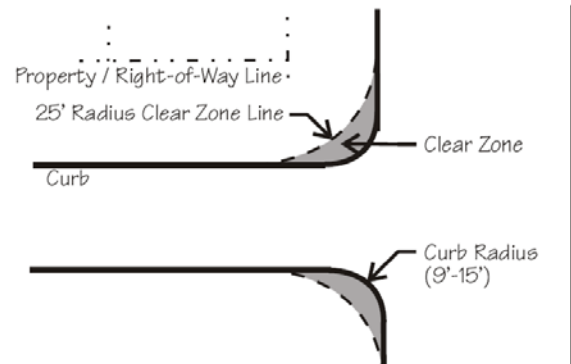


## SEC. 20-324. GENERAL PROVISIONS.

The following general provisions apply to all street types.

### (1) **CORNER RADII AND CLEAR ZONES:**

Corner curb radii shall be between nine (9) feet and fifteen (15) feet. Fairly tight turning radii shorten pedestrian crossings and inhibit reckless drivers from turning corners at high speeds. To allow for emergency vehicles (e.g. fire trucks) to turn corners, a twenty-five-foot radius clear zone shall be established free of all vertical obstructions including but not limited to telephone poles, sign poles, fire hydrants, electrical boxes, or newspaper boxes.



### (2) **ALLEYS:**

Alleys are required in the Town Center to minimize curb cuts and to provide access to parking and service areas behind buildings. Alley requirements may be waived by the DRC for access to detached single family residential lots greater than fifty-five (55) feet in width in situations in which proper streetfront orientation, pedestrian circulation, and parking can still be accomplished. Alley locations and dimensions are not fixed but shall be designed to accommodate the alley's purpose. Additional curb cuts shall be added only with the permission of the development review committee. Alleys may be incorporated into parking lots as drive aisles and fire lanes.

### (3) **EXCEPTIONS FROM BUILD-TO LINES:**

Exceptions from build-to lines may be granted by the development review committee for avoiding trees with calipers greater than eight (8) inches.

On corner sites (within fifty (50) feet of the corner) with build-to lines set back from the property line, building frontage may be positioned forward of the build-to line up to the property line, provided it does not encroach upon the clear zone.

### (4) **SIDE AND REAR SETBACKS:**

No side or rear setbacks are required in the Town Center.



*Jesup's Reserve Townhomes;  
Winter Springs Town Center*

### (5) **FIRST FLOOR HEIGHT FOR RESIDENTIAL:**

Residential uses on the first story shall have finished floor height raised a minimum of two (2) feet above sidewalk grade.

### (6) **DIVERSITY OF BUILDING WIDTHS:**

No more than three (3) residential buildings twenty (20) feet or less in width are permitted within any two hundred (200) feet of frontage.

**(7) ACCESSORY STRUCTURES:**

Accessory structures are permitted and may contain parking, accessory dwelling units, home occupation uses, storage space, and trash receptacles. Home occupation uses are restricted to owner plus one (1) employee, shall not include noxious or disruptive functions, and may not disrupt parking for neighboring residents.

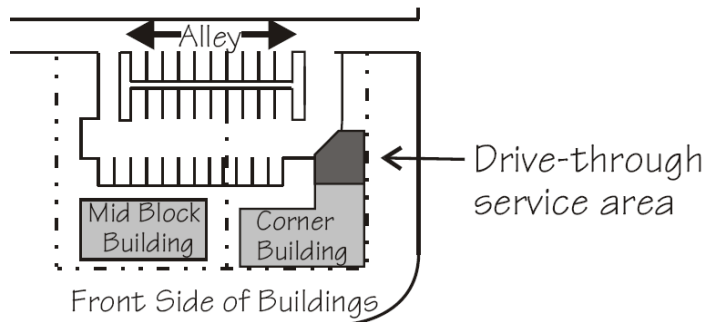
Accessory structures shall not be greater than six hundred twenty-five (625) square feet in footprint and shall not exceed two (2) stories in height.



*Additional Example-  
Accessory Dwelling Unit at Watercolor, FL*

**(8) DRIVE-THROUGHS:**

Drive-through service windows are permitted in the rear in mid-block and alley accessed locations provided they do not substantially disrupt pedestrian activity or surrounding uses.



*Additional Example- Baldwin Park; Orlando, FL*

**(9) CIVIC SITES:**

Civic buildings contain uses of special public importance. Civic buildings include, but are not limited to, municipal buildings, churches, libraries, schools, daycare centers, recreation facilities, and places of assembly. Civic buildings do not include retail buildings, residential buildings, or privately owned office buildings. In order to provide greater flexibility to create a special architectural statement, civic buildings are not subject to build-to line requirements or building frontage requirements. The design of civic buildings shall be subject to review and approval by the development review committee.

**(10) PARKING:**

**a. PARKING REQUIREMENTS.** The intent of these parking regulations is to encourage a balance between compact pedestrian oriented development and necessary car storage. The goal is to construct neither more nor less parking than is needed.

There shall be no minimum parking requirement in the Town Center. The applicant shall provide a parking analysis justifying the proposed parking solution.

Minimum parking space dimensions for head-in or diagonal parking shall be 9' x 18' with eleven-foot drive lanes (twenty-two (22) feet for two-way traffic) and parallel parking spaces shall be 8' x 20' minimum with ten-foot drive lanes (twenty (20) feet for two-way traffic).

Parking shall be provided as necessary to meet the requirements of the Americans with Disabilities Act and Florida Accessibility Code.

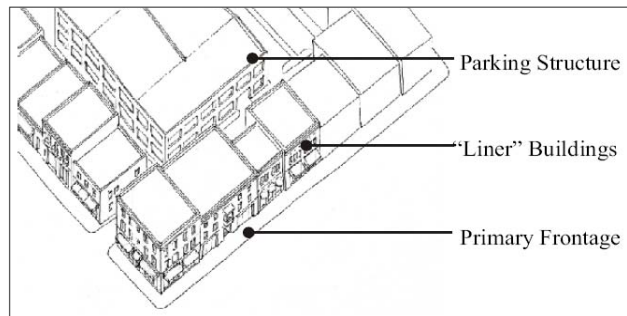
**b. ON-STREET PARKING.** The selection of diagonal or parallel parking along any section of road shall be determined in consultation with DRC. In the event that DRC approves diagonal instead of parallel parking, dimensions should be adjusted in subsection 20-325(c).

**c. OFF-STREET SURFACE PARKING LOT PLACEMENT.** Off-street surface parking lots shall be set back a minimum of fifty (50) feet from the property line along the main street. DRC shall have discretion to make this requirement applicable elsewhere on prominent frontages, such as along key pedestrian connections, within significant vistas and within important public spaces. Outbuildings serving as garages facing alleys shall be permitted within this setback. Surface parking lots may be built up to the property line on all other street frontages.



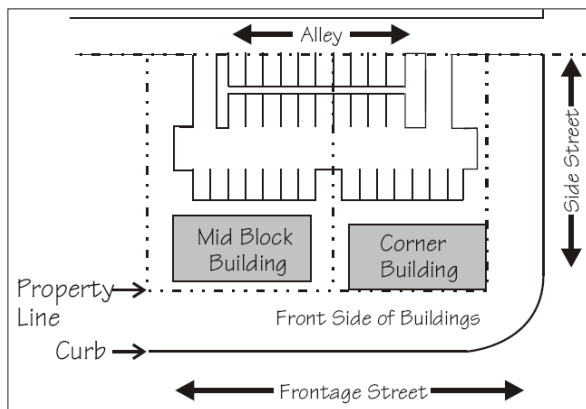
*Additional Example- Structured Parking and Liner Buildings; Miami, FL*

**d. STRUCTURED PARKING LOT PLACEMENT.** Parking structures shall be set back a minimum of fifty (50) feet from the property lines of all adjacent streets to reserve room for liner buildings between parking structures and the lot frontage. The liner building shall be no less than two (2) stories in height. Liner buildings may be detached from or attached to parking structures.



**e. ACCESS TO OFF-STREET PARKING.**

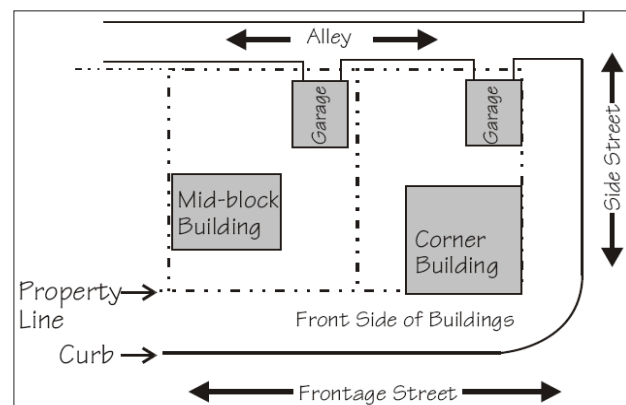
Alleys shall be the primary source of access to off-street parking. Parking along alleys may be head-in, diagonal or parallel.



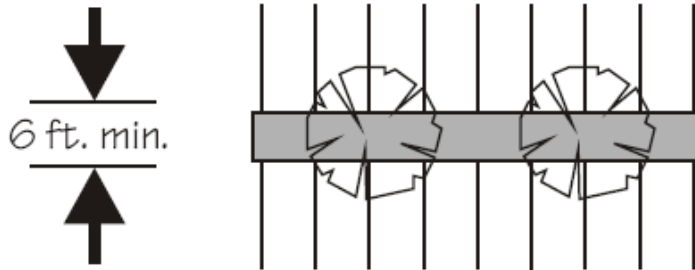
Garage door(s) shall be positioned no closer to streets, squares or parks than twenty (20) feet behind the principal plane of the building frontage. Garage doors facing streets, squares or parks shall not exceed ten (10) feet in width. Where space permits, garage doors shall face the side or the rear, not the front.

Alleys may be incorporated into parking lots as standard drive aisles. Access to all properties adjacent to the alley shall be maintained. Access between parking lots across property lines is also encouraged. Corner lots that have both rear and side access shall access parking through the rear.

Circular drives are prohibited except for civic buildings.



**f. PARKING LOT LANDSCAPING REQUIREMENTS:**

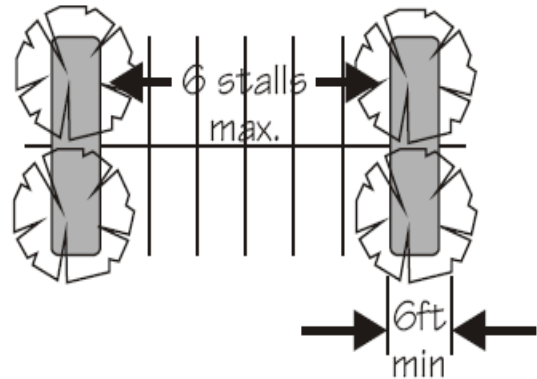


Landscape strips of at least six feet in width shall be provided between parking isles of either head-in or diagonal parking.

Tree spacing in parking lots shall be determined by the city arborist based upon tree species and location. The objective is to create as continuous a shade canopy as possible.

A diversity of tree species across the Town Center is encouraged. To minimize water consumption, the use of low-water vegetative ground cover other than turf is encouraged.

In lieu of landscape strips, landscape islands can be provided. No more than six (6) consecutive parking stalls are permitted without a landscape island of at least six (6) feet in width and extending the entire length of the parking stall. A minimum of one (1) tree shall be planted in each landscape island.



**(11) SINGLE VERSUS DOUBLE LOADED ROADS:** Segments of single loaded Edge Drive are designated for portions of the Master Plan in order to provide public access to significant natural areas and to enhance these significant natural areas by facing them with the fronts of buildings. Single loaded Edge Drive may, by special exception, be replaced with a double loaded alternative. Double loaded roads may be appropriate in locations such as: where there is no significant natural view, in circumstances where no significant negative visual impact will be created by having the developed properties back up to the natural area or park space, or in other locations where it is deemed to be in the balanced public-private interest to incorporate double loaded roads for the economical use of the property.

**(12) LG. FOOTPRINT BUILDINGS:** Buildings with a footprint greater than twenty thousand (20,000) square feet may be built within the Town Center District by special exception only. Such buildings must abide by all rules in this division with the following special limitations:



*Undesirable Large Footprint Buildings have blank facades and sit behind a field of parking.*



*Desirable Large Footprint Buildings are wrapped in a liner of smaller buildings with doors and windows facing the street.*

- a.** Buildings may be one (1) story in height on any frontage except Main Street and Market Square, but shall be at least twenty-four (24) feet in height. This may be accomplished with liner buildings or higher ceiling heights and/or parapets.
- b.** To encourage use by pedestrians and decrease the need for solely auto-oriented patronage, large-Footprint buildings must reinforce the urban character of the Town Center and shall therefore continue a connected system of walkable street frontages.
- c.** Buildings are exempt from maximum lot size restrictions, however building footprints may not be larger than a single block.
- d.** Loading docks, service areas and trash disposal facilities shall not face streets, parks, squares or significant pedestrian spaces.

**(13) ADDITIONAL PROHIBITIONS:** The following are prohibited where visible from parks, squares and primary streets:

- a.** Coin operated newspaper vending boxes.
- b.** Utility boxes and machinery including but not limited to: backflow devices, electric meters and air conditioning units.