AGENDA
DESIGN STANDARD MANUAL
PROFESSIONAL ADVISORY COMMITTEE
March 10, 2016–8: 30 a.m..
Escambia County Central Complex Building
3363 West Park Place

1. Call to Order

2. Approval of the February 09, 2016 meeting minutes.

3. Items for Discussion:

    1. Review of ECUA related items.

    2. Discussion of drainage easements and right-of-ways.

    3. Attached DSM and LDC changes.

4. Scheduling of the next DSM-PAC meeting.

5. Adjournment.

Audio recording of this meeting is available upon request.

DSM Professional Advisory Committee **2.**

Meeting Date: 03/10/2016

Submitted By: Debbie Lockhart, Development Services

Information

Recommendation:

Approval of the February 09, 2016 meeting minutes.

Attachments

February 09, 2016 Draft minutes

D R A F T

RESUMÉ OF THE MEETING OF THE DSM PROFESSIONAL ADVISORY COMMITTEE
HELD February 9, 2016

CENTRAL OFFICE COMPLEX
3363 WEST PARK PLACE, BOARD CHAMBERS
PENSACOLA, FLORIDA
(8:30 A.M. – 10:28 A.M.)

Present:	Tim Day, Dale Long, Paul Looney, Heath Jenkins, Chris Curb, John Fisher
Absent:	Jill Johnson
Staff Present:	Horace Jones, Director, Development Services
	Andrew Holmer, Division Manager, Planning & Zoning
Attendees:	Colby Brown, P.E., Deputy Director, Public Works
	Jeremy King, P.E., Design Manager, Public Works
	Allyson Cain, Urban Planner II, Planning & Zoning

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

2. Motion was made by Paul Looney and seconded by Dale Long to accept the January 19, 2016 meeting minutes.

3. **Items for Discussion:**

   1. DSM and LDC changes requested by the Committee at the January 19, 2016 meeting.

   A request was made by staff to drop the language relating to bridges and bring it to a later meeting.

   The Committee reviewed the proposed LDC and DSM changes line by line until a recess was called at 9:45 A.M.

   Meeting was called back to order at 9:55 A.M. and review and discussion continued.

   A motion was made by Dale Long and seconded by John Fisher to send the changes regarding stormwater and turn lanes to the next available Planning Board meeting.

   At the next Committee meeting there will be an additional review of the language concerning bridges and ECUA items.

2. Scheduling of discussion of drainage easements and right-of-ways.

   The Committee has scheduled this as a discussion item for the next meeting.

4. The next DSM-PAC meeting is scheduled for Tuesday, March 29, 2016.

5. Motion to adjourn was made by Chris Curb and seconded by Paul Looney. The meeting adjourned at 10:28 A.M.

DSM Professional Advisory Committee **3.**

Meeting Date: 03/10/2016

Submitted By: Debbie Lockhart, Development Services

Information

Recommendation:

Items for Discussion:

1. Review of ECUA related items.

2. Discussion of drainage easements and right-of-ways.

3. Attached DSM and LDC changes.

Attachments

Index for Changes 03-10-16

DSM Suggested Changes 03-10-16

LDC DSM Suggested Changes 03-10-16

Index of changes

Suggested changes
To the
Escambia County
Design Standards Manual

PAC Meeting

March 10, 2016

DISCLAIMER:

This is for general information on the land use regulations within the unincorporated areas of Escambia County. Please note that Escambia County regularly amends its land use regulations and any associated appendix. Accordingly, when buying, selling, or developing land in Escambia County, please come in to our office & speak with our staff for assistance on the most current regulations affecting your property.

3/2016 *

Design Standards Manual

Chapter 1, Engineering

Chapter 2, Environmental

CHAPTER 1, Engineering

Article 1 - STORMWATER

Sec.1-1 Stormwater Management Systems

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

Sec.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.

Sec.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.

~~**(a) Pond Slopes**~~

~~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.~~

Sec. 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, allow for proper maintenance, and to allow alternate flooding and exposure of areas along the shore as water levels change.

Commercial and industrial sites/subdivisions

A. Private developments
   1. Side slopes - Wet or dry ponds. Stormwater basins designed to collect 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 unless fenced to restrict public access.
   2. Fencing – Per engineer of record
   3. Stabilization – Per engineer of record
   4. Maintenance access – Per engineer of record

B. Public developments -

1. Side slopes
   A - Wet ponds - When unfenced, side slopes shall not be steeper than 4:1 (horizontal to vertical) out to a depth of two (2) feet below the control elevation. When fenced, side slopes shall not be steeper than 3:1 out to a depth of two feet below the control elevation.
   B - Dry ponds - Side slopes may not be steeper than 3:1, and must be fenced when steeper than 4:1 (horizontal to vertical).
2. Fencing - The required fence shall be six (6) feet high chain link meeting County technical specifications[1] and be installed along the perimeter of the pond parcel. 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 five (5) feet from the chain link fence for maintenance.
3. Stabilization
   A - Wet ponds - Wet ponds shall be stabilized in solid sod above the permanent pool elevation, unless stabilization is obtained through incorporation of littoral plantings.
   B - Dry Ponds - Side slopes shall be solid sod from the bottom to three (3) feet beyond the top of bank.
4. Maintenance access - Required(See requirements for maintenance access, this section).

Residential subdivisions

Private and Public subdivisions

1. Side slopes
   A - Wet ponds - When unfenced, side slopes shall not be steeper than 4:1 (horizontal to vertical) out to a depth of two (2) feet below the control elevation. When fenced, side slopes shall not be steeper than 3:1 out to a depth of two feet below the control elevation.
   B - Dry ponds - Side slopes may not be steeper than 3:1, and must be fenced when steeper than 4:1 (horizontal to vertical).
2. Fencing - The required fence shall be six (6) feet high chain link meeting County technical specifications[1] and be installed along the perimeter of the pond parcel. 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 five (5) feet from the chain link fence for maintenance.
3. Stabilization
   A - Wet ponds - Wet ponds shall be stabilized in solid sod above the permanent pool elevation, unless stabilization is obtained through incorporation of ~~a~~ littoral plantings.
   B - Dry Ponds - Side slopes shall be solid sod from the bottom to three (3) feet beyond the top of bank
4. Maintenance access - 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 wet/dry pond area constructed of graded aggregate a minimum twelve (12) feet wide, no steeper than 6:1 (horizontal to vertical) at least five (5) inches thick, and underlain with pervious geotextile fabric.
2. A concrete driveway from the roadway meeting County standards
3. Minimum fourteen (14) feet wide, six (6) feet tall double access gate at the pond parcel boundary line.
4. Dry ponds shall include a minimum twelve (12) feet wide access road into the bottom of the retention/detention basin no steeper than 6:1. The access shall be unobstructed and constructed of graded aggregate a minimum of five (5) inches thick, and underlain with pervious geotextile fabric.
5. Wet ponds shall have a minimum fifteen (15) feet wide access route around the top bank perimeter of the retention area with a cross slope no steeper than 6:1. Access onto the perimeter route shall have a slope no steeper than 6:1. [1]

[1] http://www.myescambia.com/sites/myescambia.com/files/Escambia%20County%20Technical%20Specifications_02-01-15.pdf

Sec. 1-1.45 Conveyance Systems

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.

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.

Sec. 1-1.~~5~~6 Exemptions

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

Sec. 1-1.~~6~~7.Other agency approvals

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.

Sec. 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.

Article 2 – TRANSPORTATION

Sec. 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.

Sec. 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.

Sec. 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.

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

All proposed utilities shall be owned, maintained and operated by the local service provider (consistent with the provider's appurtenance ownership limitations). 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.

Sec. 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.

Sec. 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.

Sec. 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.

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

~~1~~ Warrants for turn lanes into un-signalized driveways or streets were developed to provide for proper access management and safety. A turn lane analysis shall be performed on a County roadway serving a development that generates 50 vehicle trips or greater during any peak hour 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. ~~When existing conditions warrant, i.e., traffic volume, queue length, design speed of roadway, etc., the County Engineer shall require additional length or width of proposed turn lanes and/or modifications to existing lanes. Any rights-of-way required to accommodate the construction of turn lanes shall be provided at no cost to the county.~~

~~2. All commercial and multifamily development proposals shall provide deceleration lanes as required according to the FDOT Greenbook.~~

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 that is no more than three years old.

Turn Lane Warrant Criteria are 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 a right-turn lane(s) on a County roadway to serve right-turning movements entering a development when the estimated volume of such movement is 30 vehicles or greater during any peak hour.

    b. **Left Turn lanes.** The developer shall construct a left-turn lane(s) on a County roadway to serve left-turning movements entering a development when the estimated volume of such movement is 30 vehicles or greater during any peak hour.

    c. **If a right or a left turn lane(s) is not required under section 1, proceed to section 2.**

2. If the number of turning movements, as determined by the Trip Distribution Report, is 25.5 to 30 vehicles during any peak hour, a certified un-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.

Sec. 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.

Sec. 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.

Sec. 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.

Article 3 – Parking

Sec. 3-1 Parking and Loading

Sec. 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 that pathways remain completely functional and 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.

Use or activity	Required number of parking spaces
wholesale	
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

Sec. 3-1.3 Off-site and joint use parking

(a) Off-site parking. If the off-street parking required by the LDC for a specific use cannot be fully accommodated on the site of the use, the remaining required parking may be provided off-site in compliance with the following conditions:

(1) Pedestrian paths. Where the off-site parking relies on a pedestrian pathway to access the site of the use, the parking shall be within 300 feet of the use as measured along a pedestrian pathway that complies with all of the following:

a. Accessibility. For any part of the pathway within a street right-of-way, accessibility shall be as prescribed by the latest edition of the *Public Rights-of-Way Accessibility Guidelines,* United States Access Board. All other parts of the pathway shall be as prescribed by the *Florida Accessibility Code for Building Construction.*

b. Sidewalks. For any part of the pathway within a street right-of-way, the 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.

c. Street crossings. Any pathway that crosses a street shall do so at a marked pedestrian crossing, and where the posted speed limit of the street is greater than 35 miles per hour the marked crossing shall be at a signalized intersection.

d. Easements. 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.

e. Improvements. If the required 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 the County Engineer based on the existing condition of the street or shoulder to be traversed. Required improvements may include striping, signage, lighting, grading, etc.

(2) 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.

(3) Continuing obligation. The conditions required by this section for off-site parking shall remain in effect for the duration of the need of such parking to comply with LDC requirements for off-street parking.

(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:

(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 all other applicable provisions of the LDC.

(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 the LDC. 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.

Sec. 3-1.4 Loading and unloading

Development shall provide and maintain sufficient off-street loading and unloading areas as prescribed in this section whenever normal operations requires that goods, merchandise, or equipment be routinely delivered to or shipped from the development.
No area allocated to loading and unloading areas may be used to satisfy the area requirements for off-street parking, nor shall any portion of any off-street parking are be used to satisfy the area requirements for loading and unloading facilities.

(a) Location and design

Loading and unloading areas shall be located and designed to meet the following standards:

(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:

Suggested changes
To the
Escambia County
Land Development Code

PAC Meeting

March 10, 2016

DISCLAIMER:

This is for general information on the land use regulations within the unincorporated areas of Escambia County. Please note that Escambia County regularly amends its land use regulations and that recent amendments may not yet be shown on this website. Accordingly, when buying, selling, or developing land in Escambia County, please come in to our office & speak with a Front Counter Planner for assistance on the most current regulations affecting your property.

3/2016 *

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 and acceptance by the local utility authority. If a low pressure sewer 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 right of way shall be owned and maintained by the local utility authority (consistent with the provider's appurtenance ownership limitations).

(8) 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:

(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.

~~**(4) Lift stations.** No central private wastewater lift stations shall be proposed.~~

(k) Private ownership.

(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.

Service and the Florida Forest Service be consulted regarding appropriate stormwater management for agricultural and silvicultural operations.

b. Mosquito drainage structures. Maintenance work on existing mosquito and arthropod drainage structures for public health and welfare purposes.

(c) Modification of standards. Variances to the strict application of the stormwater management 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 modifications that maintain the stated purposes of the article.

Sec. 5-4.3 Control of erosion and sediment.

Sediment shall be retained on the site of development. Erosion and sedimentation control measures shall be applied to stabilize barren areas and other unvegetated areas during and after construction. No clearing of land or other land-disturbing activity shall begin until the appropriate erosion and sedimentation control devices have been installed between the areas to be disturbed and adjacent lands, including waterbodies, watercourses, and wetlands. Such erosion and sediment control shall comply with the best management practices listed in the *DSM Chapter* 1, Stormwater Management Plans - Content section.

Sec. 5-4.4 Stormwater management plans.

(a) General. Where a stormwater management plan is required, it is the responsibility of the applicant to include sufficient information in the plan for the county to evaluate the physical characteristics of the affected areas as required in the *DSM Chapter* 1, Stormwater Management Plans section.

(b) Preparation. The stormwater management plan shall be developed and/or reviewed as indicated in the *DSM* Chapter 1. Chapter 1 of the *DSM* contains the provisions for the content of the plan. The *DSM* also contains information regarding the existing conditions, proposed changes, and supporting documentation.

(c) Supporting information is regarded as other information that the applicant or the county believes is reasonably necessary for LDC compliance evaluation of the proposed stormwater management plan.

(d) Plan adherence. The applicant shall adhere to the stormwater management plan as approved and permitted. Any changes or amendments to the plan must be approved by the original approving authority. After completion of the subject development, the engineer of record shall certify that the completed development complies with the approved plan and its specifications.

Sec. 5-4.5 Stormwater management systems.

(a) General design and construction. The installation of all stormwater management facilities made necessary by new development, according to the provisions of this article, is the responsibility of the developer, including all necessary ditches, canals, greenbelts, outfalls, bridges, retention or detention structures, flow attenuation

devices, etc. The general design and construction of all stormwater management systems shall be as indicated in the *DSM* Chapter 1, Stormwater Article and achieve the following objectives:

(1) Comply with regulations.

(2) Protect adjacent property.

(3) Incorporate upland runoff.

(4) Reduce pollution.

(5) Prevent hazards.

(6) Encourage regional stormwater management system.

(b) Resource protection. All stormwater management systems shall be designed and constructed to protect natural resources as per State requirements.

(c) System maintenance.

(1) General. All stormwater management facilities shall be designed for a minimum 50-year life (where standards are available) have low maintenance costs, and have easy legal access for periodic maintenance.

(2) Maintenance entity. Stormwater management systems shall be maintained by the owner, except where the county selects certain systems for county maintenance. All areas and/or structures to be maintained by the county must be dedicated to the county by plat or separate instrument and accepted by the BCC. Systems to be maintained by the owner shall~~, nevertheless,~~ have adequate easements to permit the county right-of-entry to inspect and, if necessary, take corrective action if the owner fails to maintain the system. In addition, the owner shall submit a copy of any outside agency inspections and/or reports for the County to evaluate in accordance with the County's MS4. ~~When~~ If the owner fails to maintain his system, the county shall give the owner written notice of the nature of corrective action required. If the owner fails to take corrective action within 30 days from the date of the notice, the county may take the necessary corrective action, including placement of a lien on all property of the owner to recover the costs thereof.

(d) Inspections. The owner shall initiate scheduling with the county for the following inspections:

(1) Erosion control. An erosion and sediment control inspection prior to any construction or other land disturbance, as may be required by county development approval, to ensure effective controls are in place according to the provisions of this article.

(2) Underground. An inspection prior to the burial of any underground drainage structure to ensure appropriate materials and installation.

(3) Final. A final inspection after all work has been completed, including installation of all stormwater management system facilities, to ensure compliance with the

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), *Public Rights-of-Way Accessibility Guidelines*, United States Access Board; *Florida Accessibility Code for Building Construction*; and the *General Paving and Drainage Technical Specifications* of ~~the~~ Escambia C~~c~~ounty. 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. Where any of these standards are in conflict, the more restrictive requirement or the one imposing the higher standard shall prevail unless otherwise specifically allowed by the County Engineer.

(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.

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~~construct right and/or left turn~~a turn lane~~s~~ analysis on a county roadway to serve ~~any turning movement entering~~ a development ~~when the estimated volume of such movement is 60 or more vehicles during any peak hour~~that generates 50 vehicle trips or greater ~~trips that are equal to or greater than 50 vehicle/~~during any peak hour. Trip Generation figures for the development shall be determined by the Institute for Transportation Engineers Trip Generation Manual (ITE-TGM). ~~Such t~~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. ~~Such t~~Turn lane~~s~~ criteria is in DSM Chapter 1, Article 2-2.3. ~~shall be~~

~~provided by the developer at no cost to the county and meet all county standards as indicated in the DSM. *DSM Chapter* 1, Access Management - Traffic Control section provides design criteria for turn lanes on county roads and deceleration lanes.~~ 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 - Pedestrian Access section*. The developer has the option to either build the required sidewalk along the affected parcel frontage or contribute funds to the county for construction at a later date at the county's discretion (at the developer's request). Contributed funds shall be based on the county's latest pricing agreement.

b. **Transit Stop**. For any development with an entrance located 200 feet (immediately adjacent) of an existing and fixed transit stop, a sidewalk must be constructed (within the existing ROW) from the entrance of the development to the existing and fixed transit stop. The newly constructed sidewalk 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). In addition, to meet ADA standards, the sidewalk must be connected to any existing/planned sidewalks within the development.

(a) Bikeways. See DSM Chapter 1, Access Management - Pedestrian Access section for details.

(b) Repair. See *DSM* Chapter 1, Access Management - Pedestrian Access section for details.

Article 6 Parking and Loading

Sec. 5-6.1 Purpose of article.

This article establishes land development standards for off-street vehicle parking and loading that implement Comprehensive Plan policies requiring development to provide safe and convenient on-site vehicle circulation and sufficient parking to accommodate the demand that it creates. It is the intent of these standards to avoid congestion on surrounding streets and promote the safety and mobility of pedestrians, bicycles, and motor vehicles.

Sec. 5-6.2 General provisions.

(a) Approval required. Any land use or development activity that establishes or increases a variable that is determinative of vehicle parking demand (e.g., floor area, dwelling units, seats, etc.) requires prior county review and approval for compliance with the standards of this article unless the use or activity is specifically identified in the LDC as exempt from these standards. The standards apply to both ground-level parking and multi-level parking structures.

(b) Minimum design standards. All parking and loading shall be designed and constructed according to the design standards in the most recent editions 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); *Public Rights-of-Way Accessibility Guidelines*, United States Access Board; *Florida Accessibility Code for Building Construction*; and the *General Paving and Drainage Technical Specifications* of Escambia 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. Where any of these standards are in conflict, the more restrictive requirement or the one imposing the higher standard shall prevail unless otherwise specifically allowed by the County Engineer.

~~**(b)**~~**(c) ~~Modification of standards~~ Variances.** Variances to the strict application of the parking and loading 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 modifications that maintain the stated purposes of the article.~~Variances to the strict application of the standards of this article may be granted according to the applicable variance criteria and compliance review processes of Chapter 2 if such modifications maintain the stated purposes of this article and are not otherwise excluded by its provisions. Any modifications to these parking and loading standards shall be guided by published professional architectural, engineering, or planning design standards.~~

~~**(c)**~~**(d) Handicap spaces.** Handicap parking spaces shall be provided for uses as part of the total number of off-street spaces required by this article according to the latest

edition of the *Florida Accessibility Code for Building Construction*. Handicap parking is not eligible for any modifications that are not otherwise allowed in the prevailing accessibility standards.

~~(d)~~**(e) Use of required areas.** Required off-street parking and loading areas are to be used solely for the parking of licensed motor vehicles in operating condition. Only spaces in excess of the spaces required by this article may be used for display or storage and only in compliance with the provisions of Chapter 4.

~~(e)~~**(f) Tree preservation.** The number of required parking spaces may be reduced as necessary to more effectively preserve protected trees.

~~**(f) Nonconformance.**~~

Sec. 5-6.3 Parking demand.

~~**Quantity**~~**.** See *DSM Chapter* 1, Parking and Loading - Parking Demand section for details regarding the determination of the number of parking spaces for development. Other details regarding parking include computation of parking spaces, information regarding increase and reduction of parking spaces, and computation of parking spaces for unlisted uses. Furthermore, ineligible spaces details are also provided in the *DSM*.

Sec. 5-6.4 Stall and aisle design.

General. The design and arrangement of parking stalls and drive aisles shall comply with the standards provided in the DSM, except that parking for single-family and two-family dwellings need only comply with the minimum stall dimensions. In addition, criteria and guidelines regarding turnarounds, encroachment, delineation, traffic control, pedestrian entrances, surface materials, and drive-through stacking will be provided in ~~thuds~~*in the DSM*.

Sec. 5-6.5 Off-site and joint use parking. Items regarding off-site and joint-use parking are contained with the DSM Chapter 1, Off-Site and Joint Use Parking section.

Sec. 5-6.6 Loading and unloading. See *DSM Chapter* 1, Parking and Loading-Loading and Unloading section for details.

Article 7 Landscaping

Sec. 5-7.1 Purpose of article.

This article establishes land development standards for landscaping that implement Comprehensive Plan policies requiring development to apply professional practices for landscaping and tree protection. It is the intent of these standards to promote the environmental and community benefits of a healthy, diverse, and well managed urban forest. More specifically, this article is intended to accomplish the following:

(1) Improve the appearance, character, and value of developed lands through landscaping that enhances, shades, screens, and buffers the built elements and that appropriately includes and preserves existing trees.