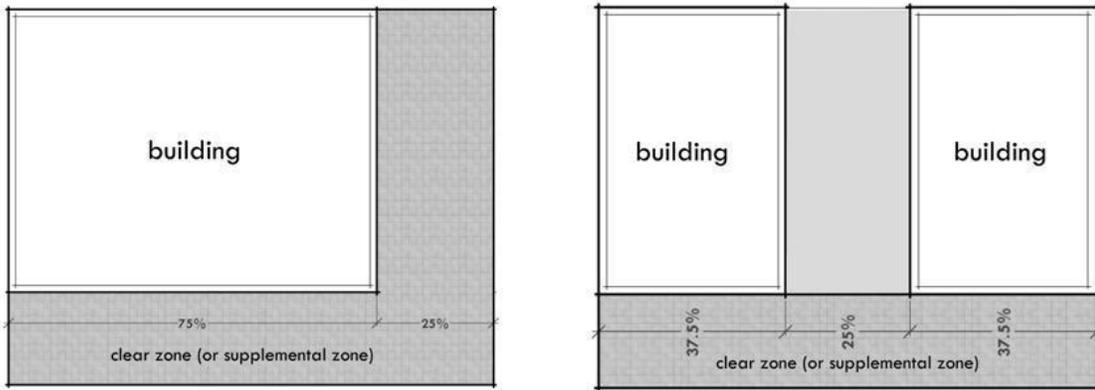
- Notes:**
- ¹ Includes landscape/multi-use buffer, one-90 degree or angle parking bay, two-way travel lane and walkway.
 - ² Opportunity for a storefront zone to allow for seating areas, planters/planting areas, bicycle racks, temporary sale/display of merchandise, moveable sandwich boards, postal/freight collection boxes, public art, etc.
 - ³ Minimum of eight feet on any one side.
 - ⁴ ~~Maximum 3 stories~~ Four stories shall not exceed 50 feet in height; five stories shall not exceed 60 feet in height as defined in Sec 5-134 Building Height.

(3) Building Placement.

- a. A minimum percentage of the net frontage length of the property along a site's principal street must consist of continuous building façade built up to the property line or sidewalk clear zone. This will allow the opportunity to create outdoor spaces.

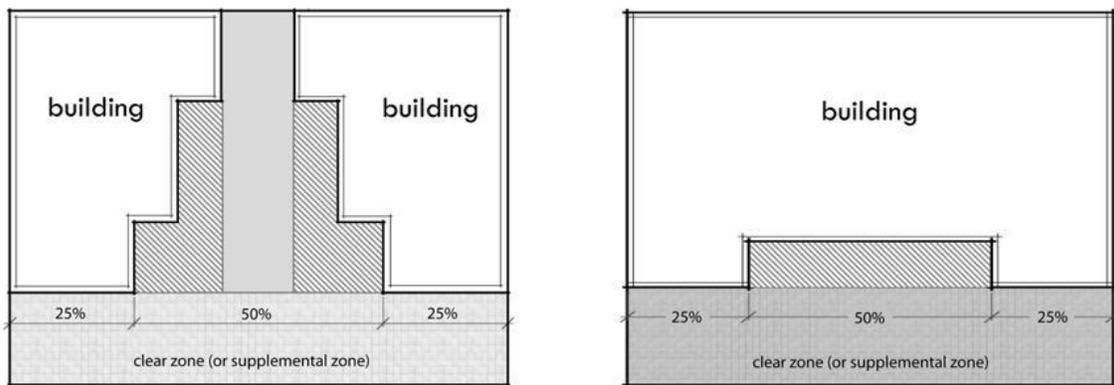
	US Hwy. 17-92	TOD Core Streets	Pedestrian Priority Streets	Local Streets
Net Frontage (Minimum Percentage)	0	75	50	40

Figure 8: 75 Percent Net Frontage Building Lengths

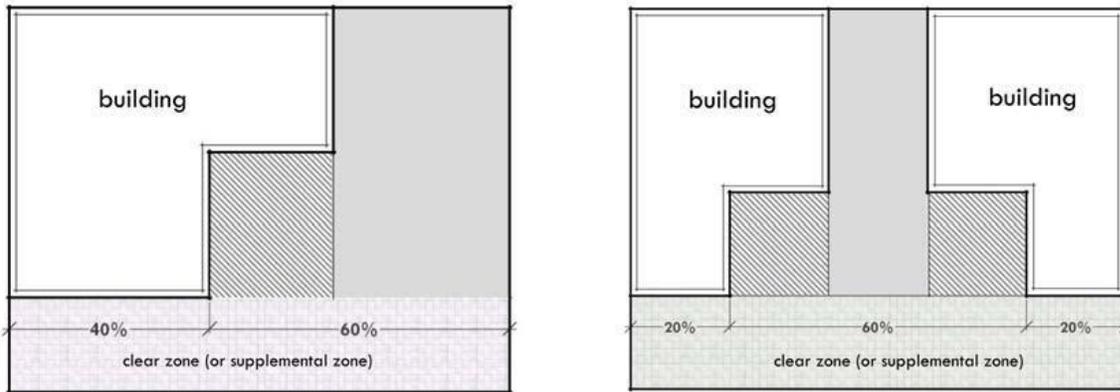


(Source: City of Austin, 2009)

Figure 9: 50 Percent Net Frontage Building Lengths



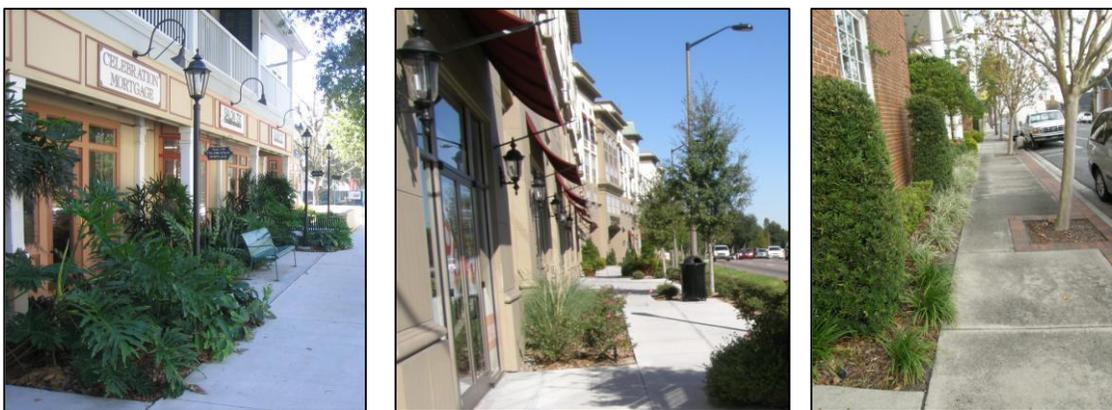
(Source: City of Austin, 2009)



(4) Landscaping.

- a. All landscaping shall use “Florida-Friendly” plants and guiding principles.
- b. All landscaping shall be irrigated and may be installed with moisture sensors beneath the root systems to properly gauge the watering requirements (i.e., Irrrometer).
- c. The plant materials and sizes shall comply with Sec. 5-9. Plant Selection of the LDC.
- d. Minimum 6-foot wide planting strips or planters shall be permitted along the building wall to accentuate the entranceway and building façade.

Figure 11: Landscaping in Front of Building



- e. Landscape/multi-use buffer shall be provided along the street front of US Hwy. 17- 92 with a minimum depth of 20 feet. The buffer shall contain one canopy tree or two understory trees for each ~~20~~ 40 linear feet of buffer with a continuous 30 to 36-inch screen shrubs and at least 50 percent of the area shall be groundcover. Decorative pedestrian lights may be permitted in the buffer.

Figure 12: Landscaping along US Hwy. 17-92



f. Vehicular Use Areas.

1. A minimum buffer width of 10 feet shall be required on the perimeter of vehicular use areas, except for the street fronts along US Hwy. 17-92 [see requirements specified in Sec. 5-133 (b) (3) e.].
2. The buffer shall contain the following:
 - i. Minimum 1 canopy tree for each ~~30~~ 35 linear feet of buffer
 - ii. Minimum 1 understory tree for each 50 linear feet of buffer
 - iii. Continuous 30 to 36-inch high screen shrubs
3. A 3-foot high wall compatible with the architecture of the building may be used with a maximum 3-foot wide landscape strip in front of the wall consisting of the following:
 - i. Minimum 1 understory tree for each 50 linear feet of streetwall and/or
 - ii. Minimum 50 percent of the area shall be groundcover

Figure 13: Landscape Buffers and Streetwalls



4. Planting areas within vehicular use areas shall equal not less than 20 percent of the gross area devoted to vehicular use. The perimeter landscaping shall not count toward meeting the required interior landscaping.
5. Interior planting areas may be located in tree islands, at the end of parking bays, or between rows of parking spaces. There shall be not more than 10 contiguous parking spaces between planting areas. Such planting areas shall be landscaped with a canopy or understory tree and may be landscaped with other materials. Trees and other landscaping planted in the planter island areas shall be credited toward the landscaping requirements of the vehicular use area. Planting areas may also be located within driveway medians, provided the median is a minimum of 10 feet wide.
6. Interior planting areas may be located to effectively accommodate stormwater runoff, as well as to provide shade in large expanses of paved areas.
7. Individual planting areas shall be not less than 400 square feet for medium and large trees. Individual planting areas for all other trees shall not be less than 180 square feet.
8. A continuous curb or other means of protection shall be provided to prevent injury to vegetation within the planting areas.
9. One shrub shall be installed for each 50 square feet of planting area.
10. 1 square foot of groundcover shall be installed for each 5 square feet of planting area. At the owner's option, grassed areas may be substituted for up to 50 percent of the square footage of groundcover required.
11. A fractional tree or shrub shall be rounded up to the next highest whole number.

g. Tree Preservation

1. All development shall comply with Chapter 5, Article IV Tree Preservation of the City of DeBary Land Development Code, with the exception of Section 5- 88 of Article IV, which requires 15 percent of the overall development site to be set aside for tree preservation.
2. Within the TOD Overlay District, the requirements of Sec. 5-88 are replaced with a minimum of 2.5 percent of the overall development site to be provided for tree preservation within the TOD core and 7.5 percent of the overall development site to be provided for tree preservation outside of the TOD Core. These set asides for tree preservation shall be calculated toward the 5 percent and 15 percent public/open space requirement for the TOD Core and Outside TOD Core areas respectively. Alternative tree preservation and open space requirements may be considered by the Development Review Committee during the site plan approval process on a case by case basis when other site enhancements of the development plan are demonstrated.

h. Industrial Land Use Buffering

1. All new development shall provide a 30 foot landscape buffer with a masonry wall along industrial zoned frontages that are not incorporated into the TOD Overlay District. Screening shall be accomplished by preserving native vegetation whenever possible. Buffering requirements shall conform with Industrial/Commercial criteria outlined in the Land Development Code.

2. Parcels zoned industrial at the time that this code is adopted shall be exempt from buffering requirements.

(5) Stormwater Facilities

- a. For application for a standard development, the following additional performance standards shall be used in the design of the project:
 1. *Closed basin criteria.* See Section 4-184.2.a
 2. *Retention standards.* The discharge hydrograph produced for the developed or redeveloped site shall not exceed, in terms of peak flow and total volume, the hydrograph produced by conditions existing before development or redevelopment for a 24-hour, 25-year frequency storm, unless the intent of this recharge provision will be met through detention of the difference between said volumes, in which case said volume difference may be released over not less than a 24-hour nor greater than a 72-hour period of time. However, the design standards for wet retention areas, when approved by the City Development Engineer, shall prevail. This requirement may be waived by the City Development Engineer for sites consisting predominately of poorly drained soils having permanently and naturally impaired recharge potentials. In addition, the cumulative impact of the outflow hydrograph on downstream flow shall be considered. Runoff rates and volumes resulting from the project, in excess of existing amounts, shall be accommodated on site. Off-site retention may be permitted if, in the opinion of the City Development Engineer, the recharge requirements of this division are met.
- b. To the greatest extent practicable Green Infrastructure principles shall be employed in the site design to reduce stormwater impacts prior to collection and treatment. (i.e., pervious / semi-pervious pavement, rainwater collection and reuse, etc.)
- c. The City's intent is that a centralized master stormwater system be created within the TOD Overlay District. The City will seek to create public-private partnerships to achieve these goals. The City may negotiate with a development project to incorporate a master retention element into the design, in return allowing additional development incentives as provided for within the Article.
- d. Within the TOD Overlay District, stormwater management facilities shall be designed to allow for conversion to a centralized master stormwater utility.
- e. If a centralized master stormwater pond is not developed within the TOD Core, the stormwater management systems for developments along US Hwy. 17-92 shall be located within the rear yard setbacks, unless they include a water feature and/or passive park or approved by the DRC upon hardship determination.

(6) Green Infrastructure.

- a. The purpose is to 1) reduce the negative impact of development on the natural environment, 2) reduce development costs related to construction and the provision of utilities, and 3) manage stormwater in a way that mimics natural stormwater management.
- b. The following standards shall apply to the TOD Core and Outside TOD Core (except for single-family, duplex and townhouse developments).
 1. Minimum 20 percent within TOD Core and 10 percent Outside the TOD Core of the

required Water Quality Volume (WQV) must be treated on-site using Green Infrastructure facilities. Such facilities include, but not limited to the following:

- i. Tree preservation and using drought-tolerant landscaping.
- ii. Reduce impervious surface area by using permeable paving materials.
 - iii. Green vegetated roofs.
 - iv. Roof rainwater collection.
 - v. Bioretention or infiltration.
2. In cases where site specific circumstances limit the ability to treat the WQV on-site using Green Infrastructure, the City may allow fee-in-lieu payments.
3. A developer or group of developers may propose a regional water quality structure that treats the stormwater from at least 10 acres of previously untreated offsite land.

Figure 14: Green Infrastructure



Bioretention – Parking Lot



Rooftop Garden



Porous Asphalt



Porous Concrete Pavers

- (7) Private/Public Common Open Space and Pedestrian Amenities.
 - a. These standards shall apply to all development sites larger than 2 acres.
 - b. All new developments and redevelopments shall devote a minimum of 5 percent (TOD Core); 10 percent (Outside the TOD Core); and 20 percent (Transitional Areas) of the gross site area to one or more of the following types of common open space or pedestrian amenities:
 1. A natural and undisturbed private common open space, for use of the residents, employees, and visitors to the development. Developments with primarily residential uses are encouraged to comply with this requirement.

2. A landscape area with a minimum depth and width of 10 feet and a minimum total area of 200 square feet. The area shall include pedestrian amenities to support these places as gathering areas.

3. A playground, patio, or plaza with outdoor seating areas, provided the playground, patio, or plaza has a minimum depth and width of 10 feet and a minimum total area of 300 square feet. The area shall include pedestrian amenities to support these places as gathering areas.
 4. A combination of the above-listed amenities.
 5. In cases of provable hardship, the DRC may approve a payment of money into a trust fund allocated towards parks and recreational facilities in lieu of construction of private/public common open spaces and pedestrian amenities. The payment shall be equal to the "Just Value" of the area required for the private/public common open space and pedestrian amenities based on the previous year's "Just Value" from the Volusia County property appraiser.
 6. Provable hardship shall comply with the variance criteria pursuant to Chapter 1, Section 1-8 Variances of the City of DeBary Land Development Code.
- c. To the maximum extent feasible, where significant natural and scenic resource assets exist on a property, the developer shall give priority to their preservation as private common open space.
 - d. Lands within the following areas shall not be counted towards private common open space or pedestrian amenities, unless approved by the DRC.
 1. Private yards;
 2. Public or private streets or rights of way;
 3. Parking areas and driveways for dwellings;
 4. Water quality and stormwater detention ponds; and
 5. A required street tree/furniture zone.
 - e. Land set aside for private/public common open space or pedestrian amenities shall meet the following design criteria:
 1. Common open space areas shall be located so as to be readily accessible and useable by residents or visitors in various locations of the development, unless the lands are sensitive natural resources and access should be restricted.
 2. The lands shall be compact and contiguous unless the land shall be used as a continuation of an existing trail, or specific topographic features require a different configuration. An example of such topographic features would be the provision of a trail or private open area along a riparian corridor.
 3. Where private/public common open space areas, trails, parks, or other public spaces exist adjacent to the tract to be subdivided or developed, the private common open space or pedestrian amenity shall, to the maximum extent feasible, be located to adjoin, extend, and enlarge the presently existing trail, park, or other open area land.
 - f. All common open space or pedestrian amenity areas shall be maintained by the owners of the development.

Figure 15: Common Open Space

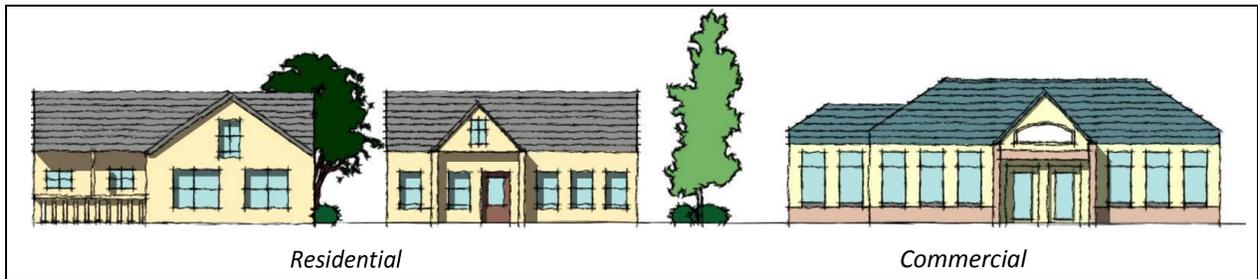


(8) Transitional Areas/Compatibility.

a. Building Transitions.

1. Façade and height transitions between buildings are key elements in creating and maintaining an attractive streetscape. Height and scale of new development and redevelopment shall be compatible with that of surrounding development. In order to accomplish appropriate facade transitions, and to maximize City streetscape aesthetics, the following transitional techniques shall be applied to new development and redevelopment when within 600 feet of an existing building.
 - i. Buildings shall be designed to provide transitional elements and architectural features (architectural style, scale, design details, construction materials and the like) that are architecturally compatible with adjacent structures. Buildings that are twice the height, or greater, than an adjacent structure shall also provide transitional elements and features that provide for transitional blending of heights.
 - ii. The pattern of placement, proportions and materials of windows and doors shall be harmonious with surrounding structures.
 - iii. The ratio of wall surface to openings and the ratio of width and height of windows and doors shall be consistent and compatible with surrounding structures.
 - iv. The above-noted requirements may be waived where the City Council determines that City aesthetics would be enhanced by a change in the pattern of development that has been previously established by adjacent structures. In such a case, the City Council shall determine the appropriate style and exterior materials for the new development or redevelopment.

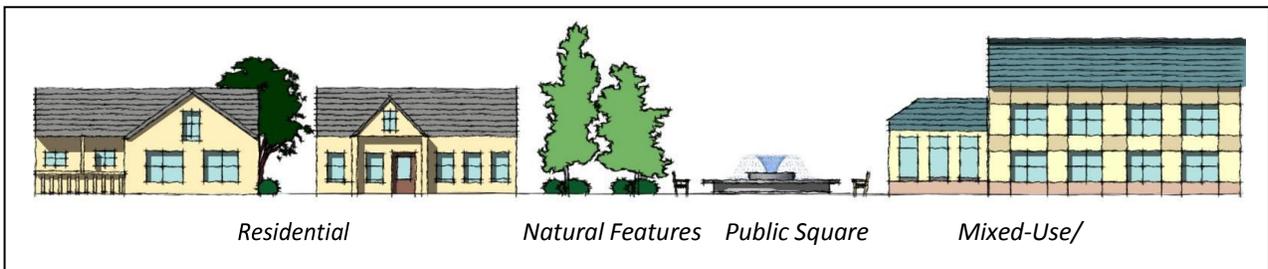
Figure 16: Building Transitions



b. Green/Open Space Transitions.

1. Public spaces and natural features can be used to provide a seamless buffer/transition from varying development activities and intensities, and maintaining an attractive streetscape, such as the following:
 - i. Green spaces, courts, squares, parks, plazas, and similar spaces that can also function as community gathering places; or
 - ii. Natural features including natural differences in topography (not retaining walls), water bodies, existing stands of trees and similar features.

Figure 17: Green/Open Space Transitions



c. Intensity Transitions:

1. Site the less-intensive uses as transitions to lower-intensity, adjacent uses (i.e., neighborhood stores, bed & breakfast inns, community facilities, etc).

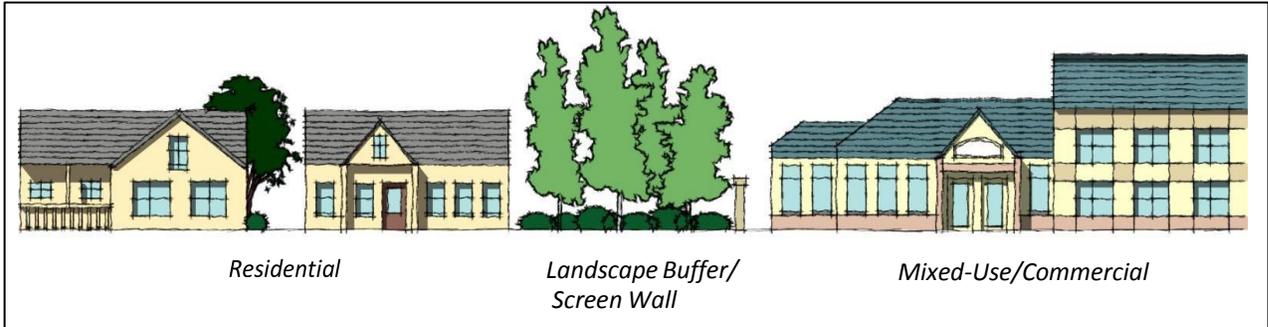
Figure 18: Intensity Transitions



d. Landscaping and Screening Transitions.

1. Use landscape buffering and supplemental fences and walls.

Figure 19: Landscaping and Screening Transitions



(9) Off-Street Parking.

a. Parking Requirements.

1. Maximum parking requirements for residential development shall supersede the minimum parking requirements for duplex and multifamily as outlined in Sec 3-129 of the Land Development Code. A minimum of 0.5 parking spaces per residential unit shall apply within the TOD Overlay District.

Parking Spaces Required (Maximum)*			
Land Uses	TOD Core	Outside TOD Core	Transitional Area
Multi-Family Residential	4 <u>1.5</u> parking space per multi-family unit, plus one guest space per 10 units	4- <u>5-2</u> parking space per multi-family unit, plus one guest space per 8 units	2 parking space per multi-family unit, plus one guest space per 6 units
Residential Mixed-Use (includes residential parking)	1 parking space per 1,000 gross floor area	1 parking space per 800 gross floor area	1 parking space per 650 gross floor area
Commercial/Retail	1 parking space per 350 gross floor area	1 parking space per 325 gross floor area	1 parking space per 275 gross floor area
Restaurant	1 parking space per 250 gross floor area	1 parking space per 200 gross floor area	1 parking space per 150 gross floor area
Office	1 parking space per 350 gross floor area	1 parking space per 300 gross floor area	1 parking space per 250 gross floor area

Note: * Refer to Section 3-129 of the LDC for handicapped parking requirements.

- b. The minimum off-street parking requirement may be reduced as follows:

1. By 1 space for each on-street parking space located adjacent to the site.
 2. By up to 10 percent to preserve significant stands of trees or protected trees in addition to those required to be preserved by the LDC.
 3. By 10 spaces for every car/van pooling vehicle provided in a program that complies with the requirements prescribed by the DRC.
 4. By 1 space for each shower facility with three or more lockers provided for employees in a nonresidential building.
 5. By 1 space for each fully enclosed and lockable bicycle parking space.
 6. By up to 10 percent if parking spaces are leased or sold separately from occupied spaces.
 7. By 1 space for every 3 electric car parking spaces. Electric car parking spaces shall be measured at least 7.5 feet in width by 18 feet in length with a recharge outlet and shall be identified or designated through the use of signage or pavement markings.
 8. Motorcycle and scooter parking may substitute for up to 5 automobile spaces or 5 percent of the required parking spaces, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement may be reduced by 1 space. Motorcycle and scooter parking spaces shall measure at least 4 feet in width by 8 feet in length and shall be identified or designated through the use of signage or pavement markings.
 9. In no case may the maximum off-street parking requirements for a project be ~~reduced~~ increased by more than 50 percent and shall receive approval by the LDM.
 10. On-street parking spaces may be counted toward the maximum number of parking spaces.
- c. Off-street parking along US Hwy. 17-92 may be located in the front, side, and rear yards subject to parking lot landscaping and setback requirements. Maximum 1 - 90 degree or angle parking bay and a two-way travel lane along the street front and street side. Not more than 50 percent of required parking may be located between the front façade and the street on which the building fronts.

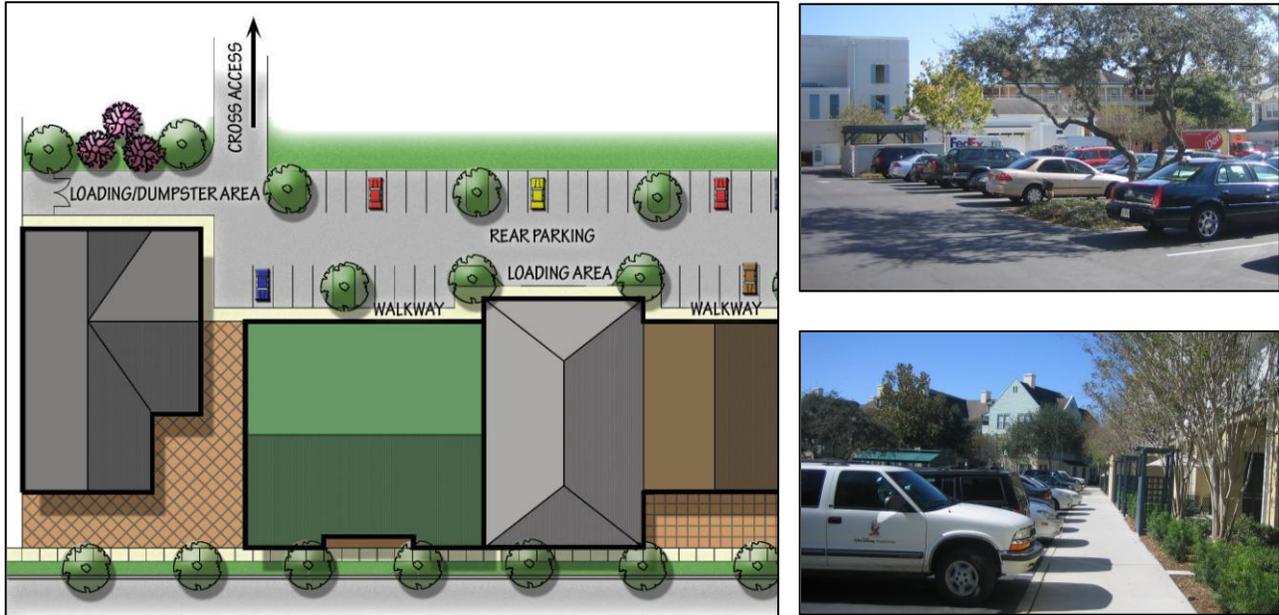
Figure 20: Off-Street Parking along US Hwy. 17-92





- d. Off-street parking shall be located in the rear yard along TOD Core Streets, Pedestrian Priority Streets and Local Streets, and shall not exceed one acre in size. Where feasible, ingress and egress from parking shall be from side streets or alleyways.

Figure 21: Off-Street Parking along TOD Core Streets, Pedestrian Priority Streets and Local Streets



- e. Shared parking is strongly encouraged. On lots serving more than one use, the total number of spaces required may be reduced, provided that the applicant submits credible evidence to the satisfaction of the DRC that the peak parking demand of the uses do not coincide, and that the accumulated parking demand at any one time shall not exceed the total capacity of the facility. Such evidence must take into account the parking demand of residents, employees, customers, visitors, and any other users of the lot. It must also take into account parking demand on both weekends and weekdays, and both during the daytime and overnight.
- f. Surface parking lots shall provide minimum 6-foot wide pedestrian walkways and connections to building entrance(s) or to the sidewalk system.
- g. Parking Structure
 1. Parking structures fronting a public street or public space shall be masked by a liner building a minimum of 30 feet deep.
 2. The first 30 feet of depth of the liner building shall be occupied by office, residential or other non-parking commercial uses.
 3. Liner buildings shall be at least 2 stories or 35 feet in height.
 4. Liner buildings may be detached from or incorporated into parking structures.

5. When a liner building is not possible due to unusually shallow lot depth or unique topographical features, provide a landscaped seating area between the structure and the street.
6. The parking structure/liner buildings shall be designed to have similar façade treatments with respect to building materials and articulations to complement the architectural theme of the development.

Figure 22: Parking Structures



Parking structure behind liner building



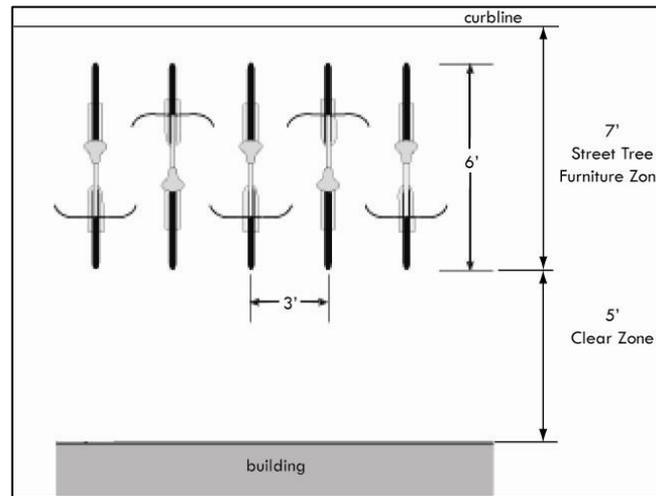
Liner building incorporated into parking structure

h. Bicycle Parking.

1. Bicycle racks shall be provided on site at a ratio of 1 space for every 15 automobile parking spaces.
2. Bicycle parking shall not obstruct the sidewalk clear zone and shall be located in a well lighted, secure and visible location:
 - i. Within 50 feet of building entryways; or
 - ii. At employee entrances; or
 - iii. Within a building, or
 - iv. In a covered motor vehicle parking area.
3. Bicycle parking facilities shall either be lockable enclosures in which the bicycle is stored, or a secure stationary rack, which support the frame so the bicycle cannot easily be pushed or fall to one side.
4. Racks that require a user-supplied lock should accommodate locking the frame and both wheels using either a cable or U-shaped lock.
5. Bicycle parking spaces shall be at least 6 feet long and 3 feet wide, and overhead clearance in covered spaces shall be a minimum of 7 feet.

6. A 5-foot aisle for bicycle maneuvering, which may be provided with the required sidewalk clear zone, shall be provided and maintained beside or between each row of bicycle parking.
7. Bicycle racks or lockers shall be securely anchored.

Figure 23: Bicycle Parking Design



(Source: City of Austin, 2009)

(10) Loading/Delivery Docks.

- a. Each loading space shall be at least 12 feet wide by 35 feet long.
- b. Loading and service dock areas shall be integrated into the building design; or located to the rear or sides of a building, away from the main building entrance, or related high visibility areas.
- c. No loading docks shall be located between a building and a residential development unless there is a minimum 60 feet setback between the loading dock and the residential development and that the setback includes a landscape buffer and masonry wall.
- d. Loading spaces, their access drives and maneuvering areas shall be located and designed so that their use does not impede the normal use of parking spaces and access drives.
- e. Loading and service docks shall be screened by the following:
 1. Minimum 6 feet to a maximum 8 feet high masonry wall to be architecturally consistent with the style, colors, construction materials and finish of the building; and/or
 2. Landscape consisting of a minimum 5 feet high evergreen hedge at least 4 feet in height when planted, to grow to 5 feet within 1 year; and minimum 8 feet high understory/ canopy trees.

Figure 24: Loading Areas



(11) Exterior Lighting.

- a. An exterior building and site lighting master plan detailing areas and structures requiring illumination, lighting fixture styles, light source and light levels shall be included as part of site plan review.
- b. Lighting shall be of the metal halide type, or other lighting that is uniform in color and intensity.
- c. The following outdoor lighting applications shall be illuminated by fixtures that are both fully-shielded and full cut-off:
 1. Street and pedestrian lighting;
 2. Parking lots;
 3. Pathways;
 4. Recreational areas; and
 5. Product display area lighting.

Figure 25: Outdoor Lighting



- d. Building façade lighting may only be used to highlight specific architectural features such as principal entrances and towers.
- e. Directional luminaries may be used to illuminate signs and flagpoles. Such luminaries shall be installed and aimed so that they illuminate only the specific object or area and do not shine directly onto neighboring properties, roadways, or distribute excessive light skyward.
- f. Recessed lighting fixtures shall be required in order to conceal the actual source of the light so as to reduce glare and direct the light to specific areas while shielding other areas.
- g. Backlighting of awnings/canopies is not permitted.
- h. Pedestrian scale lighting fixtures no greater than 15 feet in height shall be provided along all sidewalks and walkways to provide ample lighting during nighttime hours.
- i. Parking lot lighting shall be designed as follows:
 - 1. Light poles shall be located only within landscaped strips, interior landscape islands, or terminal landscape islands. Light poles are not allowed in corridor buffers.
 - 2. The maximum height of the light pole shall be 20 feet, including the base.
 - 3. The minimum setback of the light source from the property line shall be a horizontal distance of 10 feet.
- j. Neon lighting is not permitted.
- k. Ground level light fixtures shall be of the burial vault type or shall be fully screened by landscaping materials.

(12) Screening of Equipment and Utilities.

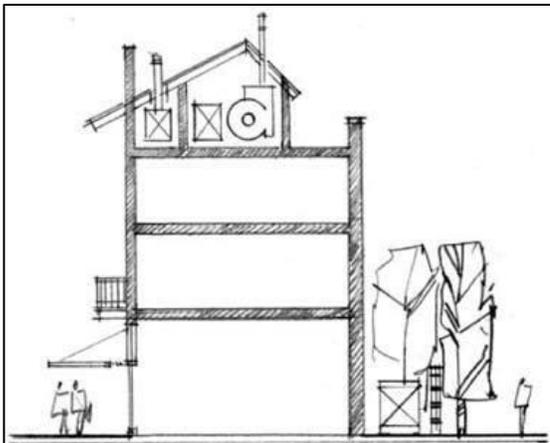
- a. Mechanical equipment located on the ground, such as air conditioning and heating units, satellite dishes, irrigation pumps, utilities lift stations and the like shall be screened from public view. Screening shall, at a minimum, be at the same height as the equipment. Structural screening shall be architecturally integrated into the overall project design and shall be compatible, in terms of style, construction materials, colors, and finish, with the principal structure. Landscaping may be substituted for structural screening if plantings are compatible with the landscape plan for the project and are of such size and maturity as to be able to provide a fully opaque screen at time of planting.

Figure 26: Screening of Equipment/Utilities

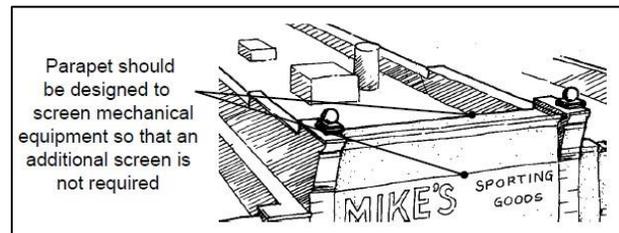


- b. Equipment and appurtenances mounted on rooftops shall be kept to a minimum. All exposed rooftop mounted equipment and appurtenances shall be fully screened from view from any public right-of-way. All screening shall, at a minimum, be at the same height as the equipment and appurtenances. Screening shall be an integral part of the design of the building and shall be architecturally consistent with the style, colors, construction materials and finish of the building.

Figure 27: Screening of Rooftop Equipment



Source: City of Meridian Design Manual



Source: North Logan City Commercial Guidelines

c. Trash Containers

1. Trash containers shall be placed at the side or rear of the building and/or centrally located in the parking lot at least 20 feet from any public street/walkway, pedestrian and public spaces and building entrances.
2. Enclosures shall be unobtrusive and conveniently located for trash disposal by tenants and collection by service vehicles.
3. Enclosures shall be located away from adjacent residential uses to minimize nuisances to neighboring properties.

4. Trash enclosures shall consist of a maximum 7-foot high wall with similar finishes, materials, and details as the primary buildings within the project. A decorative door shall also be provided.

Figure 28: Screening of Trash Containers



(13) Signage.

- a. Except as specifically listed below, all other signage and sign standards must comply with Sec. 5, Article II Sign Regulations of the LDC, as amended. If there are discrepancies, the greater restriction shall apply.
- b. Signs within the TOD Core and Outside the TOD Core shall comply with the following standards:
 1. Wall (Building) Signs.
 - i. Commercial uses (retail, office and restaurant): One sign per tenant space; area to be calculated at 0.5 square feet per linear foot of public street frontage with a maximum of 30 square feet.
 - ii. Second floor commercial uses may also be permitted one second floor wall sign per tenant space per public street frontage; area to be calculated at 0.25 square feet per linear foot of second floor frontage along that public street.
 - iii. Live-Work and Home occupations: One sign limited to an area of 8 square feet maximum.
 - iv. May encroach a maximum of 12 inches on to a sidewalk while maintaining a vertical clearance of 8 feet from the finished sidewalk.
 - v. Wall signs should not obscure windows, grille work, piers, pilasters, and ornamental features. Typically, wall signs should be centered on horizontal surfaces (i.e., over a storefront opening).
 - vi. Wall signs may be internally or externally lit. Cutoff fixtures shall be angled toward the face of the wall sign and shall complement the design of the building through style, material and color.

Figure 29: Wall Signs



2. Window Signs.

- i. Limited to 30 percent of the window area
- ii. The following shall be exempt from this limitation:
 - Addresses, closed/open signs, hours of operation, credit card logos, real estate signs, and now hiring signs.
 - Mannequins and storefront displays of merchandise sold.

Figure 30: Window Signs



3. Blade Signs.

- i. Shall be permitted for all commercial uses only (retail, restaurant, and office).
- ii. Maximum 4 square feet per sign face.
- iii. May encroach a maximum of 3 feet over a public sidewalk/R-O-W.
- iv. Blade signs may be attached to the building or hung under the soffit of an arcade or under a canopy/awning while maintaining a vertical clearance of 8 feet from the finished sidewalk.

Figure 31: Blade Signs



4. Awning Signs.

- i. The character height shall not exceed 2/3 of the height of the face (vertical or near vertical part) of the awning.
- ii. When possible, signs shall be horizontally and vertically centered on the face of the awning.

Figure 32: Awning Signs



5. Canopy Signs.

- i. The placement of this type of sign shall be limited to the canopy face length.
- ii. No sign shall project beyond the perimeter of the canopy.
- iii. The sign shall not exceed one square foot per lineal foot of canopy face length.

Figure 33: Canopy Signs



6. Menu Board Signs.

- i. One menu board shall be allowed per street address.
- ii. Menu boards shall not exceed 8 square feet in size and shall be positioned so as to be adjacent to the restaurant or business listed on the board and information on the board shall advertise exclusively the goods and services of the business and be placed in a manner which is clearly visible to pedestrian traffic.
- iii. Said menu boards shall not be placed in the City's right-of-way.
- iv. All standing menu signs shall be removed at the end of each business day.
- v. All wall menu signs shall be securely anchored to wall.

Figure 34: Menu Board Signs

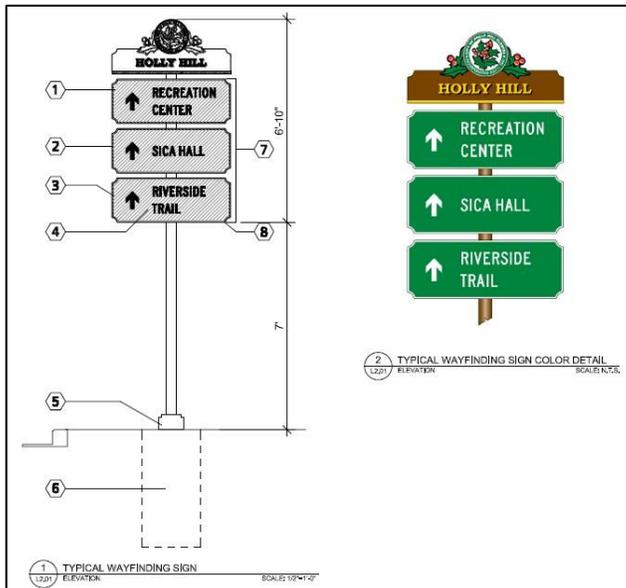


7. Wayfinding Signs.

- i. All public way-finding signs along State, County and City roads shall comply with the Federal Highway Administration, Manual on Uniform Traffic Control Devices (MUTCD) and all other local permitting agencies (FDOT and Volusia County).
- ii. Internal development wayfinding signs may provide location maps, directions, general information and special notices to add liveliness of the development. The signs shall be designed to match the site

architecture and be integrated into the layout of pedestrian circulation areas. The maximum size shall be 8 square feet mounted on pedestrian light poles or individual decorative poles.

Figure 35: Wayfinding Signs



State Roadway Sign



Internal Development Sign



(14) Transit Facilities.

a. Bus Stops

1. Bus stop needs and design shall be coordinated with VOTRAN.
2. In addition to VOTRAN requirements individual site plans shall consider the following:
 - i. Bus stops shall be evaluated for need every 660 feet from the final design site of the DeBary Commuter Rail Station.
 - ii. Bus stops may be accommodated via provision of additional property either on street adjacent to the right-of-way or via dedicated area within a off-street parking area.
 - iii. ~~Within the TOD Core bus~~ Bus stops shall incorporate a shelter area of no less than 24 square feet including seating.
 - iv. ~~Outside of the TOD Core bus stops shall include bench seating. Shelter area is optional.~~
 - v. Bus Stops shall comply with any architectural standards as established by the City of DeBary.

- vi. Bus Stops within the TOD Core Area shall include provision for secure bicycle parking in accordance with Sec. 5-133 (b) (9) h.

(15) Drive-through Facilities

- a. Drive-throughs, walk-up windows, and ATMs accessory to banks, restaurants, and retail sales and service shall only be permitted along US Hwy. 17-92 provided that:
 - 1. Drive-through windows shall not be located between the front façade of the principal structure and the street.
 - 2. Sight visibility shall be designed so as to not interfere with the circulation of pedestrian or vehicular traffic on the site itself, and on the adjoining streets, alleys or sidewalks.
 - 3. Drive-through lanes and vehicle stacking areas adjacent to public streets or sidewalks shall be separated from such streets or sidewalks by railings or hedges at least thirty-six inches (36") in height.
 - 4. Drive through, ATMs and walk-up elements should be architecturally integrated into the building, rather than appearing to be applied or "stuck on" to the building.
 - 5. Drive-through displays, ordering areas, walk-up windows, ATMs and parking canopies shall not serve as the singularly dominant feature on the site or as a sign or an attention getting device.
 - 6. Entries and/or exits to drive-through facilities shall be a minimum of one hundred feet from any intersection as measured from the edge of the drive closest to the intersection to the property line at the intersection. Shorter distances from road intersections may be approved if the DRC determines that public safety and/or the efficiency of traffic circulation are not being compromised.
 - 7. Drive-through stacking lanes shall be a minimum of one hundred feet from any single-family residential parcel.
 - 8. All service areas, restrooms and ground mounted equipment associated with the drive through shall be screened from public view.
 - 9. Landscaping shall screen drive-through aisles from the public right-of-way and adjacent uses and shall be used to minimize the visual impacts of reader board signs and directional signs.

Figure 36: Drive-Through Facilities



Sec. 5-134. Building Design Standards

(a) Purpose and Intent.

- (1) Ensure that buildings foster the creation of a human-scale environment.
- (2) Ensure that trees or man-made shading devices are used alongside roadways and connecting roadside sidewalks to businesses to encourage pedestrian activity by providing a sheltered and comfortable walking environment.
- (3) Ensure that buildings provide an interesting and engaging visual experience at the pedestrian level.
- (4) Ensure that the design and construction of ground floor building space near transit, at visible intersections, and along key streets that lead to transit, accommodates for active pedestrian-oriented uses even though these types of uses may not be supported by current market conditions.

(b) Building Entrances.

- (1) Primary customer and/or resident entrances shall face the principal street and connect directly to the sidewalk clear zone along the principal street. Supplemental customer and/or resident entrances are encouraged on any other building frontage.
- (2) Building entrances shall be provided for each separate ground floor commercial tenant space along the elevation facing the principal street.
- (3) Entryways shall be differentiated from the remainder of the facade through at a minimum, the use of color, change in materials, application of architectural features (arches, columns, colonnades, etc.), setbacks, offsets, level changes, and the like.
- (4) Entryway design shall incorporate landscaping, landscape planters or wing walls with landscaped areas.
- (5) Entryway areas shall be provided with structural or vegetative shading features and benches or other seating components.
- (6) The first floor of all multi-story structures within the TOD Core shall be a minimum of 14 feet in height.

(c) Window Glazing.

- (1) Glazing provides interest for the pedestrian, connects the building exterior and interior, puts eyes on the street, promotes reusability, and provides a human-scale element on building facades.

(2) All mixed use development, non-residential development, and development along the principal street shall satisfy the following:

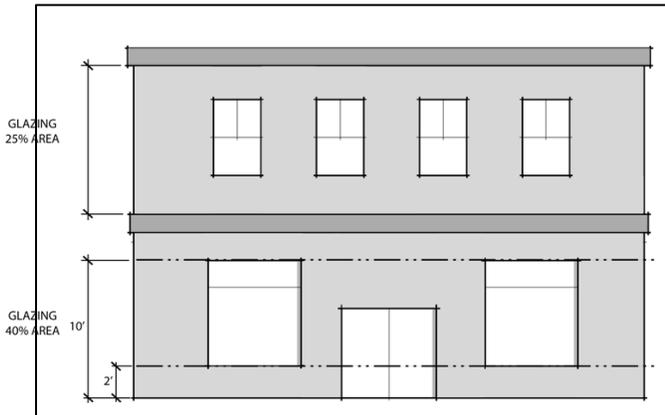
Percentage of Window Glazing (Minimum Wall Area)	US Hwy. 17-92	TOD Core	Outside TOD Core	Transitional Areas
Ground Floor (between 2 and 10 feet)	40	80	65	40
Upper Floors	15	35	25	15

(3) Development containing only residential units shall satisfy the following:

Percentage of Window Glazing (Minimum Wall Area)	Single-Family/Duplex	Multi-Family
Ground Floor (between 2 and 10 feet)	15	20
Upper Floors	10	20

(4) The window glazing shall be clear or lightly tinted low-e glass.

Figure 37: Window Glazing



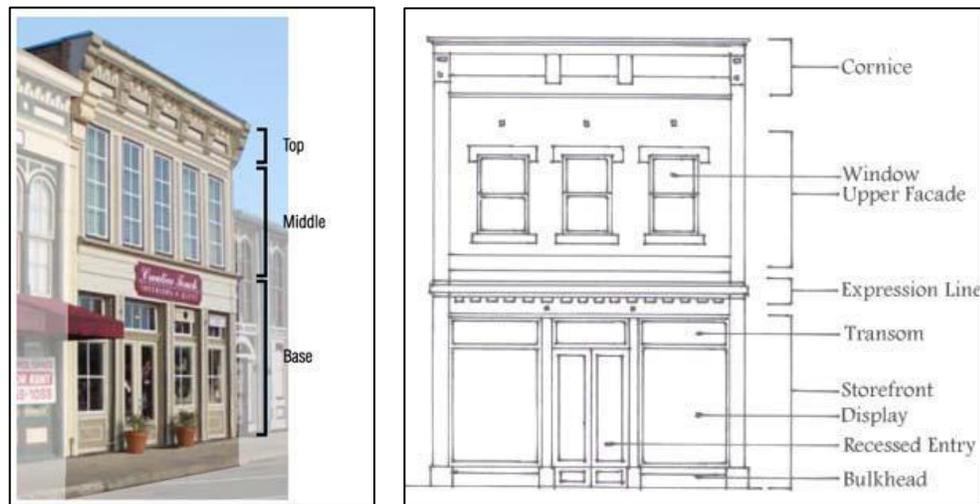
(Source: City of Austin, 2009)



(d) Building Façade Articulation.

- (1) To provide visual interest and create community character and pedestrian scale, a building shall comply with the following façade articulation requirements.
 - a. A single building mass with more than one tenant shall be varied by height and width so that it appears to be divided into distinct massing elements and architectural details can be viewed from a pedestrian scale.
 - b. Buildings shall be designed and built in tri-partite architecture so that they have a distinct base, middle, and top.

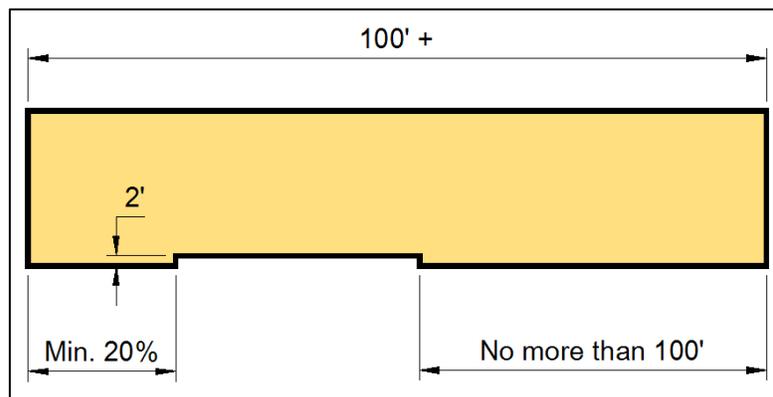
Figure 38: Architectural Elements



(Source: City of North Richmond Hills, 2009)

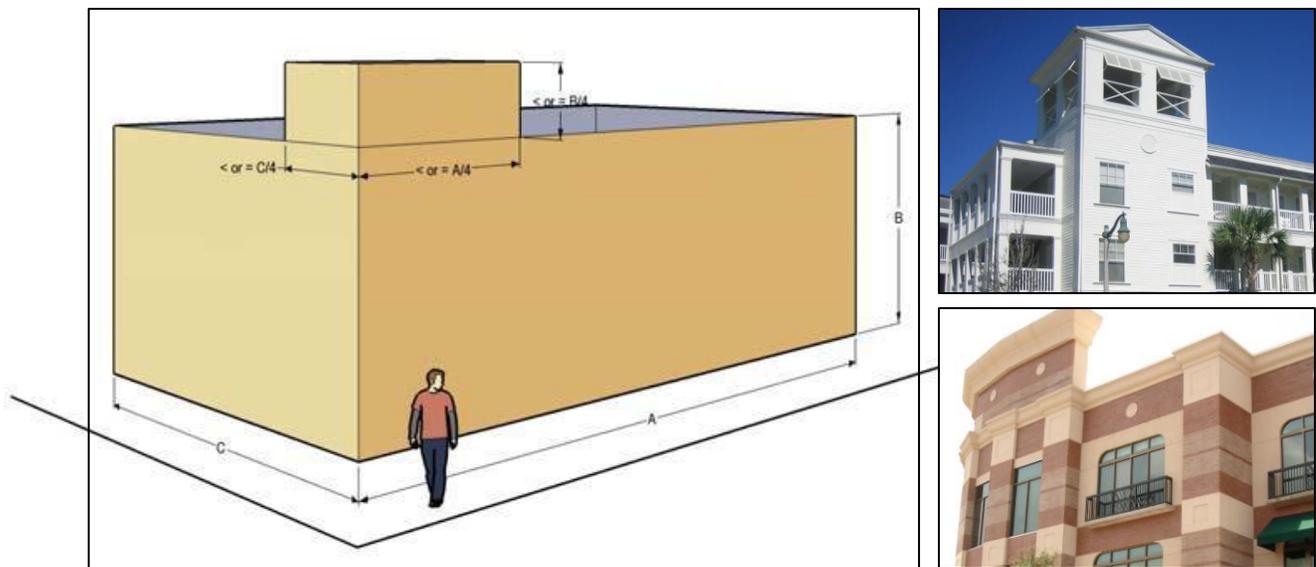
- c. No uninterrupted length of any façade shall exceed 100 horizontal feet.
- d. Facades greater than 100 horizontal feet shall incorporate wall plane projections or recesses having a depth of at least 2 feet and extending at least 20 percent of the length of the facade.

Figure 39: Building Articulation



- e. Building facades shall include a repeating pattern that shall include no less than three of the elements listed below. At least one of these elements shall repeat horizontally. All elements shall repeat at intervals of no more than 30 feet, either horizontally or vertically.
 - i. Color change
 - ii. Texture change
 - iii. Material module change
 - iv. Expression of architectural or structural bay through a change in plane no less than 12 inches in width, such as an offset, reveal, or projecting rib.
- f. At intersections, buildings located on corner lots shall utilize architectural embellishments to emphasize street intersections as points of interest in the TOD Overlay District. Maximum building heights shall be permitted to exceed by 25 percent for approximately 25 percent of the building frontage along each street façade.

Figure 40: Architectural Embellishments at Intersections



(Source: City of North Richmond Hills, 2009)

(e) Exterior Materials and Colors.

- (1) Exterior building materials and colors contribute significantly to the visual impact of a building on a community, which, in turn, individually and collectively reflect upon the visual character and quality of a community. In order to project an image of high quality City aesthetics, building materials and colors shall conform to the following requirements:
 - a. All buildings shall be faced with materials that exhibit a durable, high quality appearance.

- b. Materials shall be of a low maintenance type, retaining a consistent, clean appearance.
- c. Generally accepted exterior facing materials shall relate to the mass of the structure based on square footage as follows:
 - 1. For all structures, the following materials shall be acceptable on all facades that are or will be exposed to the general public:
 - i. Brick
 - ii. Exposed aggregate
 - iii. Stone
 - iv. Cellulose fiber-reinforced cement building boards
 - v. Stucco, if used, shall be flat finish, "knocked-down," or sand finish
 - vi. E.I.F.S. (exterior insulation and finish system)

Figure 41: Exterior Materials



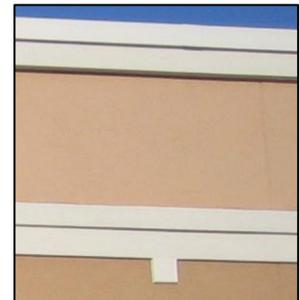
Stone and textured stucco



Brick and siding



Various bricks



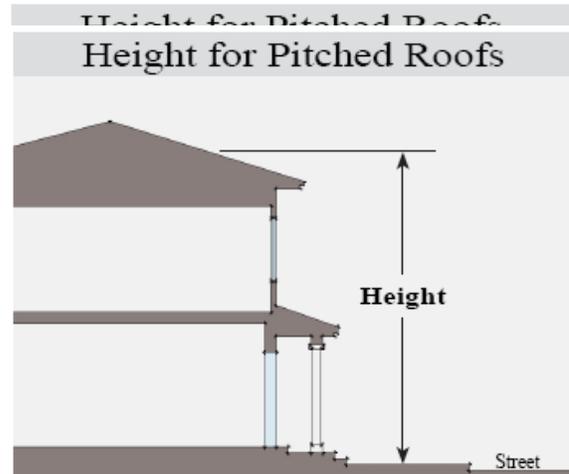
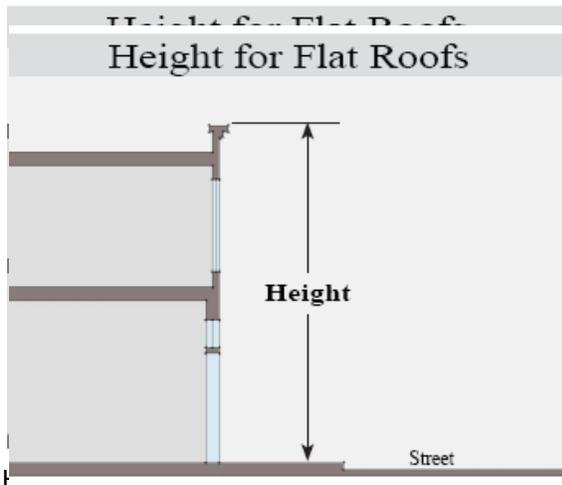
Textured stucco with E.I.F.S.

- 2. Two wall materials may be combined on any facade, up to four walls, horizontally. The visually heavier facade material must be below and can cover the first third of the overall wall height only.
- 3. Exterior colors shall not be specifically limited, but shall be consistent with earth tones, warm tones and muted hues. The selection of pastels shall be limited to those colors having a minimum white content of 90 percent. Other colors, excluding fluorescents, may be permitted as accent colors, not to exceed 20 percent of the surface area of any one elevation.
- 4. The requirement for earth tones and pastels shall not apply to colors commonly found in natural materials such as brick or stone, unless such material has been artificially colored in a manner which would be contrary to the intent of these regulations.

5. A color or color scheme which is directly inherent to a unique recognized architectural style or exterior artwork, but not otherwise in compliance with this section, may be permitted through the development plan approval process.
6. Approval for change of exterior design required. Any exterior change of any nonresidential structure or multifamily structure shall require review and approval by the DRC. Such changes shall include, but not be limited to, colors, materials, roof finishes and signage. The purpose of such approval shall be to ensure that any exterior change is consistent with the intent and requirements of this article.
7. Building materials and colors shall be consistent around the entire building.
8. Exposed metal building sidings shall not be permitted.

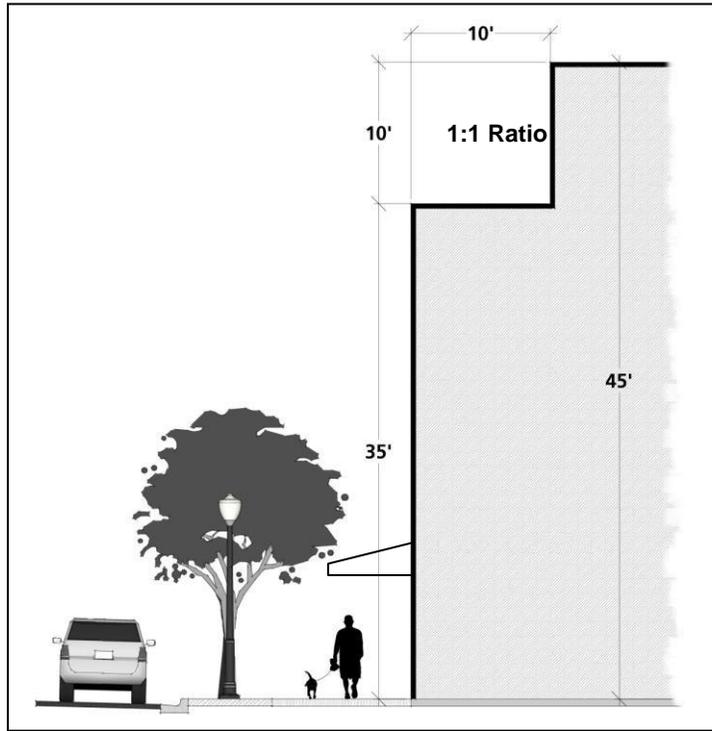
(f) Building Height.

- (1) Vertical distance measured from the finished grade, along the front of the structure, to the highest point of a flat roof or to the average distance between eaves and ridge for gable, hip and gambrel roofs.



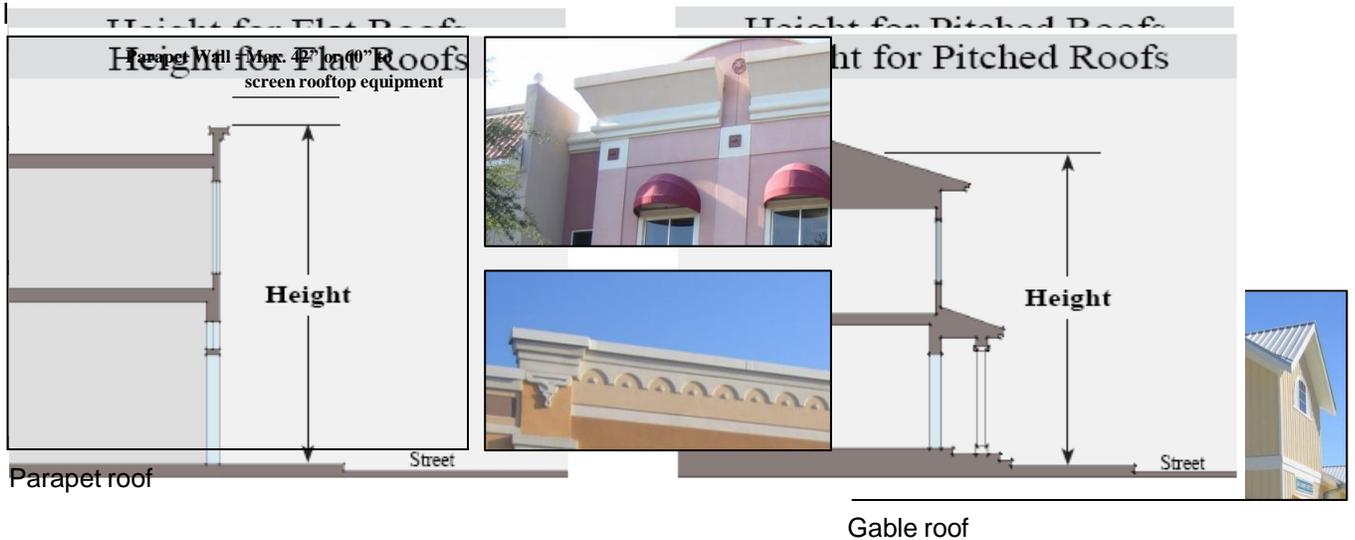
- (2) The maximum building height shall be in accordance to Sec. 5-133 (b) (2) Setbacks and Building Heights.
- ~~(3) The building heights for mixed-use and hotel developments may increase at a 1:1 ratio beyond the 35 foot three story height until it reaches the maximum 45 foot four stories to provide variations in height to maintain a pedestrian scale along the street front.~~

Figure 43: Building Height Variation



(g) Roof Design and Materials.

- (1) Roof features shall be in scale with the building mass and complement the character of the structure, adjacent developments and neighborhoods. Roofs shall be constructed of durable, high quality materials in order to enhance the appearance and attractiveness of the community. Roofs shall incorporate the design elements and materials listed below:
 - a. The design of roof structures shall be flat with a parapet wall, hip roof, or gable roof. The parapet wall and cornice may extend a maximum of 42 inches above the maximum height of the building or 60 inches if required to enclose rooftop equipment and include decorative brackets. Parapet edges or slopes may use concrete tiles or terra cotta. If the roof surface is visible, hipped or gabled, the material shall be metal standing seam or "V" crimp metal, shingle or tile.
 - b. Roofs shall be designed to be of such height, bulk and mass so as to appear structural even when the design is nonstructural.



(h) Fences and Walls.

- (1) Design and construction quality of fences and non-building walls are important visual reflections of community character and quality. In order to promote quality site aesthetics, fence and wall design and construction shall comply with the following requirements:
 - a. Metal picket fencing located between the building and the street right-of-way shall not exceed 3 feet in height. Metal picket fencing may be installed on top of a knee wall in proportionate scale (i.e., 1/3 or 1/2), not to exceed a total height of 3 feet. May be used to delineate outdoor patios/eating areas.
 - b. Walls located along the street front exceed 3 feet in height to prevent potential hiding places and to provide natural surveillance of “eyes on the street.”
 - c. Metal picket fencing and opaque walls along the side and rear yards shall not exceed 6 feet in height. Metal picket fencing may be installed on top of a knee wall in proportionate scale (i.e., 1/3 or 1/2), not to exceed a total height of 6 feet.
 - d. Fences and walls located along the street shall be set back at least 3 feet from the property line.
 - e. Fences and walls greater than 30 feet in length shall have columns, pilasters or offsets at least every 30 feet.
 - f. Chain link and vinyl fencing is not permitted, unless screened from view from public rights-of-way, parking lots, and adjacent properties. If foliage is used for screening, the foliage must screen the fence from view within 720 days of installation of the fence. Wood fencing shall not be permitted under any circumstances.

Figures 45: Fences and Walls



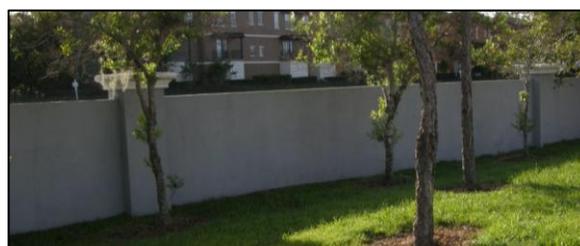
Metal picket fencing delineating outdoor seating areas



Walls along the street front



Metal picket fencing along side/rear yards



Opaque walls along side/rear yards

Sec. 5-135. Definitions

Building Height - Vertical distance measured from the finished grade, along the front of the structure, to the highest point of a flat roof or to the average distance between eaves and ridge for gable, hip and gambrel roofs.

Civic Buildings - For purposes of this TOD regulating plan, civic building shall consist of: College or University Facilities, Community Recreation (Public), Cultural Services, Local Utility Services, Parks and Recreation Services, Postal Services, Public Educations Facilities and Transportation Terminals.

Florida Friendly Landscaping - Describes landscaping practices, which includes nine guiding principles that help to preserve Florida's natural resources and protect the environment – www.swfwmd.state.fl.us/yards/ or www.floridayards.org/

Full Cut-off - A luminaire light distribution where zero candela intensity occurs at or above an angle of 90 above nadir. Additionally, the candela per 1000 lamp lumens does not numerically exceed 100 (10%) at or above a vertical angle of 80 above nadir. This applies to all lateral angles around the luminaire.

Fully-Shielded Light Fixture - A lighting fixture constructed in such a manner that the light source is not visible when viewed from the side and all light emitted by the fixture, either directly from the lamp or a diffusing element, or indirectly by reflection or refraction from any part of the luminaire, is projected below the horizontal as determined by photometric test or certified by the manufacturer. Any structural part of the light fixture providing this shielding must be permanently affixed.

Glazing - The panes or sheets of glass or other non-glass material made to be set in frames, as in windows or doors.

Gross Floor Area - The area within the perimeter of the outside walls of a building as measured from the inside surface of the exterior walls, with no deduction for hallways, stairs, closets, thickness of walls, columns, or other interior features.

Hardscape - Paving surface of walkways/sidewalks usually consisting of poured concrete, concrete pavers and/or brick.

Impervious Surface - Percentage of the lot that may be covered by impervious materials, including buildings, pavement and other surfaces that are not permeable to water. It is calculated by dividing the total area of all impervious surfaces by the total lot area.

Internal Block - One or more lots, tracts, or parcels of land bounded by streets, railroads, or subdivision boundary lines.

Intermodal Facilities - A place where interface occurs between transportation systems including transit connections, choices and coordination of various modes. Such facilities shall include, but are not limited to intercity bus connections, transit shelters, greenways/pedestrianways, bicycle lanes, multimodal centers, kiss & ride drop-offs, park & ride lots, etc.

Joint Use Driveway - A driveway connecting two or more contiguous sites to the public/private street systems.

LDC - City of DeBary Land Development Code

Light Fixture - The complete lighting assembly (including the lamp, housing, reflectors, lenses and shields), less the support assembly (pole or mounting bracket); a light fixture.

Liner Building - A liner building is a specialized building, parallel to the street, which is designed to conceal an area such as a parking lot or loading dock. Liner buildings may include commercial, office or residential uses.

Live/Work - allow professionals, entrepreneurs, artists and others to occupy joint living and work quarters.

Lot Coverage – Percentage of the lot that may be covered by a building and is calculated by dividing the total of building footprint area by the total lot area. Do not include parking or other paved surfaces.

Mixed Use Building - A building containing more than one type of use. This may include, but is not limited to, a combination of residential, commercial, light manufacturing, office, and/or civic land uses.

Opaque Wall - A wall that is not see-through, non-transparent.

Outside TOD Core - Properties between approximately ¼ mile and ½ mile of the DeBary Commuter Rail Station.

Overlay District - An overlay district can serve as an opt-in, incentive based district that overlays but does not supersede existing zoning or land use districts.

Pedestrian-Oriented Business or Use - A business or use which is commonly accessed by pedestrians from the street sidewalk and has a high customer use rate.

Principal Building - A building in which is conducted the principal use of the lot on which it is located.

Principal Entrance - The place of ingress and egress most frequently used by the public.

Principal Street - In this Document, the principal street of a lot or site is the street with the highest priority/level of transit service that is adjacent to the lot or site. Street priorities are as follows:

- US Hwy. 17-92
- TOD Core Streets
- Pedestrian Priority Streets
- Local Streets

Shaded Sidewalk - For the purposes of this regulating plan shall be either a sidewalk with street trees at 30-foot intervals or a sidewalk covered with weather-protection materials such as awnings.

Sidewalk - Pedestrian pathway that includes the street tree/furniture and sidewalk clear zone.

Sidewalk Clear Zone - That portion of the sidewalk that is maintained free of any obstructions to allow for the passage of pedestrians

Storefront Zone - Portion of the front yard setback to allow for seating areas, planters/planting areas, bicycle racks, temporary sale/display of merchandise, moveable sandwich boards, postal/freight collection boxes, public art, etc.

Story - That portion of a building, included between the surface of any floor and the surface of the floor next above it, or if there is no floor above it, then the space between the floor and the ceiling above the floor of such story.

Streetscape - Term used to describe the natural and built fabric of the street.

Street Tree/Furniture Zone - That portion of the sidewalk located between the curb line and the sidewalk clear in which the following elements may be located.

- Street trees/grates, planting strips, raised planters
- Street light standards
- Street signs/pedestrian wayfinding signs
- Transit stops
- Postal/freight collection boxes
- Parking meters
- Utility boxes/public phones/fire protection
- Seating
- Trash receptacles
- Bicycle racks

TOD Core - Properties within approximately ¼ mile of the DeBary Commuter Rail Station.

Transit Oriented Development - Land use planning concept that promotes mix of residential, commercial, office and public uses, all within a comfortable walking distance to maximize access to public transportation, and incorporates features to encourage transit ridership. Examples of transit-supportive land uses include, but are not limited to the following: apartments; live-work units; townhouses; single-family houses; affordable housing; lodging; retail stores; restaurants; banks; private offices/professional businesses; government offices; medical centers; high schools and post secondary institutions; child-care centers; libraries; recreational and cultural facilities; theatres; public spaces; and other facilities.

Transitional Area - Properties beyond approximately ½ mile of the DeBary Commuter Rail Station.