AGENDA
DESIGN STANDARD MANUAL
PROFESSIONAL ADVISORY COMMITTEE
January 19, 2016–8: 30 a.m..
Escambia County Central Complex Building
3363 West Park Place

1. Call to Order

2. Approval of the November 19, 2015 meeting minutes.

3. **Items for Discussion**

   1. DSM changes regarding private wastewater systems and equipment.

   2. DSM and LDC changes regarding bridges.

   3. DSM changes regarding turn lanes.

   4. Offsite and joint use parking .

   5. Discussion item-Low impact development.

4. Adjournment.

5. Scheduling of the next PAC Meeting.

DSM Professional Advisory Committee **2.**
Meeting Date: 01/19/2016
From: Horace Jones, Development Services
Submitted By: Denise Halstead, Development Services

Information

Recommendation:
Approval of the November 19, 2015 meeting minutes.

Attachments

November Resume

D R A F T

RESUMÉ OF THE MEETING OF THE DSM PROFESSIONAL ADVISORY COMMITTEE
HELD November 19, 2015

CENTRAL OFFICE COMPLEX
3363 WEST PARK PLACE, BOARD CHAMBERS
PENSACOLA, FLORIDA
(8:30 A.M. – 11:15 A.M.)

Present: Tim Day, Dale Long, Paul Looney, Jill Johnson, Heath Jenkins, Chris Curb, John Fisher

Staff Present: Joy Blackmon, Director, Public Works
Horace Jones, Director, Development Services
Andrew Holmer, Division Manager, Planning & Zoning

Attendees: Colby Brown, P.E., Deputy Director, Public Works

1. The meeting was called to order at 8:30 A.M.

2. The October 13, 2015 meeting minutes were accepted by the Committee.

3. Items Discussed

1. Stormwater Pond Slopes.

Jeremy King discussed slope ratios and fence requirements for stormwater ponds.

2. Prohibiting private lift stations.

Joy Blackmon, P.E. initiated discussion on private wastewater systems and proposed that all private equipment would stay on private land. In addition no central wastewater system shall be proposed or expanded.
After taking public comment, it was decided that proposed language for this will be brought back to the next meeting.

3. Bridges.

It was discussed that the definition of bridges in the LDC must match the definition proposed for the DSM. Language will be brought to the next meeting.

4. Turn Lanes.

Colby Brown, P.E. gave a presentation on turn lanes, answered questions as to what trips the need for a turn lane. Language will be brought to the next meeting.

4. The next PAC Meeting is scheduled for Tuesday, January 19, 2016

5. The meeting adjourned at 11:15 A.M.

DSM Professional Advisory Committee **3.**
Meeting Date: 01/19/2016
From: Horace Jones, Development Services
Submitted By: Denise Halstead, Development Services

Information

Recommendation:

Items for Discussion

1. DSM changes regarding private wastewater systems and equipment.

2. DSM and LDC changes regarding bridges.

3. DSM changes regarding turn lanes.

4. Offsite and joint use parking .

5. Discussion item-Low impact development.

Attachments

DSM Changes
LDC Changes
Offsite Parking

Design Standards Manual

Chapter 1, Engineering

Article 1 **Stormwater**

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Chapter 2, Environmental

CHAPTER 1, Engineering

Article 1 - STORMWATER

1-1 Stormwater Management Systems

All projects requiring a Stormwater Management System (SMS) shall be designed to meet the following:

1-1.1. Stormwater Quality (treatment)

Projects that require a Stormwater Management System (SMS) shall at a minimum be **designed** to provide for the treatment of the first ½" of runoff which shall be recovered in 72 hours. The method of treatment shall comply with the design methods referenced in the latest edition of the Environmental Resources Permit Applicants Handbook Volume II.

1-1.2. Stormwater Quantity (attenuation)

Projects that require a Stormwater Management System (SMS) shall at a minimum be **designed** to provide for the following for the total contributing runoff area:

Provide attenuation of the runoff from a 100 year critical duration event, up to and including 24 hour duration, so that the post-development runoff rate does not exceed the pre-development runoff rate, when a positive discharge route is present.

or

Drainage systems in areas with no positive drainage outlet shall be designed to more stringent criteria to include retention up to and including twenty-four (24) hour, one hundred (100) year frequency storm with no offsite discharge. These systems shall remain private and will not be accepted by the county for ownership and maintenance.

or

For projects that abut the Gulf of Mexico, Escambia Bay, Pensacola Bay, Perdido Bay or their connected, tidally influenced bodies of water (i.e. Tarkiln Bayou, Chico Bayou, Bayou Texar, etc.) the County Engineer may reduce or waive the SMS from Stormwater Quantity requirements.

1-1.3 Stormwater Ponds and Impoundments

All stormwater ponds or impoundments shall comply with the design standards provided in the Environmental Resource Permitting Applicants Handbook, Volume II, Florida Department of Environmental Protection and Northwest Florida Water Management District.

1-1.4 Pond Slopes, Fencing, and Maintenance Access

All ponds - Retention and detention sides shall slope at a gentle grade into the water as a safeguard against accidents, to encourage the growth of vegetation, and to allow alternate flooding and exposure of areas along the shore as water levels change.

Commercial and industrial sites/subdivisions

Deleted: (a) . **Pond Slopes**¶

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All ponds - It is encouraged that the banks of detention and retention areas slope at a gentle ¶
grade into the water as a safeguard against accidents, to encourage the growth of vegetation,¶
and to allow alternate flooding and exposure of areas along the shore as water levels ¶
change.¶
Detention and retention basins, designed to impound more than two feet of water, must ¶
contain side slopes that are no steeper than 4:1 (horizontal to vertical) out to a depth of two¶
feet below the control elevation.
Alternatively, the basins can be fenced with a perimeter ¶
fence to restrict public access if any slopes are designed to be steeper due to space ¶
limitations or other constraints.¶

Ponds to be dedicated to the county - Ponds for public dedication require, "Side slopes no steeper than 3:1 (horizontal to vertical). If side slopes are steeper than 4:1, then the basins shall be fenced with a six-foot high chain link perimeter fence.¶

(b) . Maintenance Access¶

All proposed stormwater ponds or impoundments that are to be dedicated to the county for ownership and maintenance shall provide adequate access. ¶

1. . Access requirements shall include a minimum width of 15 feet to the detention and retention/detention area and shall have a minimum 14 foot wide access gate, as necessary. The access road to the retention/detention structure shall be unobstructed and shall be a minimum of 12 feet wide, constructed of graded aggregate a minimum of 5" thick, and underlain with geotextile fabric.¶
2. . Retention/Detention structures (wet ponds) - Adequate access for maintenance purposes, shall include a minimum width of 15 feet for access around the perimeter of the retention area.¶
3. . Detention structures (dry ponds) -A ramp for access to the bottom of the retention area for maintenance equipment shall be required with a slope not to exceed 6:1. The access ramp shall be a minimum of 12 feet wide, constructed of graded aggregate a minimum of 5" thick, and underlain with geotextile fabric. Also, the entire bank slope, from the bottom of the pond to a point three feet beyond the bank line, shall be sodded.¶

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Private developments - When unfenced, stormwater basins designed to impound more than two (2) feet of water must contain side slopes that are not steeper than 4:1 (horizontal to vertical) out to a depth of two feet below the control elevation. Alternatively, the basins can be steeper when fenced to restrict public access. A maintenance access ramp is not required. Side slopes shall be stabilized in accordance with the engineers recommendations.

Public developments - Stormwater basin side slopes may not be steeper than 3:1, and must be fenced when steeper than 4:1. The required fence shall be six foot high chain link meeting County technical specifications. Side slopes shall be solid sod from the bottom to 3' beyond the top of bank. Wet ponds shall be stabilized in solid sod above the permanent pool elevation, unless stabilization is obtained through incorporation of a littoral plantings. A maintenance access is required. See requirements for maintenance access, this section.

Residential subdivisions

Private and Public developments - When unfenced, stormwater basins designed to impound more than two (2) feet of water must contain side slopes that are not steeper than 4:1 (horizontal to vertical) out to a depth of two feet below the control elevation. Alternatively, the basins may be fenced however the side slopes cannot be steeper than 3:1. The required fence shall be 6' chain link meeting County technical specifications. Privacy fencing, or other fencing, may be used to supplement screening to the chain link fence provided it is located within a private fence easement and offset by a minimum of 5' from the chain link fence for maintenance. Side slopes shall be solid sod from the bottom to 3' beyond the top of bank. Wet ponds shall be stabilized in solid sod above the permanent pool elevation, unless stabilization is obtained through incorporation of a littoral plantings. A maintenance access is required. See requirements for maintenance access, this section.

Maintenance access shall meet the following criteria.

1. Unobstructed access with a minimum width of fifteen (15) feet to the retention/detention area constructed of graded aggregate a minimum twelve (12) feet wide ,no steeper than 6:1. at least 5" thick, and underlain with pervious geotextile fabric.
2. A concrete driveway from the roadway meeting County technical standards
3. Minimum 14 foot wide double access gate
4. Dry ponds shall include a minimum twelve (12) foot wide access road into the retention/detention basin no steeper than 6:1. The access shall be unobstructed and constructed of graded aggregate a minimum of 5" thick, and underlain with pervious geotextile fabric.
5. Wet ponds shall have a minimum fifteen (15) foot wide access around the perimeter of the retention area.

1-1.5 Conveyance Systems

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All conveyance systems shall be **designed** to convey the runoff from a 25 year critical duration event.

(a) Curb & Gutter Systems

These systems shall be **designed** to convey runoff without exceeding the following:

1. For *Local Residential Roads,* the maximum allowable spread shall not overtop the top of curb and the flow spread should not exceed to the crown of the roadway.
2. For two lane *Collector Roads,* the maximum allowable spread shall not overtop the top of curb and the flow spread must leave one lane of free of water in one direction.
3. For *Arterial Roads*, the maximum allowable spread shall not overtop the top of curb and the flow spread must leave at least one lane free of water in both directions.

(b) Roadside swales and ditches

1. Shall be **designed** so that flow shall not extend over the property line, right-of-way line, or drainage/utility easement line.
2. All proposed swales and open ditches shall be **designed** to have a minimal longitudal slope of 0.30%.
3. Shall not have a depth of greater than 3 feet.
4. Shall be designed to have a minimum distance of 6 feet from the edge of the travel lane.
5. Shall not have a design velocity of greater than 3 feet per second unless the swale is lined and shall not have a design velocity of greater than 6 feet per second.

(c) Open Channels in drainage right of ways or easements

1. All ditches or swales shall be stabilized.
2. Bank slopes shall be 6:1 or flatter, unless permanent stabilization is provided.
3 Velocity of water shall not exceed three feet per second in grassed ditches or six feet per second in lined ditches.
4. Maximum allowable design depth of water in ditches shall be three feet during a 25-year storm.
5. Bottom of ditch or swale is two inches or more above the water table.
6. Any ditches with grades of five percent or greater shall be lined or otherwise improved so as to eliminate erosion and sedimentation buildup in the lower elevations of the ditch, as approved by the County Engineer.
7. Adequate access for maintenance equipment (15 feet wide minimum) must be provided as needed for maintenance equipment access.
8. Channels under ALL proposed roads shall be designed to convey the runoff from a 100 year critical duration event without overtopping the road

(d) Underground conveyance systems

1. Inlet/Junction Box spacing shall not exceed 400 linear feet.
2. Pipe diameters shall be equal to or larger than the adjoining upstream pipe diameter.
3. The minimum pipe size shall be 18" in diameter or its equivalent arch or elliptical pipe.
4. Only Reinforced Concrete Pipe (RCP) shall be constructed under all proposed or existing paved roadways.
5. Proposed drainage easements for underground conveyance systems shall have a minimum width of 15 feet for when the proposed depth is equal to or less than 5 feet from pipe invert to proposed finished grade. Conveyance systems greater than 5 feet in depth from pipe invert to proposed finished grade shall be located in a drainage easement. Drainage easements shall have a 20' minimum width.
6. County Standard Inlet Capacities**.** Under normal flood conditions County standard inlets are designed to accept the following flowrates:

Type "A" Inlet	7-10 cfs
Type "A-1" Inlet	7-10 cfs
Type Modified "A" Inlet	14-20 cfs
Double "A" Inlet	14-20 cfs

FDOT inlets may be used as a substitute for County Standard Inlets provided the inlet capacity is accommodated by the specified inlet type.

1-1.6 Exemptions

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Projects that include the addition of 1000 sf or less of impervious surface which are not part of a large development plan shall be exempt from this chapter.

(a) Residential property improvements

Improvements such as driveways, buildings, pools, etc. and/or accessory structures that do not exceed 1500 sf shall be exempt from this chapter.

(b) Minor Subdivisions

Proposed subdivision of land into no more than five single-family lots, each fronting on and existing paved public or private streets, and complying with all of the following:

1. No adverse impacts. Impervious cover on the lots will not adversely impact wetlands or create adverse off-site impacts.

2. Impervious cover limits. Total lot impervious cover will not exceed 2000 square feet on lots less than one acre in size, or five percent of lot area on lots one acre or more.

3. Documented limits. Lot impervious cover limitations are permanently documented in the public records of the county, including the subdivision plat and any covenants and restrictions.

4. Positive outfall. Each lot has a positive drainage outfall

1-1.7. Other agency approvals

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It is the responsibility of the applicant and the engineer of record to apply for and obtain all appropriate permits. Projects that are to be dedicated to the county for ownership and maintenance shall be required to provide all applicable permits prior to dedication.

1-2 Stormwater Management Plans

All projects requiring a Stormwater Management System (SMS) shall be required to submit a Stormwater Management Plan (SMP) which shall be prepared by, signed and sealed by a Professional Engineer actively registered to practice in the State of Florida. The PE shall certify that the SMS has been designed to meet the SMS requirements. The SMP shall include those items needed (i.e. maps, graphs, tables, calculations, photographs, narratives, explanations, etc.) which clearly demonstrate the intent of the Land Development Code and this Design Standards section have been met.

1-2.1 Methods

Innovative approaches to stormwater management are encouraged; however the SMP shall document compliance with the standards of this chapter and shall demonstrate control of erosion, sediment transport, stormwater quality, and stormwater quantity (flooding). Methods used for other than listed below shall require approval by the county engineer:

Urban Hydrology for Small Watersheds, Technical Release 55, US Department of Agriculture, Soil Conservation Service.

Environmental Resource Permit Applicants Handbook, Volumes I & II, Florida Department of Environmental Protection and Northwest Florida Water Management District.

Drainage Handbook: Drainage Connection Permits, Florida Department of Transportation.

Drainage Manual, Florida Department of Transportation.

1-2.2 Content

At a minimum, the SMP shall provide the following information:

(a) Existing Conditions

All existing conditions of the project site shall be detailed and include the following:

1. Stormwater flow - the direction, flow rate, and volume of runoff pre-development.
2. Offsite Contributing Area – the area, direction, flow rate, and volume of runoff impacting the project site pre-development.
3. Receiving area – define or describe the area runoff flows offsite pre-development. Define the positive discharge route if one exists.
4. Environmentally Sensitive Lands - Indicate the location, area and description of all jurisdictional wetlands and endangered species habitat.
5. Indicate and define special flood zone areas on the site in accordance with the FEMA Flood Insurance Rate Maps should they exist on the project site.
6. Vegetation – define the type and extent of existing vegetation on the project site pre-development.
7. Topography – Provide a topographic map of the site pre-development. The topographic survey shall be prepared by a Professional Surveyor actively registered in the State of Florida. The topographic survey shall include contours which extend outside the project site property lines when the line adjoins a right of way, jurisdictional wetlands or easements. The requirements of this section may be reduced or waived by the County Engineer.
8. Geotechnical Report –For projects proposing less than 9,000 sf of impervious area, the engineer of record (EOR) may use data obtained from the NRCS Soil Survey Map. For projects proposing 9,000 sf or more of impervious area, the geotechnical report shall meet the requirements of the Environmental Resource Permitting Applicants Handbook, Volume II.
9. Name, location and right-of-way width of all existing streets noting roadway surface (paved, clay, shell, etc.), rights-of-way and platted streets within 500 feet of the proposed entrance(s) of the proposed subdivision.

(b) Proposed Improvements

All proposed alterations to the project site shall be detailed and include the following:

1. Topography – All proposed grades and contours.
2. Impervious Cover – The total areas and descriptions of proposed impervious surfaces, semi-impervious surfaces, and pervious surfaces.
3. Structures – The size, location, and description of all buildings or structures.
4. Vegetation – The amount of vegetative area to be cleared.
5. Stormwater Management – All components of the proposed SMS to provide for stormwater treatment and attenuation including the following:

A. Plans and Specifications

B. Calculations – showing all components of all proposed conveyance, attenuation, and treatment systems meet the intent of the Land Development Code and Design Standards.

C Erosion Control Plan – The control of erosion and sediment transport shall be implemented based on the Best Management Practices (BMP's) designated in the Environmental Resource Permitting Applicants Handbook, Volume II, Florida Department of Environmental Protection and Northwest Florida Water Management District.

E. Maintenance Plan

F. Overall lot grading plan for all proposed subdivisions in accordance with the Florida Building Code.

Article 2 – TRANSPORTATION

2-1 Roadway Design

All roads and bridges constructed within Escambia County, public or private, shall be constructed to meet the design and materials standards identified within the DSM and Escambia County Technical Specifications.

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2-1.1 Minimum right-of-way widths of streets, alleys and easements for utilities and drainage.

Beltways – Beltways as designated by the County shall not be less than 300 feet wide.

Arterials - State highways and county arterials as defined in the LDC shall not be less than 100 feet wide.

Collectors - Collector streets, as defined in the LDC shall not be less than 80 feet wide.

Local streets - Local streets including temporary cul-de-sacs, shall be 50 feet if curb and gutter are utilized, or 66 feet if roadside swales are utilized.

Turning circles - Turning circles (permanent) at the end of cul-de-sacs or dead-end street shall have a right-of-way 100 feet in diameter.

Easements - Easements for utilities, where required, shall be at least ten feet wide, and where practical shall be centered on rear or side lot lines.

Alleys - Alleys normally shall not be platted within subdivisions. However, where they are acceptable to the overall development of a subdivision by the county engineer, they shall be platted to a width of not less than 20 feet or more than 30 feet.

Drainage easement - Drainage easements must contain underground piping and shall be platted to a width sufficient to accommodate the projected pipe sizes, and shown on the

recorded plat but in no case shall such easement be less than 15 feet in width unless a variance is approved by the County Engineer.

Drainage right-of-ways - Open ditches and drainage swales must be constructed within public dedicated or deeded right-of-way with a minimum width of 15 feet and shown on the recorded plat unless a variance is approved by the County Engineer.

2-1.2 Minimum pavement widths

The portion of pavement required to be installed at the developer's expense is set forth below. As a condition of approval of new subdivisions on roadways which do not conform to county standards, the developer may be required to improve the portion of said road which adjoins, provides access to or is within the proposed subdivision. Improvements may include installation of turning lanes, increased pavement widths, installation of drainage facilities, paving or dirt roads, etc.

(a Streets

1. All proposed collector roads shall be 24 feet wide as measured from edge of pavement to edge of pavement.
2. All proposed residential roads will be 24 feet in clearance:

    a. With curb and gutter – as measured from gutterline.
    b. With ribbon curb – as measured from back edge of ribbon curb.
    c. Or as measured from edge of asphalt to edge of asphalt.

3. If soil and topographic conditions and impervious areas indicate that no drainage problems will be created or aggravated, the curb and gutter requirements may be waived, and substituted with ribbon curb (or improved shoulders, four feet wide, or other stabilization methods may be used) and swales as approved by the County Engineer. The determination of whether drainage problems shall be created or aggravated will be made by the developer's registered professional engineer, subject to approval of the county engineer.

(b) Turning circles

The pavement of a turning circle at the end of a cul-de-sac or dead-end street shall have a minimum inside curb face diameter of 90 feet.

(c) Temporary turning circle

The pavement of a temporary turning circle at the end of a cul-de-sac or dead-end street shall be tangent to the boundary of the adjacent property and shall have an outside diameter of 80 feet. The County Engineer may recommend that requirements for curb and gutter around the outside of the temporary turning circle be waived.

(d) Alleys

Alleys, if approved by the County Engineer shall be paved to a width of 18 feet.

(e) Boulevards

1. Proposed boulevards shall have a minimum lane width clearance of 16’

a. With curb and gutter – as measured from gutterline.
b. With ribbon curb – as measured from back edge of ribbon curb.
c. Or as measured from edge of asphalt to edge of asphalt.

2. The proposed island or traffic separator shall have a minimum width of 4 feet.

2-1.3 Intersections

(a) Angle

Proposed streets shall intersect one another within ten degrees of right angles as topography and other limiting factors of good design permit.

(b) Radii

Street right-of-way intersections and edge of pavement intersections shall be rounded by radii of 25 feet minimum.

(c) Sight distance at intersections

Intersections should be designed to provide site distance considerations in accordance with FDOT standards.

(d) Sight triangle requirements

At a minimum, a site triangle shall be provided 35’ from edge of pavement to 35’ edge of proposed road or driveway.

2-1.4 Slopes

All proposed roadways shall be designed to have a minimal longitudal slope of 0.30%.

2-1.5 Roadway Elevations

The crown of all proposed roadways must be at minimum of 4 feet above mean sea level (NGVD) unless approved by the County Engineer. All proposed roads shall be designed to have a minimum of 2 feet of separation between the seasonal high water table and the bottom of the base coarse.

2-1.6 Street Layout

Where appropriate to the design, proposed streets shall be continuous and in alignment with existing, planned or platted streets with which they are to connect. Future commercial and residential subdivisions along major roads, thoroughfares and arterial streets shall provide access routes for all uses within the subdivision.

(a) Connectivity

Proposed streets shall extend to the boundary lines of the tract to be subdivided. If a subdivision or an undeveloped parcel of substantial size (as determined by the County Engineer or its designee) is adjacent to the proposed subdivision, said proposed streets shall connect with streets in the existing, platted, or planned subdivision or parcel. However, nothing herein shall grant to any person or entity other than Escambia County any right of

access or right to require the granting of access. However, if the county engineer and the applicant agree that the proposed subdivision should not connect with an adjacent subdivision, said connection will not be required.

(b) Large Development Ingress/Egress

In a proposed subdivision or accumulation of subdivisions of 100 lots or more adjacent to an existing or platted subdivision where extension of proposed streets to the boundaries would dead end with no feasible street connections, there shall be at least two entrance streets into a loop street through the proposed subdivision which streets shall be connected to a paved road. For the purpose of this provision a loop street means the primary local road designed to move traffic through the subdivision. The developer may utilize a single ingress/egress point, provided however, that such point provides for separation of traffic entering and exiting the subdivision by means of a boulevard and shall run the entire length of the entrance road between the connecting road and the loop road. In addition, left and right turn lanes must be provided for the connecting road.

(c) Dead End Streets

Cul-de-sac or local dead-end street shall not exceed 1,200 feet in length, exclusive of the permanent turning circle at the end of that street; however, the county engineer may recommend approval of a cul-de-sac over 1,200 feet in length to serve odd-shaped parcels of land which cannot be developed in any other reasonable manner or to serve property that would otherwise be denied reasonable access caused by manmade or natural obstacles adjacent to such property.

(d) Utilities in road right of ways

No streets or roads under the two-year warranty will be allowed to be open cut, or jack-and bored, unless specifically approved by the county engineer. To accomplish this requirement, common trenching is required whenever possible. If a determination is made that common trenching is not a feasible option, the developer will install conduit or make other appropriate arrangements for the utility not participating in the common trenching and the utility will be required to use the conduit. This shall require planning between the utility and the developer.

(e) There shall be no **private lift station(s)** or related appurtenances located within a public or private right-of-way.

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(f) There shall be **no low pressure** related appurtenances located within the public or private right-of-way except to tie to a gravity sewer or force main owned and maintained by the local utility authority, directly adjacent to the residence being served.

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2-1.7. Traffic control devices.

The developer shall install traffic control devices as specified by the County Engineer Such devices shall conform to provisions in the Manual on Uniform Traffic Control Devices and FDOT standards.

2-2 Access Management

Vehicular access to public roadways shall be accomplished by means of an improved access facility (i.e., driveway, private road, etc.) Unimproved and/or unrestricted access will not be permitted. All driveways and streets shall be designed and constructed pursuant to the design standards in the most recent edition of the "A Policy on Geometric Design of Highways and Streets" by the American Association of State Highway Transportation Officials" and/or "The Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways," and FDOT.

2-2.1 Access Location

Unless otherwise approved by the county engineer, in order to reduce turning movements on roadways, new access points to development sites or projects should be as follows:

Posted Speed (mph)	Distance Between Access Points (feet)
>45	440
36--45	245
35 or less	125

For parcels which front two or more roadways, access shall be permitted onto the higher class roadway if the driveway location can meet the driveway separation standard shown above.

2-2.2 Pedestrian Access

(a) Commercial Development
For commercial sites with buildings individually or cumulatively 50,000 GSF or greater, pathways through parking lots and across driveways between buildings and out parcels shall be provided for pedestrians. Such pathways shall be separated from vehicle driveways and shall be clearly identified by curbs, pavement markings, planting areas, fences or similar features designed to promote pedestrian safety.

(b) Sidewalks
Sidewalks are to be constructed along the *frontage of a development* if any of the following conditions apply:

1. An existing sidewalk abuts the development, or is on one or both sides of an intervening/intersecting street.

2. The need for site specific improvements are identified within an approved Florida/Alabama TPO Bike/Pedestrian Master Plan.

3. When 50% or more of any developable portion of the property is within 2 miles of public school property as measured radially from the school's main front office entrance.

Frontage shall be described as the property line that is located closest to the shortest walkable route to the school and possesses at least one main subdivision entrance.

(c) Bikeways

Class I (separated from the roadway) or II (striped) bikeways shall be constructed along the frontage of a development if any of the following conditions apply:

1. An existing bikeway abuts the development; or

2. The need for a bikeway is identified by TPO Bike and Pedestrian Plan.

(d) Repair

Existing sidewalks and bikeways damaged during the development of a property shall be repaired or replaced by the owner of such property as directed by the division manager, development services.

(e) Connectivity

A separate access connection that routes pedestrians from the sidewalk to the building shall be provided for developments which are expected to attract pedestrian traffic.

(f) Density bonuses

Details regarding the provisions for density bonuses for sidewalks and bike paths are provided in LDC Chapter 3 – zoning.

2-2.3 Traffic control

(a) Traffic control devices

The County Engineer shall require the reasonable placement of traffic control signs, pavement markings, and traffic signals at any roadway or driveway, or within any development, if it is necessary, to provide for the safe and efficient movement of traffic at or prior to the preliminary plat, construction plans or site plan approval, if such device is justified. All traffic control devices shall be designed and installed in accordance with the Manual On Uniform Traffic Control Devices (USDOT, most recent edition) and the Roadway and Traffic Design Standards (FDOT, most recent edition).

(b) Traffic signals

If a traffic signal proposed by a developer serves a public/public intersection the installation will be conducted by the owner, the maintenance will be paid for and handled by the County, and the County shall be the responsible party of such signal. If it serves a private/public intersection and has the opportunity for additional users, the signal installation will be conducted by the developer/owner, the maintenance of such signal will be handled by the County; however, the developer/owner will pay for the maintenance through the enactment of a development agreement until additional users construct access, and signal will be the responsibility of the County.

If a traffic signal is proposed by a developer or property owner on a private/private intersection, it is a private signal. The signal installation will be conducted by the owner, the

maintenance will be paid for and handled by the owner, and the signal will be the responsibility of the owner. The signal shall be justified by a traffic study which demonstrates the warrants, design, and operation of the proposed signal. Such studies shall be provided by the developer for approval by the county engineer or their designee. All construction costs for the installation of a traffic signal, including associated roadway modifications, necessitated by and proposed by a developer or property owner shall be borne by same.

(c) Turn restrictions

The County Engineer shall restrict turning movements into and out of any roadway or driveway where it is deemed necessary for the safe and efficient movement of traffic, and the decision is based on sound professional engineering practices. Roadway or driveway connections with restricted turn movements shall be geometrically designed so as to provide access only for the movements permitted.

(d) Median openings

The location of additional and relocated median openings shall comply with the standards of FDOT in F.A.C. ch. 14.97, as amended.

(e) Turn lanes

Turn lane design shall be supported by documentation of the estimated volume of traffic using the lane, resulting queue length, and design speed of the roadway. Warrants for turn lanes into un-signalized driveways or streets was developed to provide for proper access management and safety.

The applicant must develop a trip distribution report in accordance with industry standard guidelines using traffic count data provided by either FDOT, Escambia County, or the applicant, provided that the data is no more than three years old.

Turn Lane Warrant Criteria is as follows:

1. Using the data obtained from the trip generation/distribution report, the following shall apply:
   a. **Right Turn lanes.** The developer shall construct right-turn lanes on a county roadway to serve right-turning movement entering a development when the estimated volume of such movement is 30 or more vehicles during any peak hour.
   b. **Left Turn lanes.** The developer shall construct left-turn lanes on a county roadway to serve left-turning movement entering a development when the estimated volume of such movement is 30 or more vehicles during any peak hour.
   c. **If turn lanes are not required under this section 1, proceed to section 2.**

2. If turning movements per peak hour, as determined by the Trip Distribution Estimate, are 85% or greater of the warrants in section 1a or 1b, a certified un-

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signalized turn lane analysis shall be performed by a licensed Florida Professional Engineer using approved methodologies such as those in NCHRP Report 457, 659 or 193, and the Highway Capacity Manual software.

2-2.4 Modification of existing access

(a) Abandoned access

When an existing driveway or other type of access is abandoned, or not used to serve a redeveloped site, the developer or property owner shall remove all pavement or gravel and restore the road rights-of-way. Restoration shall include but not be limited to, grading, culvert removal and replacement of curbing, sidewalk and stabilization.

(b) Additions

Unless the project is de minimis, reconstruction and/or removal of existing access connections to current standards is required when a site is redeveloped or expanded and the number of average daily vehicle trip ends attracted/generated by the new use is increased by 50 percent or more of the previous use.

(c) Change of use

Alteration of existing access connections by the property owner shall be required by the County Engineer whenever the nature of business conducted at a location changes so as to cause a change in the traffic pattern on a roadway which is reasonably expected to cause undue disruption to traffic or present a safety hazard.

2.2-5 Internal site access design

(a) Parking area setbacks

Parking shall be set back from the property line at driveways so as to not interfere with safe ingress/egress of traffic. The set back distance should be determined according to the estimated speed and volume of traffic entering a driveway and shall meet all the visual clearance requirements.

(b) Drive-through stacking

Drive-in and drive-through developments shall provide adequate queue storage capacity based on the peak hour storage requirements of the project which is subject to the review and approval by the County Engineer.

2.2-6 Commercial traffic in residential areas

No permit, development order, or other approval shall be issued for any proposed commercial use which requests primary, secondary, or limited access onto a local street if that local street is fronted by more than 50 percent residential zoning in the following districts:

LDR, MDR, R1PK, R2PK, measured in linear feet along the center line of the local street impacted by the proposed development. This provision will not apply when its strict application would deny all access to a parcel that is zoned for any commercial use.

2-3 Bridges

Bridges shall be designed and constructed according to the latest editions and revisions of AASHTO LRFD Bridge Design Specifications (load-and-resistance factor design), FDOT Structures Design Guidelines and any approved interim specifications, and the FDOT "Florida Greenbook."

All bridges shall have a length, measured along the center of the roadway, of more than 20 feet between the inside faces of end supports. A multiple-span box culvert shall be constructed where the length between the extreme ends of the openings exceeds 20 feet.

Each bridge dedicated to the public shall be inspected by the FDOT, according to the National Bridge Inspection Standards (NBIS), 23 U.S.C. 151, and Florida Statutes (§ 335.074). If the intent is that the bridge remains private, an Access Easement, dedicated to the public, shall be provided over the bridge. The easement shall include the bridge length, 50 feet from each end of the bridge, and match the width of the road right of way. The County will establish a MSBU upon plat approval for any future maintenance or inspections required for private bridge(s). Annual inspections for private bridges are required to be provided to the County Engineer on the anniversary of the plat. If it is late, the County Engineer may, without notice have the authority to perform the inspection and charge through the MSBU to the homeowners or property owners benefiting from the private bridge.

Certified bridge plans must be included in the construction plans prior to approval.

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Article 3 – Parking

3-1 Parking and Loading

3-1.1 Stall and aisle design

(a) Stall Dimensions

Standard parking stalls shall be 9 feet wide by 18 feet long for all but parallel parking. Parallel stalls shall be 9 feet wide by 23 feet long.

(b) Stall Angles

The angles of non-parallel parking stalls in relation to the alignment of the accessing drive aisle are restricted to 90, 60 or 45 degrees.

(c) Stall Accessibility

Each parking stall shall be accessible from an aisle or driveway and designed so that vehicles can enter and exit the stall without backing into the travel way of any street.

(d) Aisles Dimensions

1. Standard one-way drive aisles shall be 24 feet if accessing 90 degree parking stalls, 16 feet wide if accessing 60 degree stalls, and 12 feet wide if accessing 45 degree or parallel stalls, or if accessing no stalls.
2. Standard two-way drive aisles shall be 24 feet wide if accessing 90 degree parking stalls, and 20 feet wide if accessing 60 degree, 45 degree or parallel stalls, or if accessing no stalls.

(e) Turnarounds

All parking areas containing three or more parking spaces shall include a turnaround that is designed and located so that vehicles can enter and exit the parking area without backing into a public right-of-way.

(f) Encroachment

Landscape areas and pedestrian pathways shall be protected from vehicle encroachment using wheel stops, raised curbing, bollards or similar fixed barriers such vehicles overhang no more than two feet into landscape areas or pedestrian pathways.

(g) Delineation and traffic control

All paved parking spaces shall be striped in white and all driving aisles clearly delineated. Spaces for motorcycles, bicycles and handicap parking shall be clearly marked. Parking lot traffic control signage and marking shall conform to the latest editions of the *Manual on Uniform Traffic Control Devices*, U.S. Department of Transportation, and the *Florida Accessibility Code for Building Construction.*

(h) Pedestrian entrances

No door or other pedestrian entrance shall open directly upon any driveway or access aisle unless the entrance is at least three feet from the driveway or access aisle.

(i) Surface materials

1. Except as allowed for excess parking or limited uses, the stalls, drive aisles and accesses of all parking required by this article shall be finished with an all-weather surface capable of withstanding ordinary use under normal weather conditions without substantial deterioration. For these purposes, all-weather surfaces are limited to concrete and asphalt pavement, recycled asphalt, gravel, crushed stone or shell, and paving stones. Areas of higher intensity use, such as site accesses or heavy truck routes, may be limited by the county to paved surfaces.
2. All non-handicap required parking for places of worship, parks and campgrounds, or parking in excess of the quantities required by this article, may be finished in stable grass, provided tree protection is established for any preserved trees within the parking area and the spaces are delineated in a manner acceptable to the county.

(j) Drive-through stacking

Any development with drive-through facilities shall provide adequate vehicle queuing capacity based on the peak hour requirements of the development. Where inadequate queuing

capacity causes a recurring traffic hazard or nuisance off-site, the owner will be responsible for increasing the queuing capacity or decreasing the need for queuing.

3-1.2 Parking Demand

(a) Quantity

The number of off-street parking spaces required for development shall be determined by land use according to the parking demand ratios listed below. The ratios may be exceeded or reduced by up to 10 percent without further justification.

(b) Computation

In computing the number of required parking spaces, any interpretations made regarding the independent variables should be in favor of the most reasonable assumptions regarding their associated parking demand and according to the following conditions:

1. Square footage. The independent variable of square footage is gross floor area, unless otherwise noted.
2. Mixed uses - In the case of mixed or multiple uses, the parking shall be equal to the sum of the several uses computed separately, unless otherwise noted.

(c) Other quantities

The required number of parking spaces may be increased more than 10 percent without the granting of a variance only if additional landscape within the parking lot is provided as prescribed in Article 7. The required number of spaces may be reduced more than 10 percent if sufficient documentation supporting the reduced parking demand is provided to the county. Any parking studies used shall document the source of data from which the alternative quantities were developed, demonstrate sound methodology and engineering principles, and be acceptable to the Planning Official. Without such documentation the parking requirements of other jurisdictions are not considered studies. All approved reductions shall include the condition that where inadequate on-site parking causes a recurring traffic hazard or off-site nuisance, the owner will be responsible for increasing the number of parking spaces or decreasing the need for parking.

(d) Uses not listed

Where land uses do not correspond to any categories listed in this article the Planning Official shall alternatively confirm the sufficiency of parking facilities proposed. For any such use the applicant shall estimate the number of parking spaces required to satisfy the projected demand and provide adequate information from which the demand was estimated, including the following as applicable:

1. Type of use(s).
2. Estimated total number of vehicle trips generated during peak conditions and parking duration per trip (turnover rate).
3. Number of employees.
4. Building design capacity.

5. Square feet of use areas.
6. Hours of operation.

Use or activity	Required number of parking spaces
Residential household living	
Single-family dwelling, including townhouse and manufactured (mobile) home	2 per dwelling unit.
Two-family dwelling	2 per dwelling unit
Multi-family dwelling	1.5 per dwelling unit 2 per dwelling unit on Pensacola Beach
Residential group living	
Assisted living facility	0.4 per unit
Dormitory, fraternity or sorority house	0.5 per bed
Nursing home or other skilled nursing facility	0.5 per bed or 1 per 1000 sq. ft.
Retirement or senior adult housing	1 per dwelling unit
Retail sales, excluding vehicles	
Book superstore	1 per 1000 sq. ft
Convenience store (with or without fuel sales)	3 per 1000 sq. ft. 8 per 1000 sq. ft. on Pensacola Beach
Carpet store	2 per 1000 sq. ft.
Food store, bakery, butcher	4 per 1000 sq. ft.
Furniture store	1 per 1000 sq. ft.
Pharmacy or drugstore: without drive-through with drive-through	 3 per 1000 sq. ft. 2.5 per 1000 sq. ft.
Shopping center	3 per 1000 sq. ft.
Retail sales not otherwise listed	3 per 1000 sq. ft.
Retail services, excluding vehicles	
Barber or beauty shop	2 per chair
Bed and breakfast inn	1 per guest room + 2
Boarding and rooming house	1 per guest room + 2
Child care center or adult day care	1 per 6 persons of licensed capacity
Hotel or motel	1 per guest room, or 1 per bedroom if suites, + 50% for restaurants, meeting rooms & other associated uses.
Medical clinic or office	5 per 1000 sq. ft.
Personal service establishment not otherwise listed	2.5 per 1000 sq. ft.
Professional service office	3.5 per 1000 sq. ft.
Service to buildings and dwellings (pest control, janitorial, etc.)	1 per 1000 sq. ft.

Use or activity	Required number of parking spaces
Restaurant: Fast food with drive-through All other restaurants	1 per 2.5 seats (including outdoor) or 10 per 1000 sq. ft. 1 per 2 seats (including outdoor) or 15 per 1000 sq. ft.
Vehicle sales and services	
Rental of automobiles, trucks, utility trailers and/or recreational vehicles	1 per 1000 sq. ft.
Sales of parts, accessories and tires	4 per 1000 sq. ft.
Sales of new and used motor vehicles and boats	1 per 400 sq. ft. of sales and service area
Service and repair of motor vehicles	1 per 400 sq. ft., including service bays
Public and civic uses	
Clubs, civic or fraternal	1 per 3 persons
Correctional facility	1 per employee, largest shift
Educational facility: Elementary & middle school (K-8) High school (9-12)	 1 per 5 students (capacity) 1 per 10 students (capacity) + 1 per classroom
Emergency service facility	1 per employee/volunteer on normal shift + 5 per 1000 sq. ft. office area
Funeral home	1 per 4 seat in assembly area + 1 per employee
Hospital	2.5 per 1000 sq. ft. or 1 per employee
Library	2.5 per 1000 sq. ft.
Museum	1.5 per 1000 sq. ft.
Place of worship	1 per 4 seats or 1 per 35 sq. ft. in principal assembly area if no fixed seats
Public utility structure	1 per employee or service person, as applicable
Recreation and entertainment	
Arcade amusement center	I per game table, video game, or other amusement device
Bar or nightclub	1 per 2 seats
Bowling alley	4 per lane
Golf course	6 per hole + 50% for restaurants & other associated uses.
Health, fitness or athletic club	5 per 1000 sq. ft.
Marina, public	1 per boat berth or slip + spaces for associated uses
Soccer complex	50 per field
Tennis court	4 per court
Theater	1 per 4 seats
Industrial and related uses	

Use or activity	Required number of parking spaces
Laboratory	1 per 1000 sq. ft.
Manufacturing and light industrial	1 per 1000 sq. ft. or 1 per employee
Salvage yard	1 per employee
Warehousing, distribution or wholesale	0.5 per 1000 sq. ft. or 1 per employee
Other uses	
Mini-warehouse or self-storage	1.5 per 100 storage units + 2
Public assembly structure not otherwise listed	1 per 5 seats or 1 per 35 sq. ft. of assembly area if no fixed seats
Veterinary clinic or animal hospital	4 per 1000 sq. ft. or 2 per employee

1. Maneuvering

   Vehicles intended to use the areas can maneuver safely and conveniently to and from a public right-of-way and access them without backing into or from a street right-of-way with a posted speed limit of 35 miles per hour or greater.

2. Obstructing

   Loading and unloading operations can be completed without obstructing or interfering with any public right-of-way.

(b) Number of spaces

The following table indicates the minimum number of loading/unloading spaces required to accommodate delivery and shipment, not including the collection of solid waste:

Building gross floor area in square feet	Spaces
10,000 - 19,999	1
20,000 - 79,999	2
80,000 - 127,999	3
128,000 - 191,999	4
192,000 - 255,999	5
256,000 - 319,999	6
320,000 - 391,999	7
each additional 72,000 or fraction	+1

(c) Space dimensions

The minimum dimensions of an individual loading/unloading space shall be 12 feet by 55 feet with an overhead clearance of 14 feet above grade.

(d) Reasonable extent

Whenever there is a lot with one or more structures on it constructed before the effective date of the LDC and there is a change in use proposed that does not involve any enlargement of a structure on the lot, if the loading area requirements of this section cannot be satisfied for the new use because there is insufficient area available on the lot that can practicably be used for loading and unloading, then the use need only comply with this section to the extent reasonably possible as determined by the County Engineer.

(e) Solid waste

Refuse and waste removal areas shall be buffered and/or screened from adjacent properties and public ways by appropriate fences, wall or hedges.

Article 3 Division of Land

Sec. 5-3.1 Purpose of article.

This article establishes land development standards for the division of land that implement Comprehensive Plan policies requiring the uniform subdivision regulations that support and facilitate the desired development patterns. It is the intent of these standards to promote sound communities and healthful living environments as well as to require new development to bear its fair share of the costs of providing adequate public facilities and services.

Sec. 5-3.2 General provisions.

(a) Approval required. The division of land requires County review and approval for compliance with the standards of this article unless the division is specifically identified in the LDC as exempt from these standards.

(b) Modification of standards. Variances to the strict application of the standards of this article are not available from the Planning Official, BOA or SRIA. Where the provisions of this article specifically allow, the County Engineer has discretion within accepted standards of engineering practice to allow for modifications that maintain the stated purposes of the article.

(c) Creation of new lots. No lot shall be created which requires a variance or another exception to the requirements of the LDC to provide sufficient buildable area or other conditions necessary to use a lot for its intended purposes. Additionally, unless established through the family conveyance exception of this section, the creation of any new lot shall comply with the following:

(1) Zoning compliant. Each lot provides the minimum lot area and dimensions required by the applicable zoning district.

(2) Right-of-way frontage. Each lot fronts on a public or private right-of-way, whether improved or unimproved, which conforms to the definition of “street” in Chapter 6. Although such right-of-way typically affords the principal means of lot access, frontage along a right-of-way does not authorize or require access to that street.

(3) Subdivision review. The creation of lots by the division of a parcel into three or more contiguous lots shall comply with the subdivision standards of this article and shall be reviewed for compliance as prescribed in Chapter 2.

(d) Family conveyance exception. No building permit shall be denied where the property in question is to be used solely as a homestead by an owner-applicant who is the grandparent, parent, step-parent, adopted parent, sibling, child, step-child, adopted child, niece, nephew, aunt, uncle or grandchild of the person who conveyed the parcel to such applicant, notwithstanding the density or intensity of use assigned

to the parcel by a particular zoning district. This exception shall apply only once to any owner-applicant.

(e) Completion of platting. Unless otherwise exempt under provisions of the LDC, before any lot may be sold or before any building permit is issued to construct improvements on any lot that makes reference to the final plat, the plat shall be approved by the Board of County Commissioners (BCC) and recorded in the public records of Escambia County.

(Ord. No. 2015-19, § 1, 6-25-15)

Sec. 5-3.3 Subdivision design and maintenance.

(a) Professional design. A subdivision developer shall retain the services of a Florida-registered professional engineer to prepare construction plans and specifications in compliance with the subdivision design standards in this article and as it relates in the DSM, other applicable provisions of the LDC, and the *General Paving and Drainage Technical Specifications* of the county. All construction plans shall include applicable details taken from the county's standard detail sheets available from the County Engineer.

(b) Improvements and facilities. A subdivision developer shall ensure the installation of the improvements and the facilities remain at or are constructed to the prescribed standards and at no expense to the county; paved roads, stormwater management, and other necessary improvements and facilities

(c) Public access. A subdivision developer shall provide adequate public paved access to the tract to be subdivided, including all necessary paved roads, ditches and rights-of-way, and drainage structures. The access shall lead to an established and publicly maintained street. The developer shal**l prepare the** necessary deeds, agreements, and easements for the access and shall attempt to acquire such rights of easements. At the option of the applicant, the county may assist in the acquisition of such easements when the acquisition is in the public interest, governmental action is necessary to acquire the property, and the developer advances all costs and expenses incurred by the county in taking such an action.

(d) Innovations. Innovations in the design and construction of subdivision improvements are encouraged. Such innovations shall be approved by the county if determined by the County Engineer to achieve the relevant and appropriate criteria or standards for subdivision improvements and if the deve**l**oper warrants the improvements as required by the LDC. The developer may also be required to post additional negotiated financial surety based on the estimated costs of the total project improvements.

(e) Lots and blocks. The lots of a subdivision shall comply with the requirements of the applicable zoning district. Lots and blocks shall comply as per the Chapter 3 of the LDC.

(f) Subdivision name. The proposed name of a subdivision shall not duplicate, or too closely approximate phonetically, the name of any other subdivision in the county except when the subdivision is an additional unit or section of another subdivision by the same applicant or his successors in title.

(g) Monuments. The subdivision developer shall place Permanent Reference Monuments (PRMs) and Permanent Control Points (PCPs) as required by Florida Statutes (Ch. 177).

Medians and entrance signs. Medians within subdivision streets shall be privately owned and maintained. Signs may be installed at subdivisions' entrances in compliance with the standards of Article 8 of this chapter if placed within medians or other privately owned land platted within the subdivision. Where medians or other entrance sign parcels are platted, the plat shall provide that each person ultimately owning land in the subdivision shall own an undivided part interest in the median and sign parcels, whether or not the interest is noted in the instrument conveying ownership of the subdivision. This requirement shall be included in any restrictive covenants of the subdivision.

The developer shall note on the plat that ownership of entrance signs and medians and other entrance sign parcels is vested in a homeowner's association having the obligation to assess fees for the maintenance of the signs and land as well as for payment of property taxes pertaining to the land. Each person owning land within the subdivision shall be deemed to agree that the failure of the homeowner's association to maintain the signs or land or to pay taxes on the land shall cause the signs and land to revert to the undivided ownership of the persons owning land within the subdivision, whether or not a reversionary clause is noted in the instrument conveying ownership of subdivision land.

(h) Areas with high water tables. Development of residential subdivisions in areas with high water tables shall comply with the requirements provided in the DSM Chapter 1 Roadway Design section.

(i) Infrastructure.

(1) Stormwater management. For any subdivision, the developer shall provide an adequate stormwater management system, including for erosion control, in compliance with the concurrency management stormwater management standards of this chapter and DSM Chapter 1, Stormwater Article.

(2) Streets and access. For any subdivision, the developer shall provide an adequate street network, including access, in compliance with the monitoring management and street and access standards of this chapter and DSM Chapter 1, Transportation Article.

(3) Underground utilities. The developer is encouraged to place all subdivision utilities underground. In the event that underground utilities are provided, a gross density bonus of 10% (if allowed by the density limit of the applicable FLU) or a reduction in the minimum lot width of 10% shall be granted by the Planning Official upon the developer's request.

(4) Utility street crossings. See DSM Chapter 1, Street Layout section for details regarding utility street crossings.

(5) Street lights. The developer is encouraged to install street lights. A street lighting district may be established through the BCC for the installation, operation, and/or maintenance of lights according to the street lighting municipal services benefits units (MSBU) provisions of Chapter 70, *Local Public Improvements,* Part I, Escambia County Code of Ordinances.

(6) Easements. Drainage easements and rights-of-way shall comply with the stormwater management provisions of this chapter and DSM, Chapter 1, Stormwater Management Systems - Conveyance Systems section and Chapter 2, Roadway Design - Minimum Right-of-way widths section.

(7) Water supply and sewerage. The subdivision developer shall maintain a valid, unexpired reservation of capacity for water and/or sewer service from the provider whose franchise area serves the subject property. Letters of capacity executed by the service provider shall be provided, and such letters or forms shall constitute documentation of reservation of capacity.

No central private wastewater collection systems shall be proposed or expanded. All proposed sewer collection systems will require approval by the local utility authority. If a low pressure system is proposed, all items relating to the system, excluding the collector force main, shall be located on private property. Anything located within a public or private R/W shall be owned and maintained by the local utility authority.

(8) Fire Protection. Provisions shall be made for the installation of fire hydrants and comply with the following:

a. No residence in any subdivision shall be more than 500 feet from a fire hydrant on a six-inch water line. Locations of fire hydrants shall be noted on the subdivision construction plans; or

b. Where a four-inch water line is located at the entrance to a new subdivision, the developer shall be required to install a six-inch waterline within the new subdivision with flush hydrants so that they can be replaced with fire hydrants when service at the entrance becomes adequate.

c. If public or community water systems service is not available or the existing water line is less than four inches, the developer shall install a six-inch waterline with stub-outs for fire hydrants unless the engineer of record finds the larger main size to be detrimental to the water quality in the development.

(j) Public dedication. The county encourages developers of residential subdivisions to request the dedication of subdivision streets and stormwater management systems to the county, but those facilities may alternatively be dedicated to one or more owners of property within the subdivision. If the dedication of subdivision streets and stormwater management systems for public ownership and maintenance is proposed, the following conditions apply:

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(1) Compliance. The facilities shall be designed and constructed in compliance with the standards of this chapter.

(2) All facilities. The streets will not be accepted without the stormwater management system or the stormwater management system without the streets. The facilities shall be dedicated in their entirety to the county.

(3) Permitting. The facilities will not be accepted without appropriate permitting of those facilities from all applicable local, state, and federal agencies, or proof of exemption.

(k) Private ownership.

Deleted: **<#>Lift Stations.** No central private wastewater lift stations shall be proposed.¶

(1) Maintenance and taxes. If the streets and stormwater management system of a subdivision will remain in private ownership, the county shall not be responsible for the maintenance of those facilities or be the owner of an easement upon them. The subdivision developer shall create a homeowner's association or an alternative organization of owners of property within the subdivision and assign it the responsibility for maintaining the streets and stormwater management system and any other privately owned improvements as well as for paying the property taxes due on those lands.

(2) County authority. Any agreements establishing the persons responsible for maintaining the streets, stormwater management system, and other privately owned subdivision improvements, and for paying property taxes on the lands of those improvements, shall vest in Escambia County the authority to assess reasonable fees upon those persons for the payment of maintenance costs and property taxes for those lands in the event that the improvements and their lands are not maintained or that the taxes on the lands are not paid. These provisions shall also be in any restrictive covenants binding the property.

(3) Covenants and restrictions. Subdivision covenants and restrictions shall include the documents of the homeowner's association or an alternative organization of owners of property within the subdivision, identifying specific operation and maintenance responsibilities of the organization for streets, the stormwater management system, and all other privately owned improvements, including entrance signs and private recreation areas.

Article 5 Streets and Access

Sec. 5-5.1 Purpose of article.

This article establishes land development standards for streets as well as access to and from streets that implement level-of-service and other Comprehensive Plan policies requiring development to properly address its transportation impacts. It is the intent of these standards to provide safe, convenient, efficient, and cost-effective travel ways for motor vehicles, bicycles, and pedestrians for the movement of people, goods, and services.

Sec. 5-5.2 General provisions.

(a) Approval required. The design and construction of streets and driveways requires prior county review and approval for compliance with the standards of this article, unless such travel and access ways are specifically identified in the LDC as exempt from these standards.

(b) Minimum design standards. All streets and driveways shall be designed and constructed according to the design standards in the most recent edition of *A Policy on Geometric Design of Highways and Streets*, American Association of State Highway Transportation Officials (AASHTO), the *Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways* ("Florida Greenbook"), Florida Department of Transportation (FDOT), and the *General Paving and Drainage Technical Specifications* of the county. All traffic control devices shall be designed and installed according to the most recent editions of the *Manual on Uniform Traffic Control Devices*, U.S. Department of Transportation, and *Roadway and Traffic Design Standards*, FDOT.

(c) Modification of standards. Variances to the strict application of the standards of this article are not available from the Planning Official, BOA or SRIA. Where the provisions of this article specifically allow, the County Engineer has discretion within the accepted standards of engineering practice to allow modifications that maintain the stated purposes of the article.

Sec. 5-5.3 Street design.

(a) General layout. The layout of streets, including private streets, shall be in general conformance with a plan that is most advantageous for the development of adjoining lands. See *DSM* for details.

(b) Connectivity.

(1) Extension to boundary. See *DSM Chapter* 1, Roadway Design - Street Layout section for details.

(2) Large-scale development. Developments with a proposed density of 3 or more dwelling units per developable acre and over 300 lots shall provide a highly interconnected system of complete streets/pathways (for pedestrians(sidewalks), bicycles, and motor vehicles) to promote the reduction of automobile use, trips, and trip lengths.

(3) Subdivisions.

Connection to undeveloped property. See DSM Chapter 1, Roadway Design - Street Layout section.

(c) Ingress and egress. See *DSM* Chapter 1, Transportation article for details.

(d) Cul-de-sacs. See *DSM Chapter1, Roadway Design - Street Layout section* for details.

(e) Right-of-way widths. Right-of-way widths shall be provided as indicated in the *DSM Chapter1, Roadway Design- Minimum Right-of-way widths section*. The *DSM* shall detail right-of-way widths as it relates to arterials, collectors, local streets, turning circles, alleys, and partial widths

(1) Programmed widening. If a tract to be subdivided abuts any part of an arterial or collector street and the street is contained in an adopted capital improvement plan of the state or county and has a programmed widening by the state or county, the part of the public right-of-way necessary to comply with that programmed plan shall be set aside by the developer for dedication, unless the county chooses to negotiate mitigation measures, as requested by the developer. .

(2) Non-Standard right-of-way donation. If a tract to be developed abuts any part of an arterial collector or local street (not meeting section 7 criteria) that does not meet the minimum ROW requirements, the developer shall set aside 50% of right-of-way necessary to comply with county ROW requirements.

(f) Pavement widths. Details regarding pavements widths as it relates to local streets, turning circles, and alleys are provided in the *DSM Chapter 1, Roadway Design - Minimum pavement widths section*.

(g) Intersections. The *DSM* provides criteria for intersection design, which contains specific requirements for angles, radii, visual clearance, and offsets. See DSM Chapter*, Roadway Design –Intersections section.*

(h) Design speed. Local streets shall be designed with a minimum design speed of 15 miles per hour (mph). Residential subdivision streets that service the cumulative development of 100 lots or more shall be designed with a minimum design speed of 20 mph.

(i) Crown elevation.-See *DSM Chapter* 1, Roadway Design - Roadway Elevations section for details.

(j) Bridges. See *DSM Chapter 2*, Transportation – 2-1 and 2-3 for details

(k) Dedication. Consistent with the provisions of Article 3 of this chapter, subdivision streets cannot be dedicated for county ownership and maintenance without the concurrent public dedication of the subdivision stormwater management system. .

Sec. 5-5.4 Site access.

(a) General. Vehicular access to an adjoining public street shall be accomplished by means of an improved access facility, such as a driveway or private street, designed

Deleted: <#>Design and construction. Bridges shall be designed and constructed according to the latest editions and revisions of *AASHTO LRFD Bridge Design Specifications* (load-and-resistance factor design), FDOT *Structures Design Guidelines* and any approved interim specifications, and the FDOT "Florida Greenbook."¶
<#>Public. All public bridges shall be built with a minimum of 20 feet between abutments.¶
<#>Inspection. Each bridge dedicated to the public shall be inspected by the FDOT, according to the *National Bridge Inspection Standards* (NBIS), 23 U.S.C. 151, and Florida Statutes (§ 335.074).¶

and controlled to provide safe and convenient access to the street. Neither unimproved nor unrestricted access is permitted. Site access shall comply with the standards of this section to accommodate vehicles and pedestrians as well as to provide traffic control. Unless otherwise specifically provided, the standards of this section do not apply to driveways for single-family dwellings.

(b) County requirements. There is no intent to conflict with or duplicate state highway access permitting, but connections to the state highway system will be evaluated during LDC compliance review for consistency with county requirements.

(c) Visual clearance. See *DSM Chapter 1, Roadway Design –Intersections section* for details.

(d) Access Location. Driveways proposed to access a street shall either be aligned with, or offset from, existing and planned driveways, median openings, and streets on the same and/or opposite sides of the street to be accessed. See DSM Chapter 1, Roadway Design – Access Location for more details. .

(e) Driveway paving. Driveways that connect to a paved street shall be paved to the right-of-way.

(f) Internal access. Proposed development along arterial or collector streets shall provide access routes within the development for all uses such that a return to the arterial or collector street is not necessary to access another use within the development.

(g) Multiple street frontages. When a lot or parcel is located at a street intersection or otherwise fronts more than one street, vehicle access for all uses on the lot, including single-family dwellings, may be limited to the roadway with the lowest traffic volume, least operational impact, or lowest functional classification, provided that the restriction is consistent with existing FDOT standards. Potential traffic impacts to residential neighborhoods shall be considered when applying this restriction. Non-access easements may be required on site plans and plats to implement this restriction.

(h) Modification of existing access.

(1) Unused access. See *DSM Chapter 1, Access Management - Modification of Existing access section* for details.

(2) Additions. See *DSM Chapter1, Access Management - Modification of Existing access section f*or details.

(3) Change of use. See *DSM Chapter 1, Access Management - Modification of Existing access section* for details

(i) Commercial traffic in residential areas. See *DSM Chapter* 1, Access Management - Commercial Traffic in Residential Areas section for details regarding proposed zoning districts.

(j) Fire department access. Fire department access shall be provided and maintained for every use according to the current standards of the National Fire Protection Association (NFPA) as administered by the Escambia County Fire Marshal.

(k) Cross access easements. All new commercial developments along roadways with an approved access management plan shall provide cross-access easements and connections to adjoining commercial properties.

Sec. 5-5.5 Traffic Control.

(a) Controls required. Site plans, subdivision construction plans, and other development approvals shall require the reasonable placement of traffic control signs, pavement markings, traffic signals, and other traffic control devices along any street, at any driveway, or within any development, as detailed by the *DSM*.

(b) Traffic signals. *DSM Chapter 1, Access Management - Traffic Control section* contains information regarding the assignment of responsibility for traffic signals. The *DSM* also contains including provisions for signal study, construction costs' responsibility, and optional signal criteria.

(c) Turn restrictions. See *DSM Chapter 1, Access Management - Traffic Control section* for details.

(d) Median openings. See *DSM Chapter 1, Access Management - Traffic Control section* for details.

(e) Turn lanes. The developer shall perform a turn lane analysis on a county roadway to serve a development which generates peak hour trips that are, equal to, or greater than 50. Such turn lanes, and required supporting right-of-way, shall be provided by the developer at no cost to the county and meet all county standards. Turn lane criteria is in DSM Chapter 1, Article 2-2-3. Trip Generation figures for the development shall be determined by the Institute for Transportation Engineers Trip Generation Manual (ITE-TGM). If a county roadway, serving a development, is included in the county's Capital Improvement Program or the Florida-Alabama Transportation Planning Organization Corridor Management Plans, the improvements indicated in such plans shall be provided by the developer.

Sec. 5-5.6 Sidewalks and bikeways.

Sidewalks and bikeways will be installed in conformance with current ADA standards and all applicable guidelines (to include but not be limited to the latest editions of the FDOT Transit Facilities Guidelines and FDOT Roadway Standard Specifications). This is to support adopted bicycle and pedestrian plan routes and/or applicable grant programs to provide connectivity with existing sidewalks or as required by Florida Department of Transportation (FDOT).

(1) Sidewalks

a. **Site Frontage.** Sidewalks along the site frontage of a development site parcel are required as indicated in the DSM for all applicable commercial and residential developments. Sidewalks will be installed in conformance with current ADA standards and all applicable guidelines (to include but not be limited to the latest editions of the FDOT Transit Facilities Guidelines and FDOT Roadway Standard Specifications) and shall be constructed according to conditions specified in the *DSM Chapter 1, Access Management -*

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Borrow pit. A site or parcel of property where soils, clays, gravel or other natural deposits on or in the earth are removed, or have been removed, for use by the property owner or another entity, typically with no processing except for screening to remove debris. A borrow pit may also be referred to as a mining site or a mineral or resource excavation or extraction site..

Bridge. A structure, including supports, erected over a depression or an obstruction such as water, highway or railway, or for elevated roadway, for carrying traffic or other moving loads, and having a length, measured along the center of the roadway, of more than 20 feet between the inside faces of end supports. A multiple-span box culvert is considered a bridge, where the length between the extreme ends of the openings exceeds 20 feet.

Broadcast station. A facility for over-the-air, cable, or satellite transmission of radio or television programs to the public and which may include studios, offices, and related broadcast equipment.

Buffer. A designated area with natural or manmade features functioning to minimize or eliminate adverse impacts on adjoining land uses, including environmentally sensitive lands.

Buildable area. The portion of a lot, exclusive of required yards, setbacks, buffers, open space, or other regulatory limits, within which a structure may be placed.

Building. Any structure having a roof supported by columns or walls.

Building coverage. The total horizontal area measured within the outside of the exterior walls or columns of the ground floor of all principal and accessory buildings.

Building line. The innermost edge of any required yard or setback.

Building Official. The representative of the county appointed by the Board of County Commissioners to administer applicable building codes.

Building permit. A document issued by the Building Official authorizing the erection, construction, reconstruction, restoration, alteration, repair, conversion, or maintenance of any building or other structure in compliance with applicable building codes.

Bulk storage. Large capacity storage, as in warehouses, silos, and tanks, for massed quantities typically not divided into parts or packaged in separate units.

Bulletin board/directory sign. A sign which identifies an institution or organization on the premises of which it is located and which contains the name of the institution or organization or the names of individuals connected with it, and general announcements of events or activities occurring at the institution or similar messages.

Bus leasing/rental facility. A facility for the transient parking, storing, repairs, servicing, leasing, and/or rental of passenger buses or motor coaches.

Business. Any commercial endeavor engaged in the production, purchase, sale, lease, or exchange of goods, wares, or merchandise or the provisions of services.

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Sec. 5-6.5 Off-site and joint use parking.

(a) Off-site parking. If the off-street parking required for a specific use by this article cannot be fully accommodated on the site of the use, the remaining parking may be provided off-site. The following conditions only apply to off-site parking necessary to comply with the required quantities to meet parking demand: [7.02.00.D.5 & 6]

(1) Same street side. Off-site parking can be provided on the same side of the street as the use it serves, provided that the parking is within 300 feet of the use as measured along a pedestrian pathway that complies with the latest edition of the *Florida Accessibility Code for Building Construction* to safely route pedestrians from the parking to the use. For any part within the street right-of-way, the pedestrian pathway shall be a concrete sidewalk along the shoulder of the roadway, five feet wide if curb and gutter is present or six feet wide if there is no curb and gutter, and otherwise complying with county construction standards.

(2) Opposite street side. Off-site parking can be provided on the opposite side of the street as the use it serves, provided there is a marked pedestrian crossing, the crossing is at a signalized intersection if the posted speed limit is greater than 35 miles per hour, and there is a pedestrian pathway that utilizes the marked crossing and complies with the pathway requirements for off-site parking on the same side of the street as the use it serves.

(3) Improvements. If the required pedestrian pathway is not present or is in substandard condition, including applicable street crossing features, the developer shall be responsible for its construction or augmentation. Additional requirements for improvements may be imposed on the developer at the discretion of County Engineer based on the existing condition of the street and/or shoulder to be traversed. Improvements may include striping, signage, lighting, grading, etc.

(4) Easement. If any part of the intended pedestrian route is through one or more private parcels, the developer shall secure an easement allowing pedestrians to legally traverse the route.

(5) Mid-block crossings. In general, the county does not support mid-block crossings on streets with average daily trips greater than 600 or with speed limits greater than 35 miles per hour. However, marked mid-block crossings may be constructed by a developer if supported by sound engineering practices and approved by the County Engineer.

(b) Joint use parking. The Planning Official may authorize a reduction in the total number of required parking spaces for two or more uses jointly providing off-street parking when their respective parking needs do not normally overlap, but such a reduction shall comply with the following conditions: [7.02.00.E]

(1) The developer submits sufficient data to demonstrate that the demand for parking at the respective uses does not normally overlap.

(2) The off-street parking to be shared complies with the other provisions of this article.

(3) The developer submits a legal agreement, approved by the County Attorney and signed by all property owners involved, guaranteeing the joint use of the parking spaces for as long as the uses requiring parking are in existence, or until the required parking is provided elsewhere in compliance with the provisions of this article. The agreement shall include provisions for the maintenance of the parking facility and covenants running with the lands of both the dominant and subordinate parcels or uses.