



BABCOCK COMMUNITY

PATTERN BOOK



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for Kitson & Partners

Submitted to
Charlotte County
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PURPOSE OF PATTERN BOOK

This Babcock Pattern Book is a flexible and innovative planning tool that outlines some of the possible parameters for the implementation of development approvals adopted by the Charlotte County Board of County Commissioners through the Development of Regional Impact Master Development Order, Incremental Development Orders, Babcock Community goals, objectives and policies adopted in the Charlotte County Comprehensive Plan, and the Babcock Overlay Zoning District Land Development Regulations adopted in the Charlotte County Land Development Code.

The purpose of this Pattern Book is to provide guiding principles and standards for future development of a project of the scale and breadth of a project like Babcock, which is comprehensively planned to be innovative and forward thinking so that it may not fit all prescribed zoning and regulatory standards that are typically applied to conventional development. This Pattern Book is a tool to depict elements and options to complement and implement the adopted Babcock Overlay Zoning District regulations that may include elements such as setbacks, building heights, building orientation, parking, loading, landscaping, lighting, signage, density, intensity, lot sizes, coverages, and standards for roadway design and rights-of-way.

Due to the nature of a project of this size, scale, and complexity, flexibility to update this Pattern Book can be accomplished through amendments that may be requested at any time by the developer, to be approved by the Zoning Official or designee. The Pattern Book may be amended to offer flexibility that may not be found in County Land Development Regulations. To address smaller areas within Babcock, additional Pattern Books may be submitted and approved by the Zoning Official or designee to define and implement smaller area-specific development plans. The Pattern Book is intended to depict flexibility in design. Final design elements may vary from the illustrative drawings contained herein.



LOCATION

The Babcock Community is located within southeastern Charlotte County in Southwest Florida. The community lies north of County Road 78, south of County Road 74, and immediately east of State Road 31. This Pattern Book is intended for only land lying within Charlotte County, to be known as Babcock.

Babcock contains approximately 13,630 acres. Plans for Babcock are sensitive to the context of the area. The immediate vicinity of the community is rich with natural beauty. Fred C. Babcock/Cecil M. Webb Wildlife Management Area adjoins Babcock to the west. This Area comprises 65,758 acres and is managed by the Florida Fish and Wildlife Conservation Commission. Babcock Ranch "Preserve" adjoins Babcock to the east. The Preserve occupies 73,239 acres in southeast Charlotte County and northwest Lee County. The Preserve is intended to continue operating as a working ranch, with timbering and eco-tourism operations.

Babcock is within the Caloosahatchee River Watershed. Consistent with the context sensitive planning approach for the community, final outfall structures are planned to be placed to deliver water to similar locations to maintain flow patterns.



VISION

Babcock is envisioned to be a well-planned, environmentally friendly community that provides economic development and job growth opportunities alongside diverse natural and recreational experiences for its residents and visitors. The community is intended to include a mix of residential, retail and office commercial, light industrial, civic and educational facilities, open space, parks and recreational and institutional uses.

Regulations and development standards for the project have been created with the goal to create an integrated community that provides for conducive living environments for a diverse population, integrated transportation corridors and greenways that support walkability, land use options that respond to the marketplace and foster economic growth, and preservation of the natural environment. This vision for the community is achieved through the designation of extensive open spaces and greenways, and providing for variety and flexibility in uses, housing types, and transportation choices. The use of Pattern Books will provide flexibility through buildout of the project.



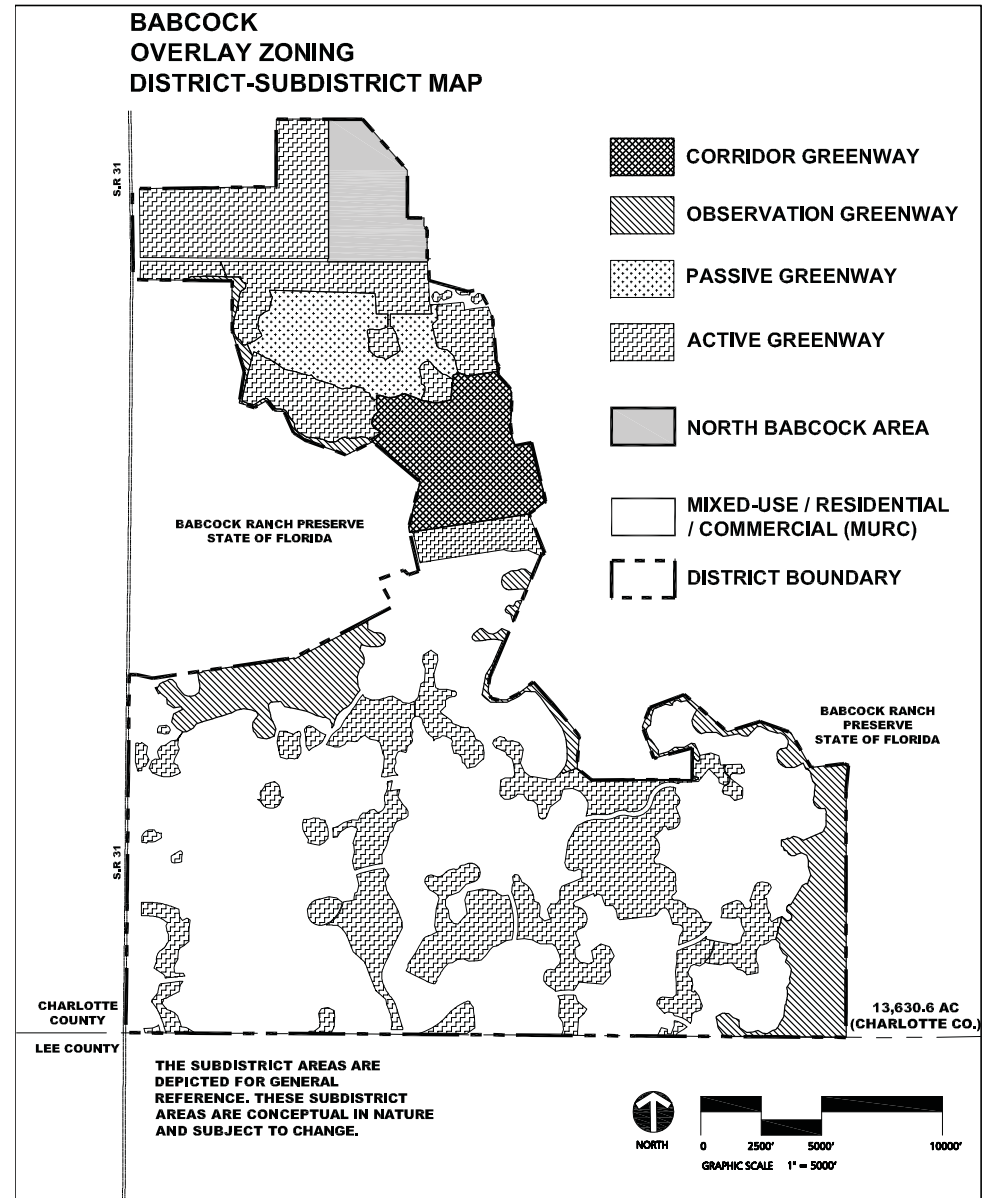
COMMUNITY FRAMEWORK

Babcock is conceived as a master-planned community, built upon a framework that focuses mixed use residential and commercial development in a Town Center, Villages and Hamlets that are tied together with a network of transportation facilities while upholding the quality of critical natural areas and systems.

Standards for residential, commercial, and mixed use development must be flexible to avoid cookie-cutter site design and homogeneous development patterns that are often the result of conventional zoning.

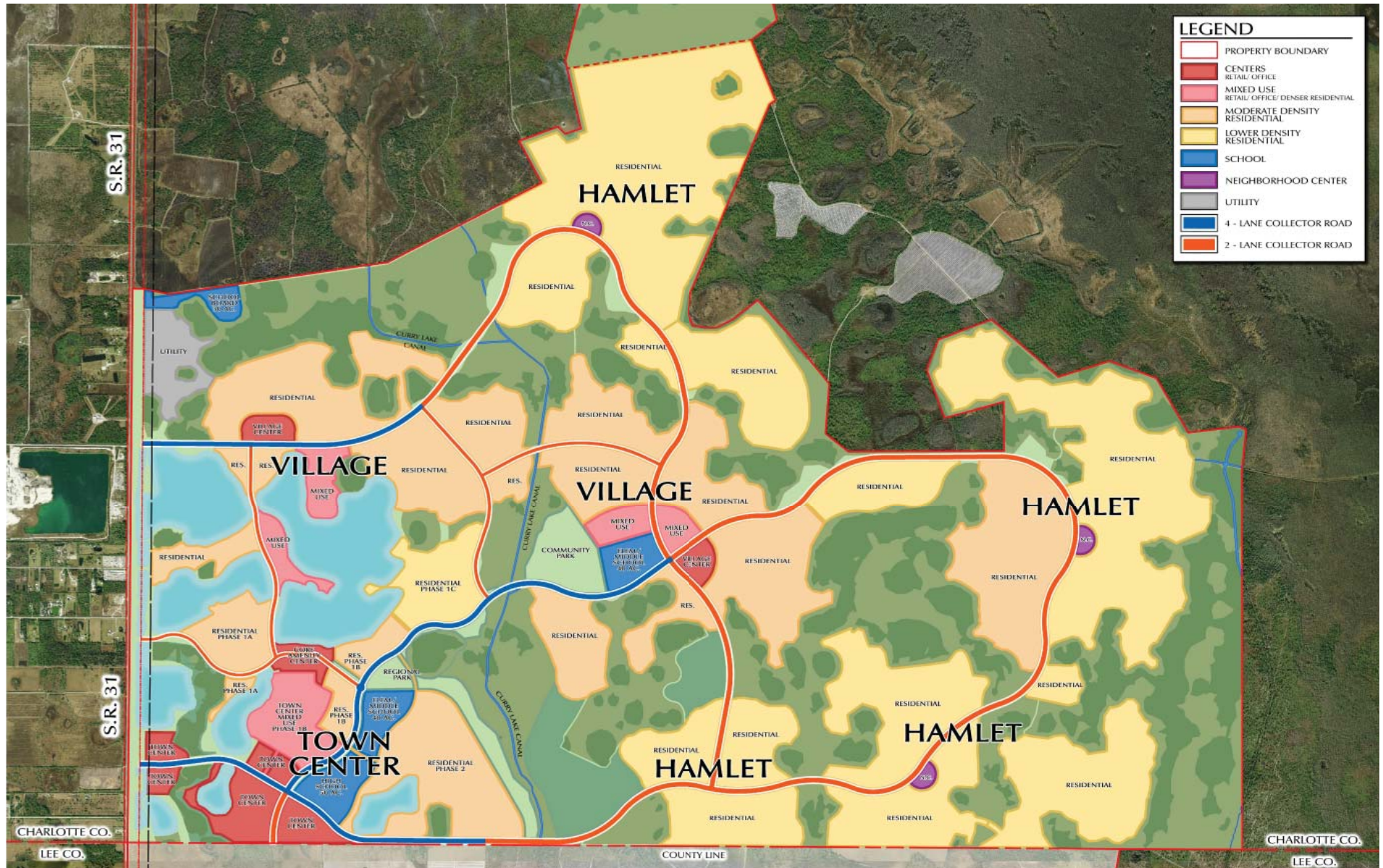
The Babcock Overlay Zoning District is established in the Land Development Code to define the geography, purpose and structure within which development is to be designed and built within the Babcock Community. Subdistricts are defined within those Land Development Regulations to align with Babcock master plan elements:

- Greenways
 - Corridor Greenway
 - Observation Greenway
 - Passive Greenway
 - Active Greenway
- Mixed Use Residential Commercial (MURC)
 - Town Center
 - Hamlet
 - Village
- North Babcock



Focus Area Plan

The Town Center, Villages and Hamlets are concentrated in the southern MURC area along with greenways that are designed to support natural functions integrated with the built environment.



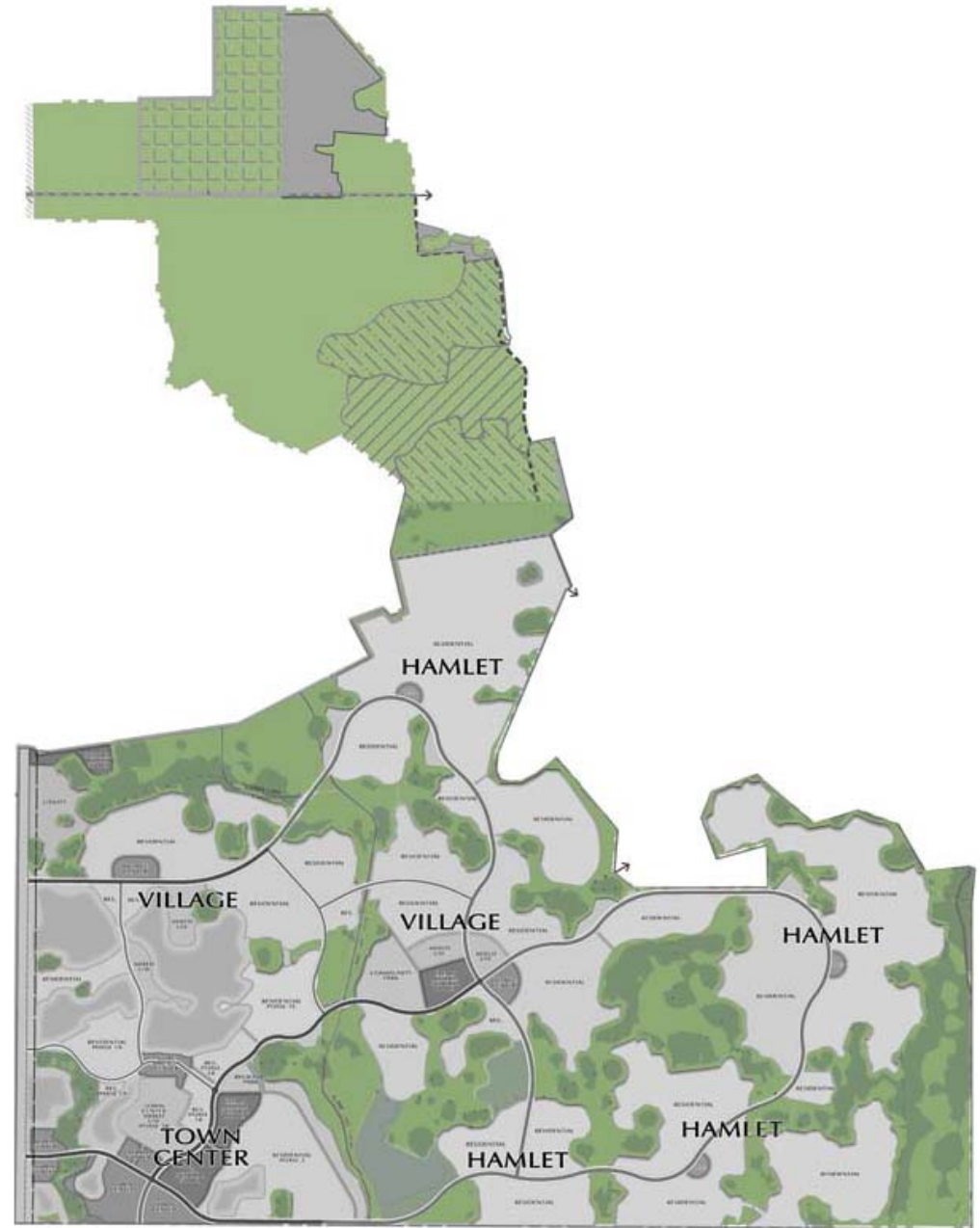
Greenways and **Open Space** are the foundation of the community's design.

Greenways may be environmentally sensitive lands, natural resource areas, or trails. The Babcock Overlay Zoning District - Subdistrict Map conceptually depicts four Greenway categories based on functional level of public use and natural resource protection. The four categories of Greenways are:

- Active Greenway
- Passive Greenway
- Observation Greenway
- Corridor Greenway

Greenways may be updated with each incremental DRI as required by the Babcock Ranch Community Master DRI Development Order. Greenways offer opportunities for, among other things, agriculture, green energy facilities, passive and active recreation, wildlife corridors, and natural preserves for the residents of Babcock to live in harmony with nature.

Open Space outside of Greenways may include clusters of vegetation, lakes, ponds, trails, bike paths, uplands, wetlands, passive recreation, and active recreation.





Open Spaces outside of Greenways add to community character and quality of life. Open Spaces may be included as integral elements of the built environment that allow for connection to the outdoors in the form of non-residential vegetated green space, parks, lakes and ponds, trails, paths, and upland and wetland areas.

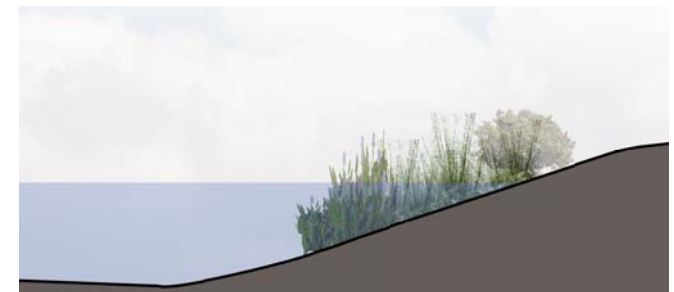


Open spaces may range in size and scale appropriate to the community setting and may include, but are not limited to, the following uses: picnic areas, greenway trails, benches, boardwalks, golf courses, water management systems, biking/jogging/equestrian paths or trails, vita courses, bird-viewing blinds/tower, and interpretive facilities. Portions of parks and recreation facilities used for active recreation such as ball fields, golf courses, and other related recreation uses can be counted toward Open Space but only 50 percent of the area may be utilized for calculation purposes.





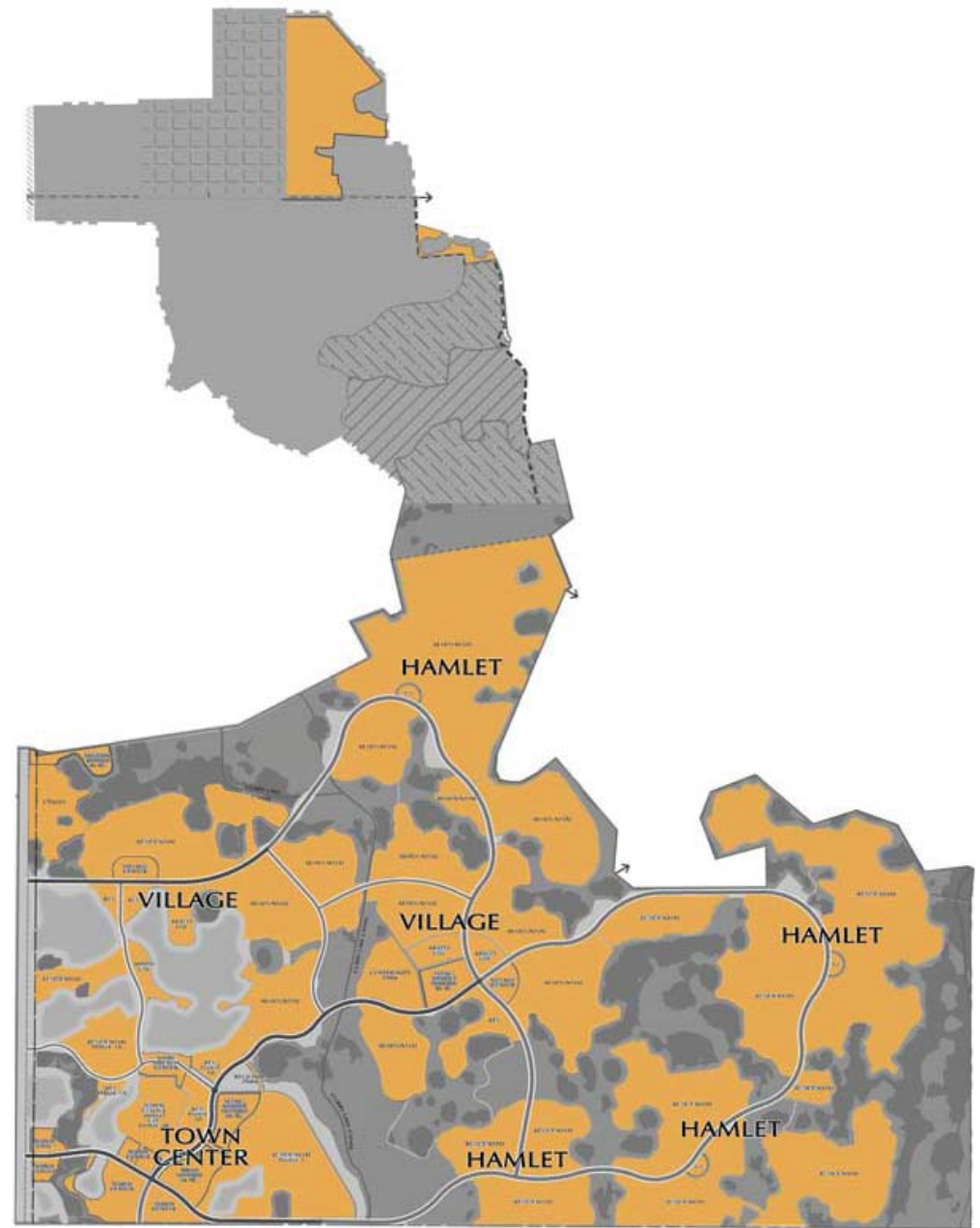
Lakes will be developed for purposes of stormwater management and as aesthetic features where appropriate. Lake design will vary by context, subject to applicable criteria and Water Management District requirements. Lakes in the Mixed Use Residential Commercial (MURC) areas may be designed with littoral zones, grassy banks, or hardened shorelines with materials such as rip rap, geo tube or bulkheading. This variety of lake design and bank treatment will provide for the full spectrum of lake form and function within the community. In locations where littorals are used, shoreline habitat will be enhanced and water quality will benefit through biological treatment. In locations where grassy banks are used, the residents will be able to experience walks along the lake and enjoy waterfront living. In locations with hardened shorelines, the sense of place is enhanced by providing connection between the built environment and the water.



This Pattern Book supplements the Land Development Regulations adopted for the Babcock Overlay Zoning District to implement the development standards for the MURC areas.

The MURC Subdistrict shall be the most diverse subdistrict, with a full range of uses to support a live, work, shop, play environment. Parking shall be provided on-street, off-street, and within parking structures. Buildings may be single or multi-use. The MURC Subdistrict may include residential, commercial, recreational, civic, industrial, and mixed uses. Commercial, civic and mixed use development is encouraged to serve as transition between intense uses such as industrial, warehousing, and distribution and residential uses per provisions of the Land Development Code.

On the following page are standards for the three forms of development anticipated in the MURC areas: Town Center, Villages, and Hamlet.



The Town Center is oriented to serve the cultural, shopping, employment and civic needs of residents of Babcock. The Town Center will also support the surrounding area outside of Babcock.

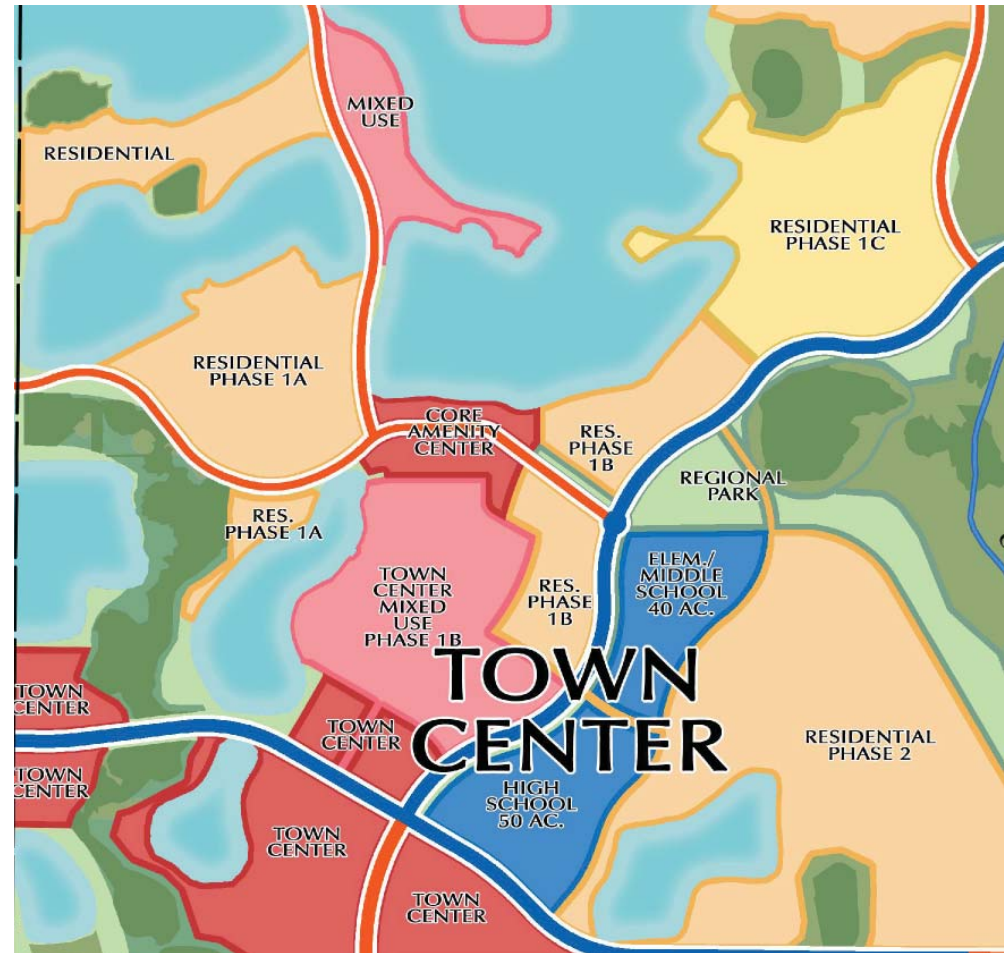
The commercial uses located within the Town Center shall be designed to provide for a safe pedestrian environment and pedestrian access.

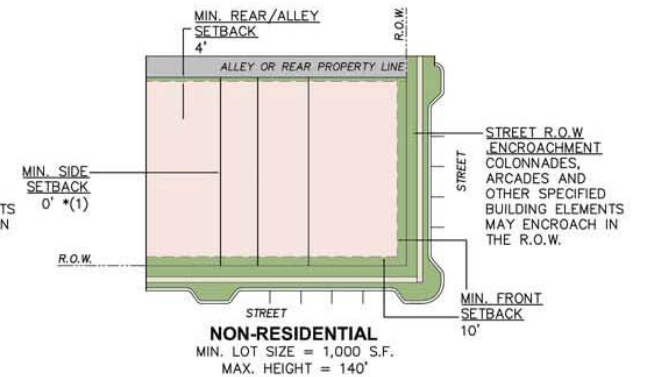
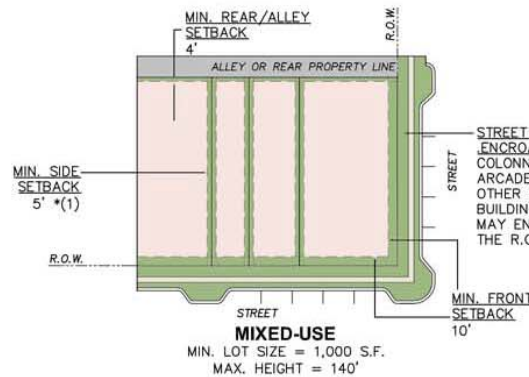
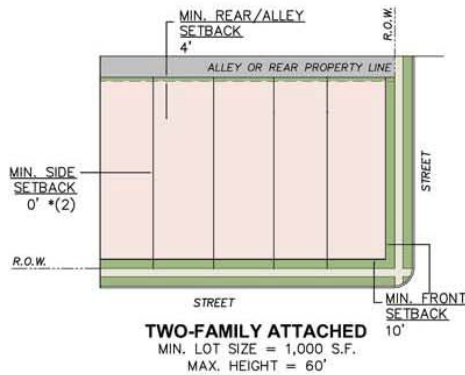
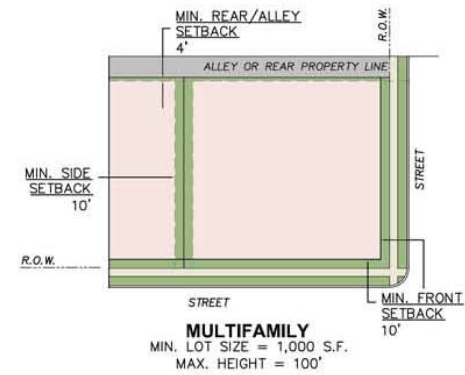
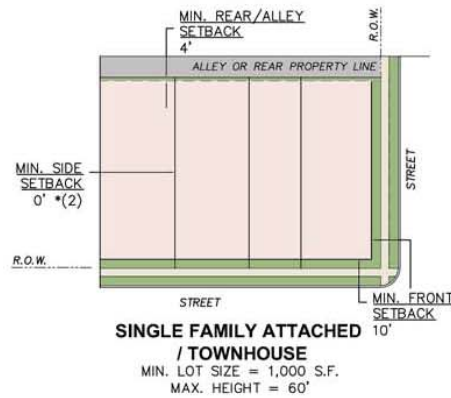
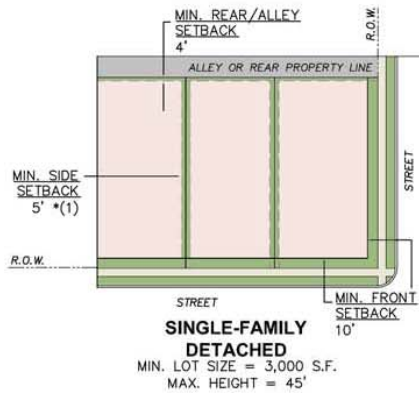
The Town Center shall also include stormwater management lakes and ponds in accordance with State and Federal permitting requirements.

The Town Center will allow a range of public and quasi-public uses including but not limited to educational and cultural facilities, utilities, fire/EMS, police substations, and churches. Co-location of these facilities will consolidate infrastructure and resources in an efficient way that provides convenience to residents.

Centrally located open spaces, whether built or natural, active or passive, will provide a venue for public interaction and vibrant exchange among neighbors.

Net densities will range up to 24 units per acre.

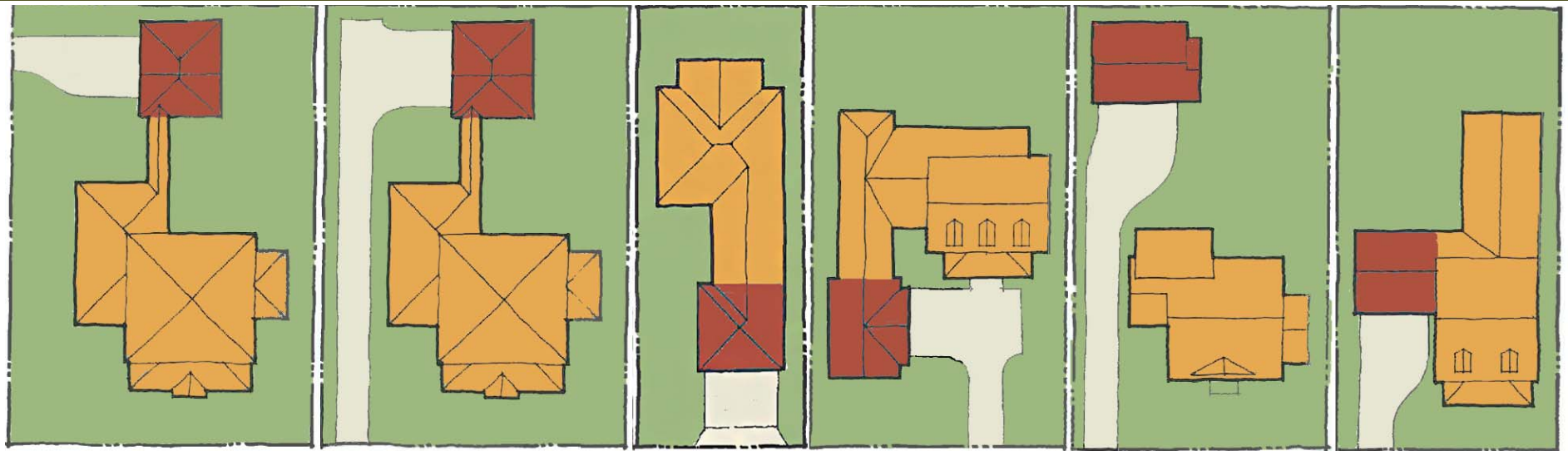




Notes:

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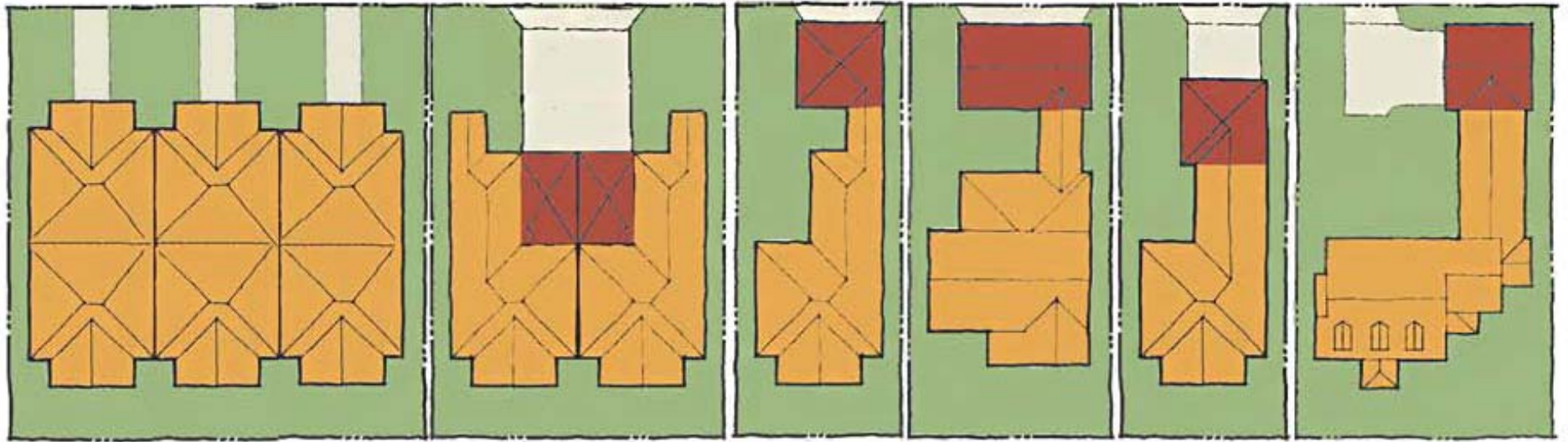




STREET



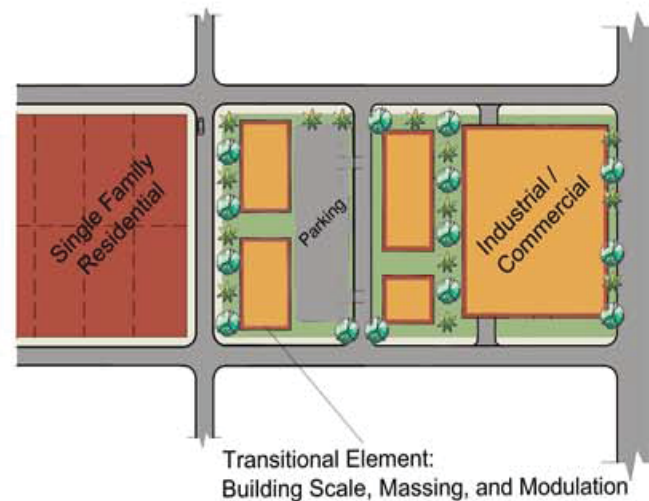
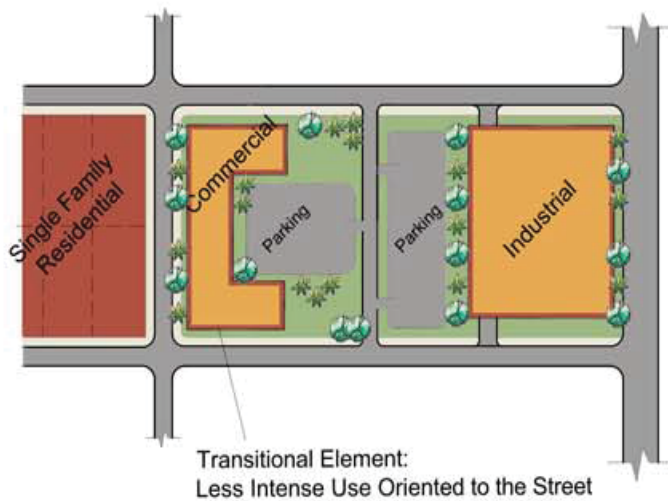
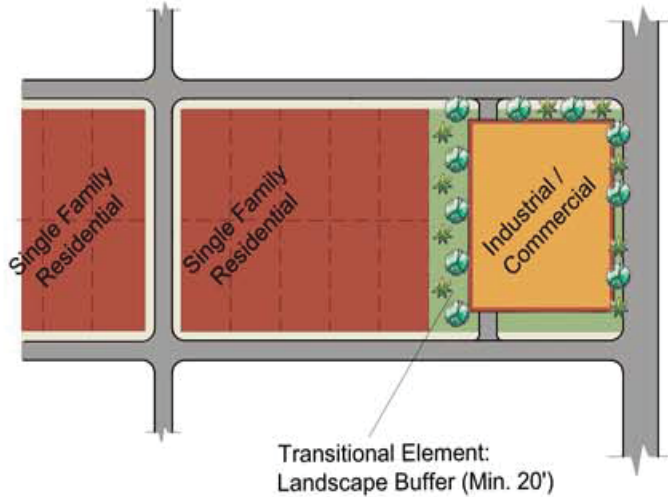
ALLEY



STREET



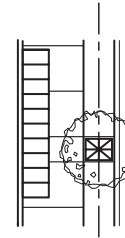
Transition between intense uses (including industrial, manufacturing, distribution, repair shops, car washes, wholesale, warehouse, processing and packaging, mining, laboratories and clinics, research, design and product development, and gas stations) and residential uses will be addressed through building orientation, site design, landscape buffering or the placement of less intense uses to provide transition, such as commercial, office, civic, institutional, governmental or recreation.



The Town Center will include appropriate mixed use and smart growth urban design principles in generating vibrant walkable communities. This includes pedestrian friendly features such as, but not limited to: the appropriate mix of densities and uses, compact street intersections, greenway trail system, street furniture, landscaping of streets with native canopy trees and neighborhoods that are properly scaled for people.



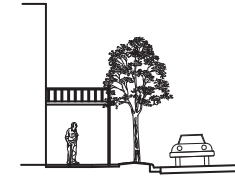
PRIVILEG



AWNING

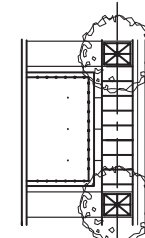
(Mixed Use / Non-Residential)

PLANNED STREET TREE LOCATIONS MUST BE CONSIDERED WHILE DETERMINING AWNING/CANOPY SIZE. AWNING/CANOPY SHALL HAVE A MINIMUM DEPTH (DISTANCE FROM FACE OF BUILDING) OF 8'.



PRIVATE

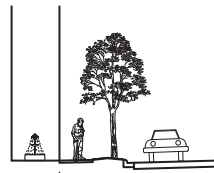
PUBLIC



COLONNADE

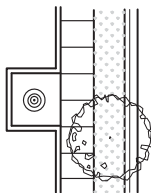
(Mixed Use / Non-Residential)

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PRIVATE PUBLIC

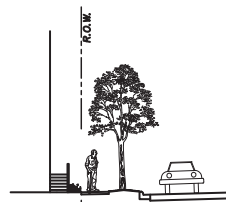
R.O.W.



COURTYARD / PLAZA

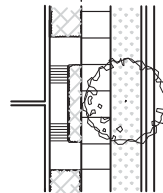
(Attached Residential / Non-Residential / Mixed Use)

MAXIMUM COURTYARD FRONTAGE NOT TO EXCEED 25% OF THE BUILDING FACE AND BE NO LESS THAN 10' AND NO GREATER THAN 40'.



PRIVATE PUBLIC

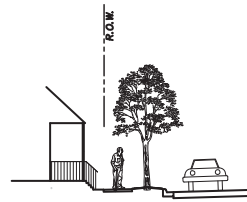
R.O.W.



STOOP

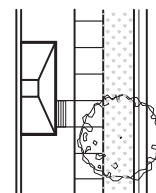
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THE BUILDING SETBACK WILL BE BETWEEN 5' AND 10'.



PRIVATE PUBLIC

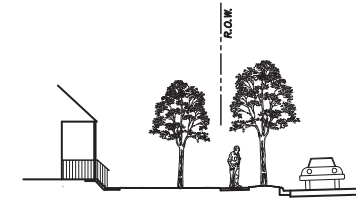
R.O.W.



PORCH

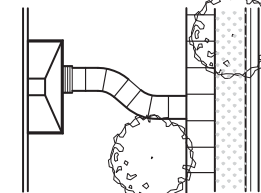
(Residential)

THIS SCENARIO ALLOWS FOR A MINIMUM 8' PORCH DEPTH, AND MINIMUM 2' DEPTH FROM EDGE OF SIDEWALK TO FRONT OF PORCH.



PRIVATE PUBLIC

R.O.W.



PORCH & YARD

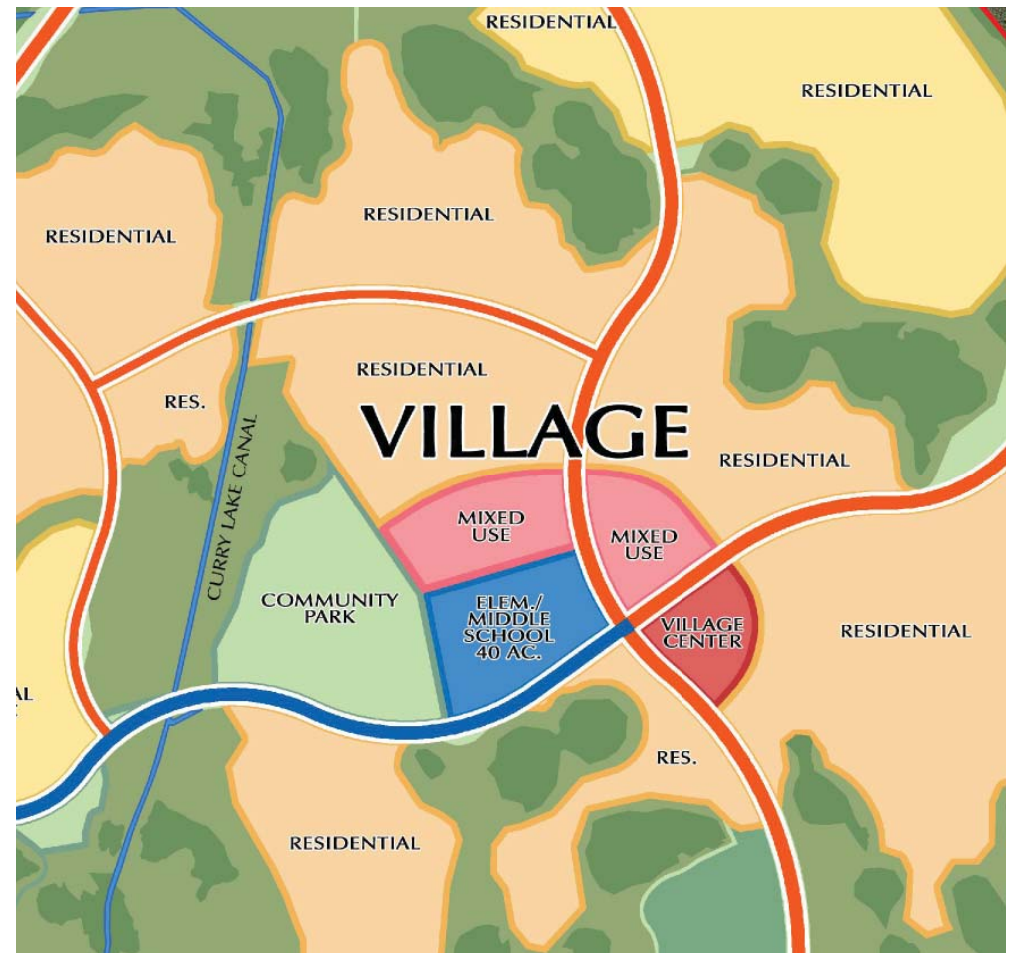
(Residential)

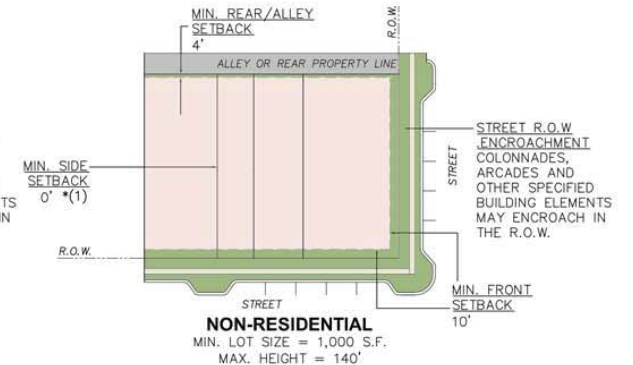
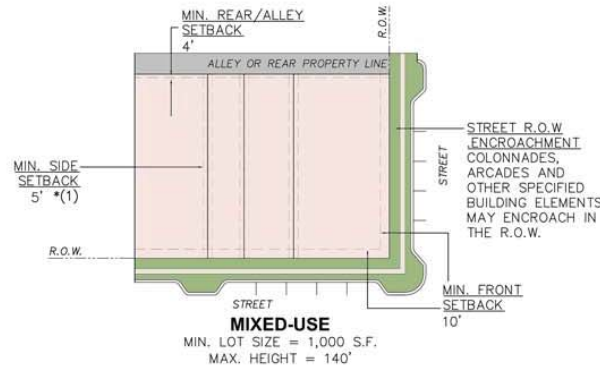
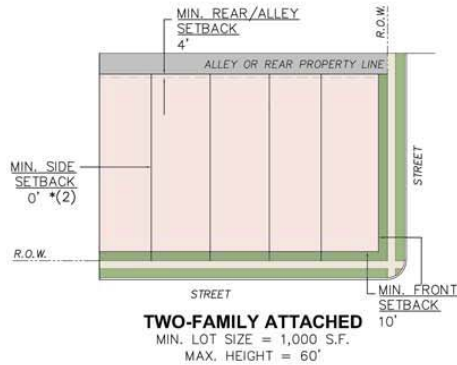
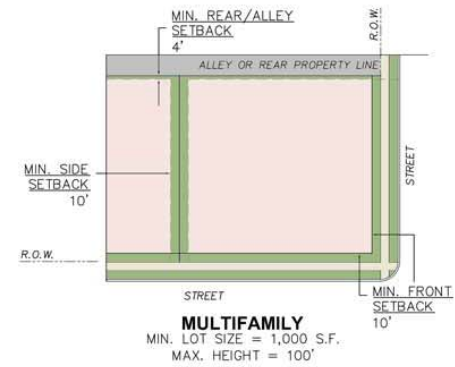
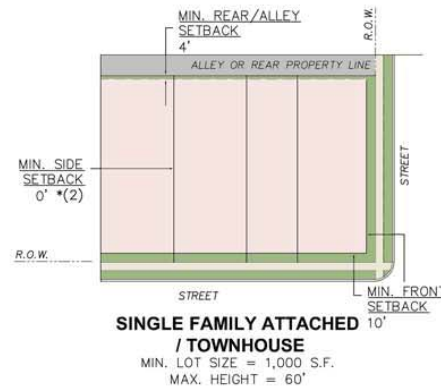
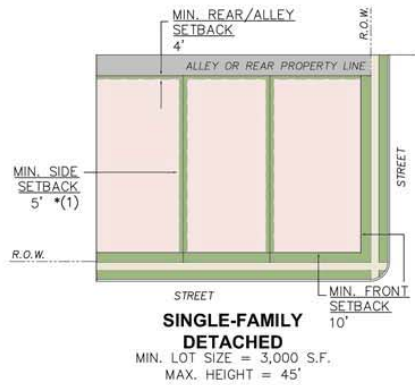
THIS SCENARIO ALLOWS FOR A MINIMUM 8' PORCH DEPTH, AND MINIMUM 5' DEPTH FROM EDGE OF SIDEWALK TO FRONT OF PORCH.

Villages will be comprised of residential neighborhoods and a minimum of one Village Center.

Residential neighborhoods in Villages will provide for a wide-range of energy-efficient housing types, materials and practices, consisting of single-family and multi-family dwelling units that will cater to a wide range of economic levels and age groups, including permanent, as well as seasonal residents. Residential neighborhoods should include a village park or civic space. Elementary and middle schools (subject to State regulations), community parks and neighborhood parks will be sized and located to define neighborhoods or a cluster of neighborhoods. Integration and connection can be achieved by pedestrian, bicycle, or alternative vehicle access ways located within streets, greenways and open space.

Net densities range up to 16 units per acre.

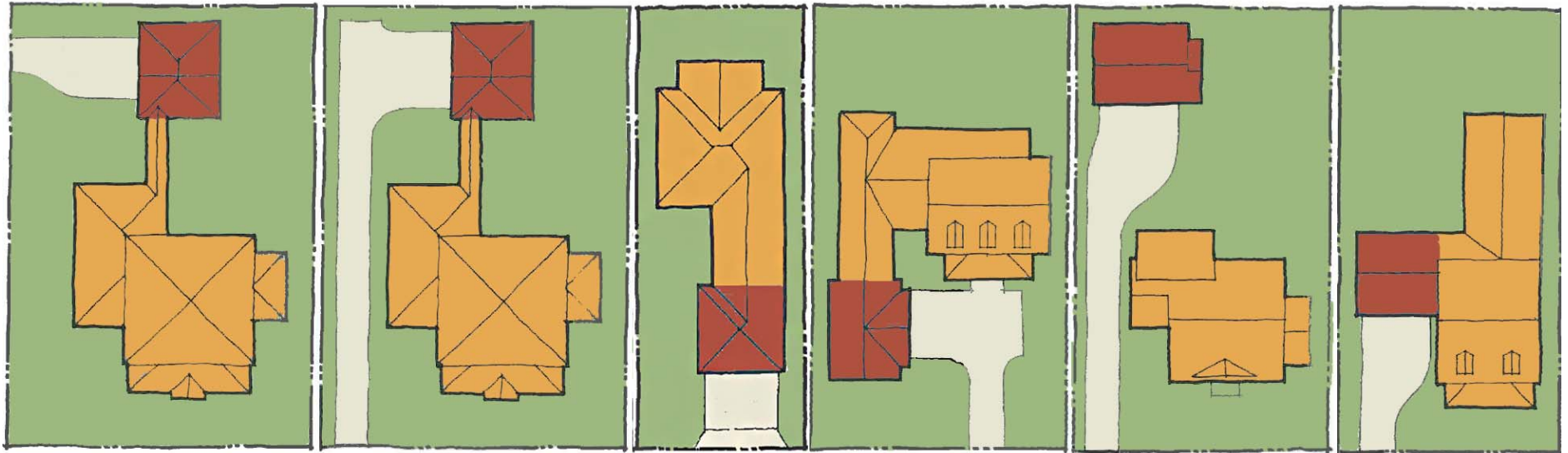




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Village Centers form an integral part of each Village and are designed to provide for daily and basic needs of the surrounding neighborhoods within the Village. A Village Center will be centrally located to provide for convenient pedestrian access to and from adjacent neighborhoods and those dwelling units located within the Village. The Centers provide for a mix of land uses including, but not limited to, retail, service, office, small-lot single-family detached residential homes, accessory apartments, guesthouses, home occupations, home offices, multi-family uses, schools, civic/governmental uses, neighborhood or community parks and other similar services designed to meet the needs of its respective Village.

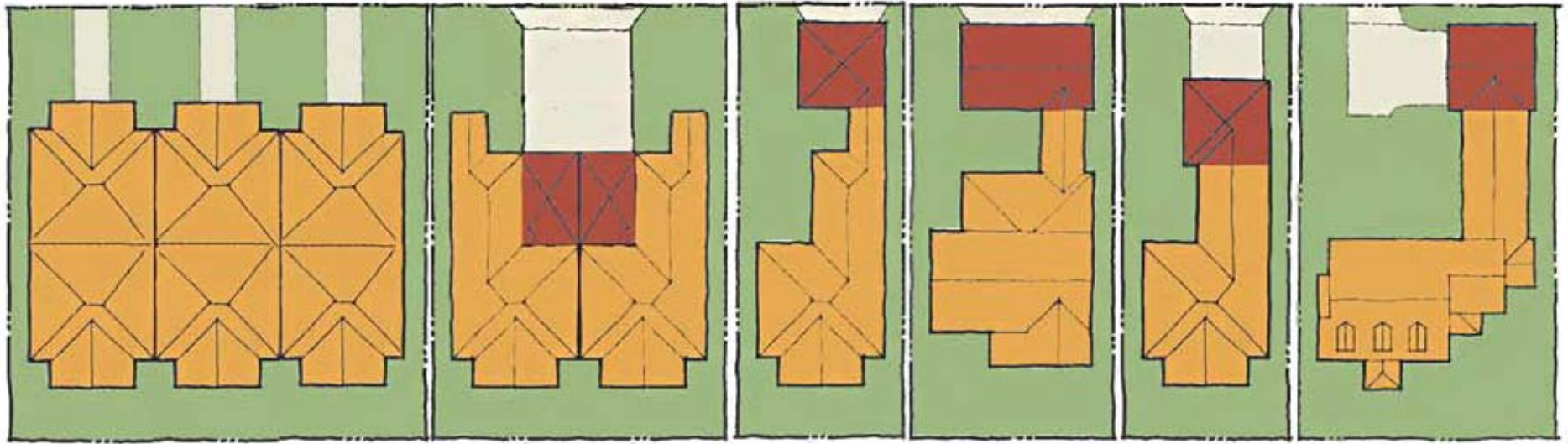




STREET



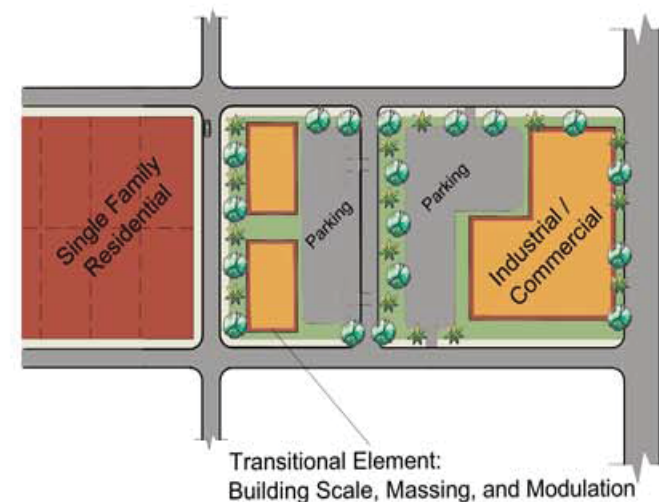
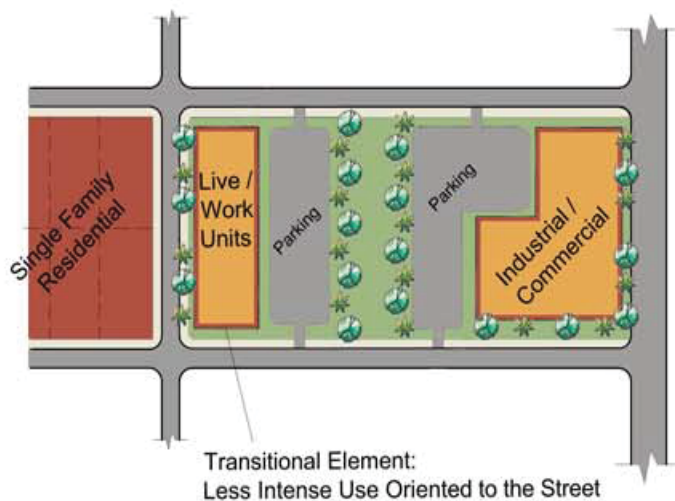
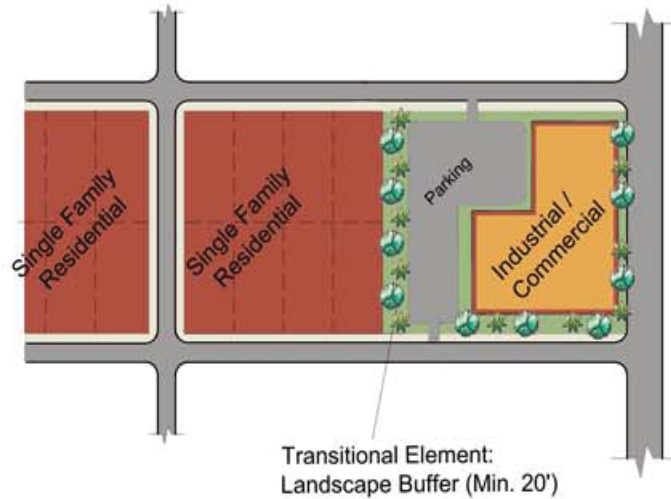
ALLEY



STREET



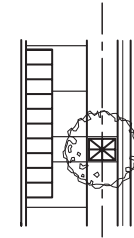
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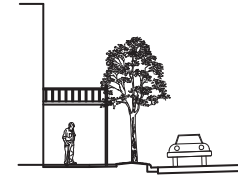
PRIVATE PUBLIC



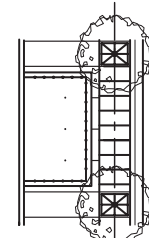
AWNING

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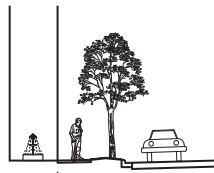
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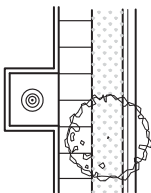
COLONNADE

(Mixed Use / Non-Residential)

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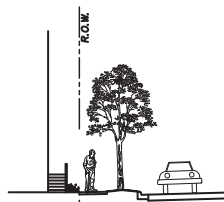
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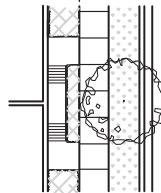
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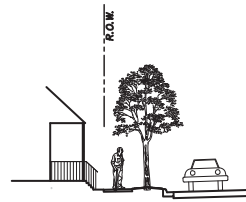
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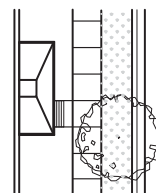
STOOP

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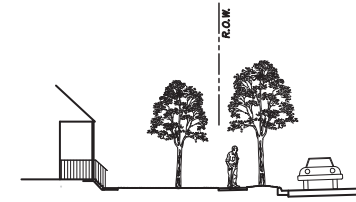
PRIVATE PUBLIC



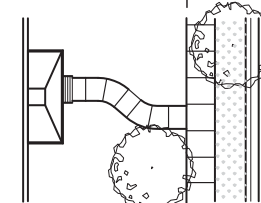
PORCH

(Residential)

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PRIVATE PUBLIC



PORCH & YARD

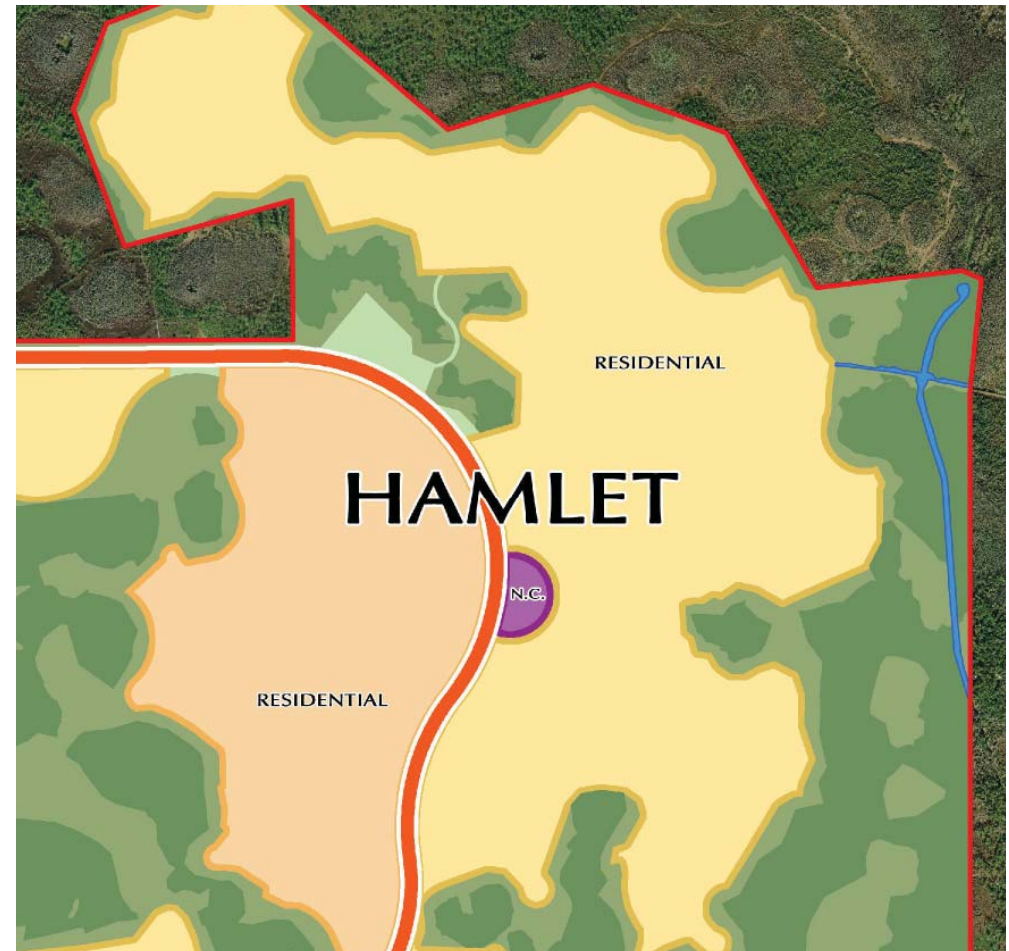
(Residential)

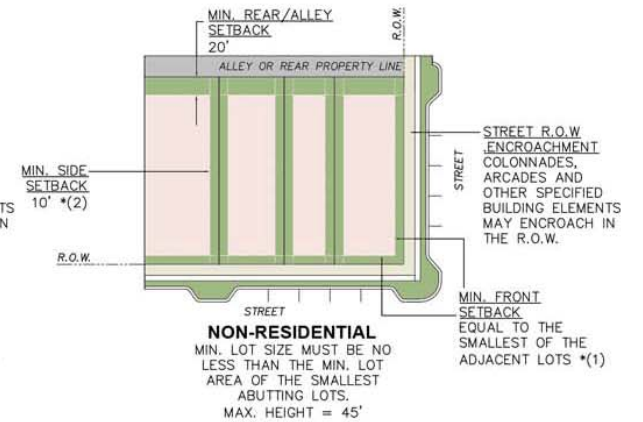
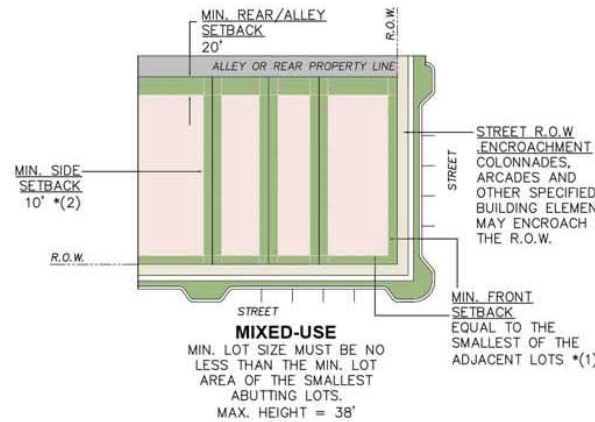
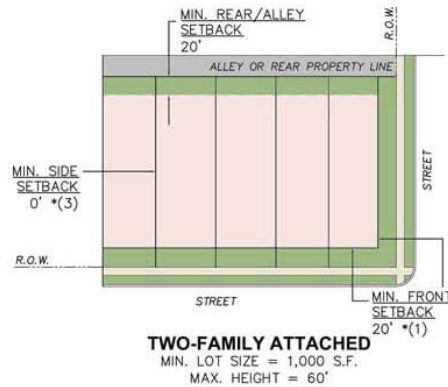
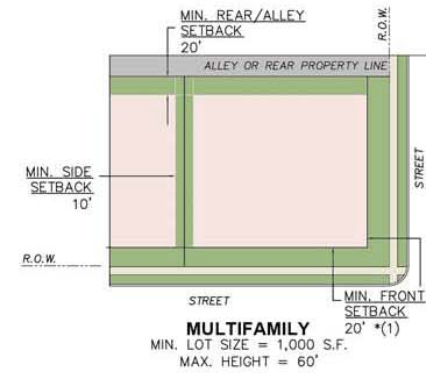
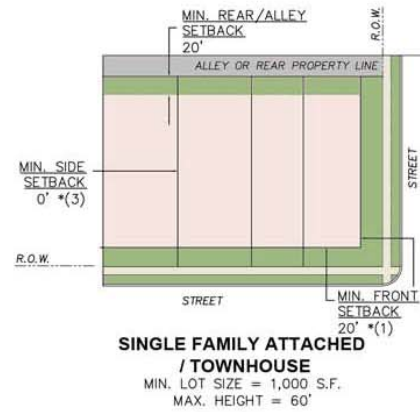
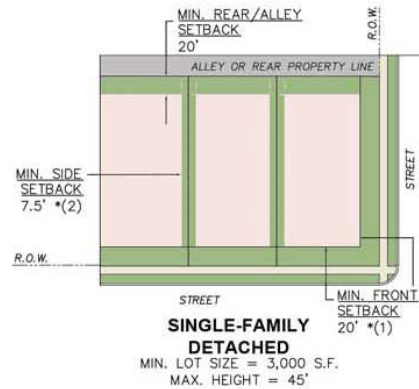
THIS SCENARIO ALLOWS FOR A MINIMUM 8' PORCH DEPTH, AND MINIMUM 5' DEPTH FROM EDGE OF SIDEWALK TO FRONT OF PORCH.

Hamlets will be comprised of residential neighborhoods and may include, but are not required to include, a Neighborhood Commercial Center sized to serve that particular Hamlet.

Residential neighborhoods in Hamlets will provide for a wide-range of energy-efficient housing types, materials and practices, consisting of single-family and multi-family dwelling units that will cater to a wide range of economic levels and age groups, including permanent, as well as seasonal residents.

Net densities range up to 16 units per acre.

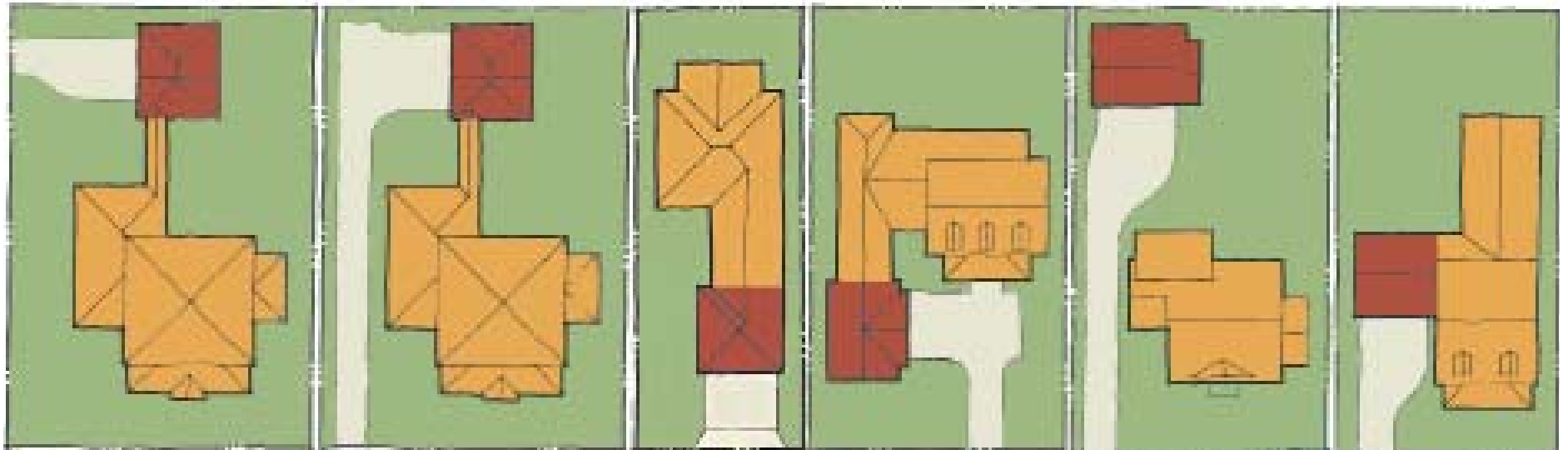




- Notes:
- These layouts are for illustrative purposes. Final designs may deviate from those depicted.
 - Accessory structures may be attached or detached. If detached, a minimum of a 10-foot separation is required.
 - (1) The applicant must demonstrate that 2 vehicles can be adequately parked on a driveway without overhanging onto the sidewalk or pavement.
 - (2) Subject to access requirements for emergency services and fire code.
 - (3) Attached two-family and attached single-family units are allowed a distance of 0 feet between attached units, however the terminal unit at the end of a series or pair of attached units must provide a minimum distance of 10 feet to the next principal structure.

Hamlets may contain neighborhood centers to provide a common area for residents to gather, recreate, or access smaller scale services and goods within proximity to residential areas. To keep these centers in context with the scale of the service area, the maximum commercial square footage permitted in one location is 15,000 square feet, and maximum area per commercial use is 3,000 square feet.





STREET



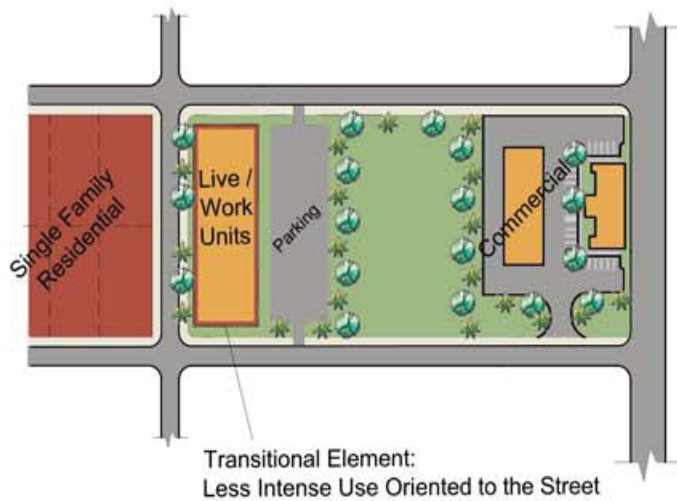
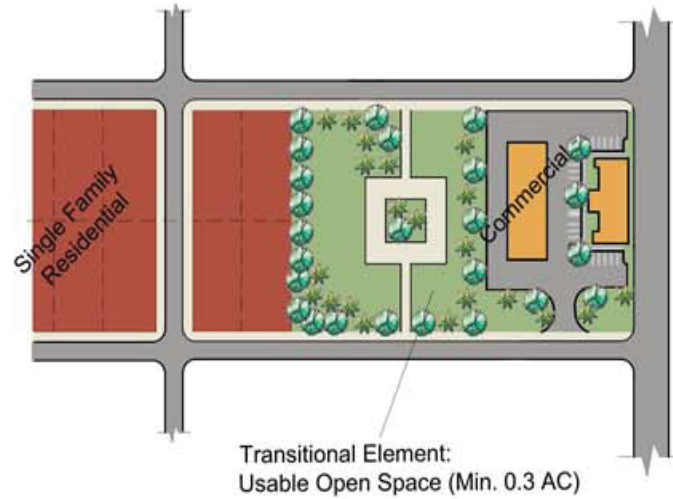
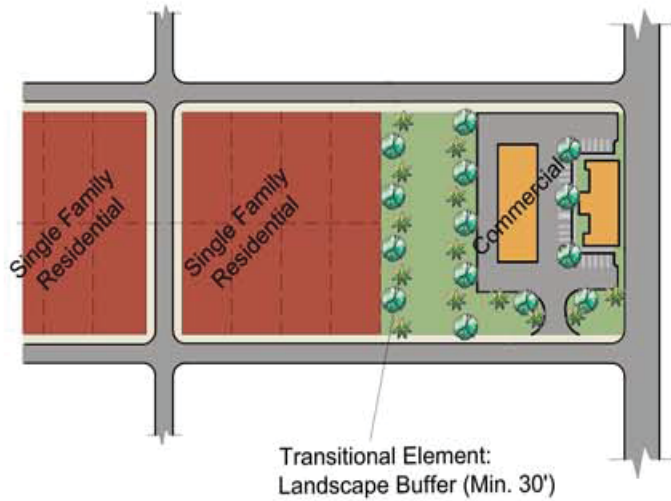
ALLEY



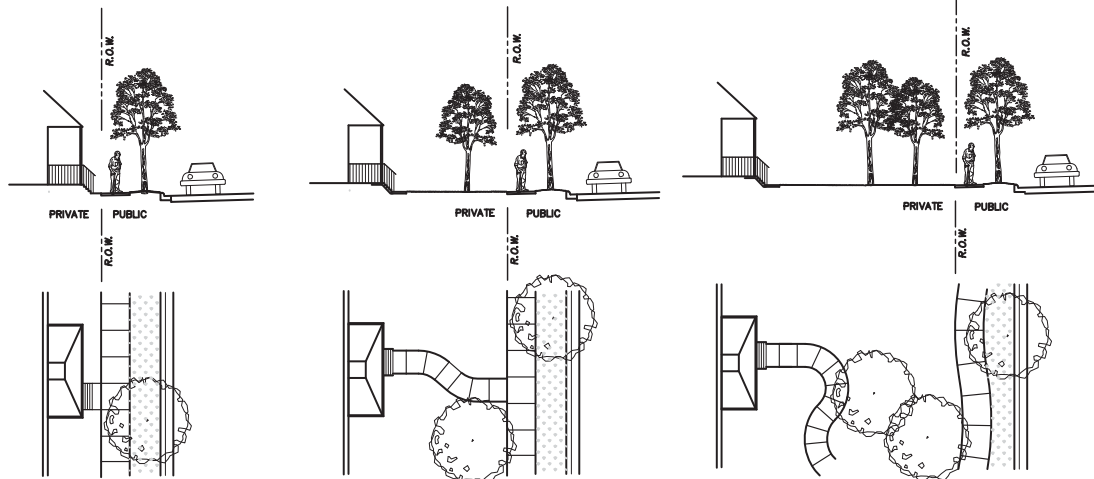
STREET



Transition between intense uses (including repair shops, car washes, and gas stations) and residential uses will be addressed through building orientation, site design, landscape buffering or the placement of less intense uses to provide transition, such as commercial, office, civic, institutional, governmental or recreation.



Streets within Hamlets will relate to the development pattern by providing travel corridors that accommodate motor vehicles, pedestrians, bicyclists and transit riders where feasible. The Hamlets are less urban in character, therefore streetscapes are less urban with less emphasis on street furnishings in the residential areas. Streetscapes will typically contain sidewalks on one side of the street, and trees either within the right-of-way or in front yard areas along the street.



PORCH

(Residential / Non-Residential / Mixed Use)

PORCH & YARD

(Residential / Non-Residential / Mixed Use)

RURAL

(Residential)

THIS SCENARIO ALLOWS FOR A MINIMUM 8' PORCH DEPTH, AND MINIMUM 2' DEPTH FROM EDGE OF SIDEWALK TO FRONT OF PORCH.

NORTH BABCOCK SUBDISTRICT

NORTH BABCOCK DEVELOPMENT CHARACTERISTICS

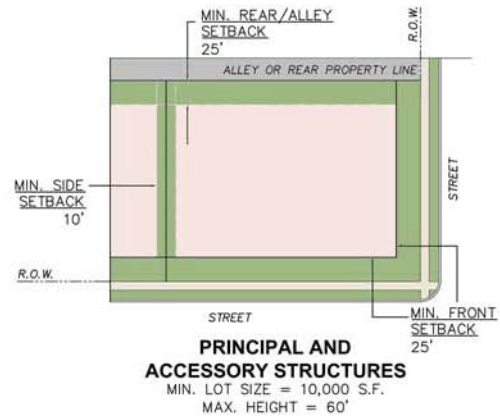
The North Babcock Subdistrict is envisioned to be an educational and recreational center with uses that represent a long-term preservation and development plan. The subdistrict is intended to provide opportunities for the public to explore and enjoy ecosystems and natural resources.

Uses allowed within the North Babcock District relate to eco-tourism, education, camping, civic, institutional and small scale stores and other types of commercial uses which are customarily associated with the permitted uses.



NORTH BABCOCK SUBDISTRICT

NORTH BABCOCK TYPICAL LOTS AND COMMERCIAL BUILDING TYPES



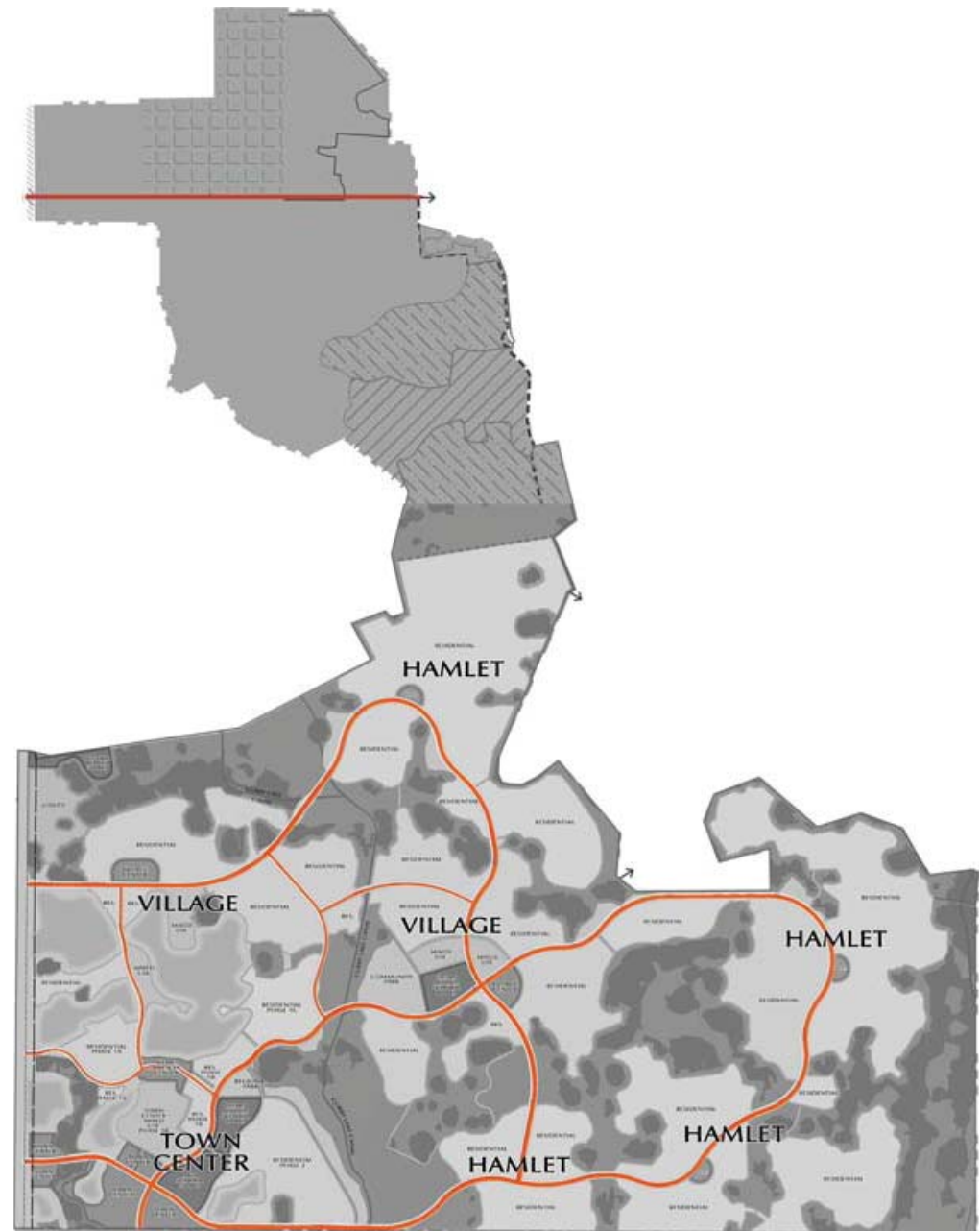
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TRANSPORTATION FACILITIES

Babcock is conceived as a master-planned community, built upon a framework that focuses development in a Town Center, Villages and Hamlets that are tied together with a network of transportation facilities that incorporate roadways interconnected with trails, paths, and sidewalks while upholding the quality of critical natural areas and systems.

The transportation system includes the coordination of land uses with the transportation network. The system provides a network which considers the needs of all users including motorists, bicyclists, and pedestrians. Alternative and non-conventional transportation options for personal transportation (such as Electric Urban Vehicles) and other low emissions forms of transportation as well as transit facilities are to be accommodated when and where appropriate.

Babcock is master planned to provide connectivity between various transportation modes. Linkage to off-road trails is anticipated through design of roadways that may accommodate variations of sidewalks, multi-use paths, and multi-use trails where appropriate.



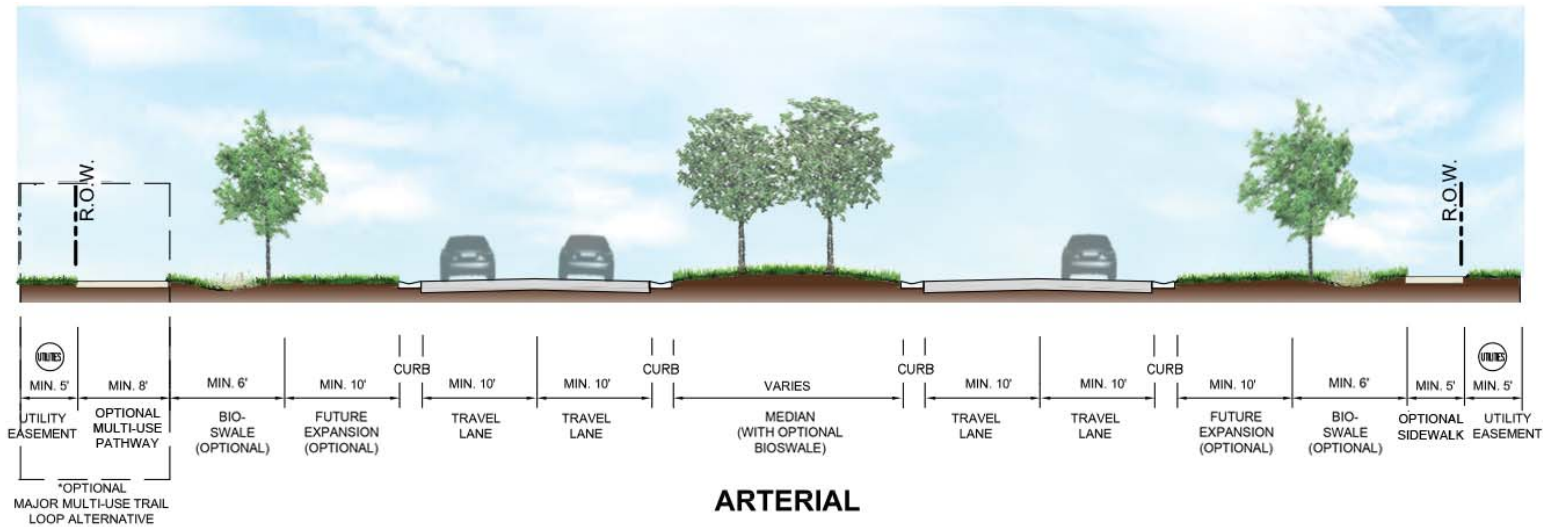
TRANSPORTATION FACILITIES

On a smaller scale, the MURC areas may incorporate urban design principles that support walkability. Provision of sidewalks on at least one side of streets in some areas will provide the facilities necessary, while the mix and variety of uses, densities and development types should provide a context supportive to walkability in the Town Center, Villages and Hamlets as appropriate.

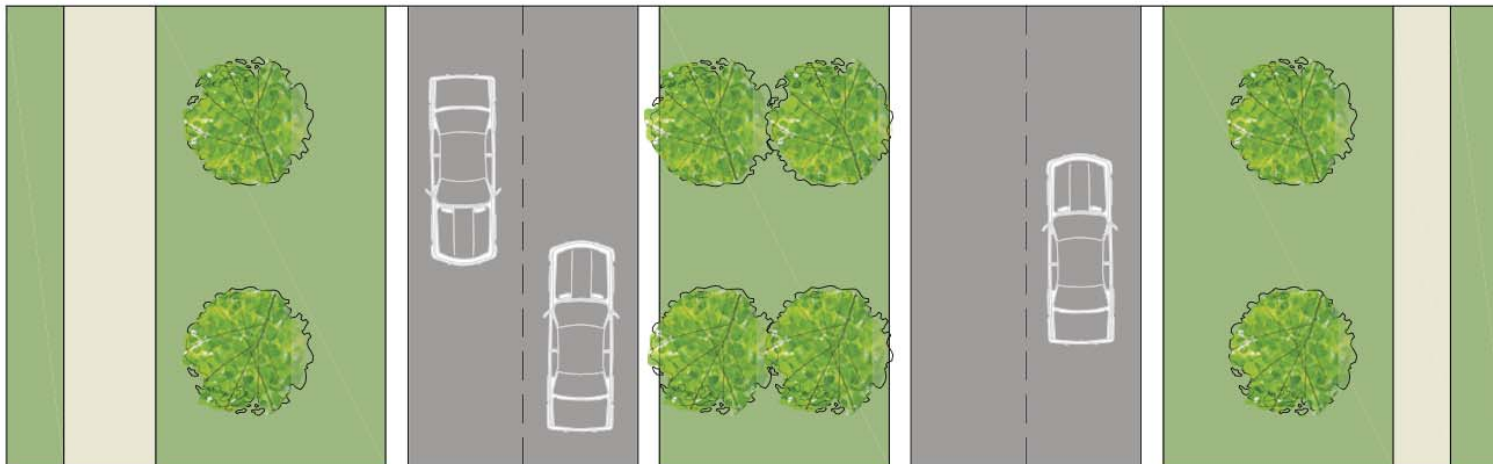
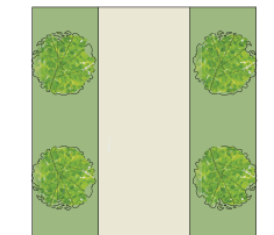
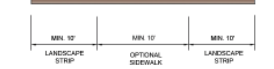
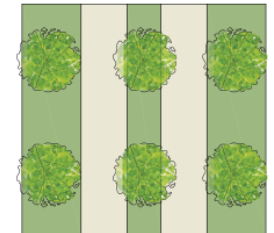
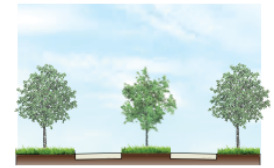


The following pages illustrate roadways that are typical per the identified roadway type. Final design may vary at time of final engineering.

Design of roadways, paths, rights-of-way, or roadway easements shall generally be according to Florida Greenbook standards, with deviations and modifications permitted by approval by the County Engineer or approval of a Pattern Book.

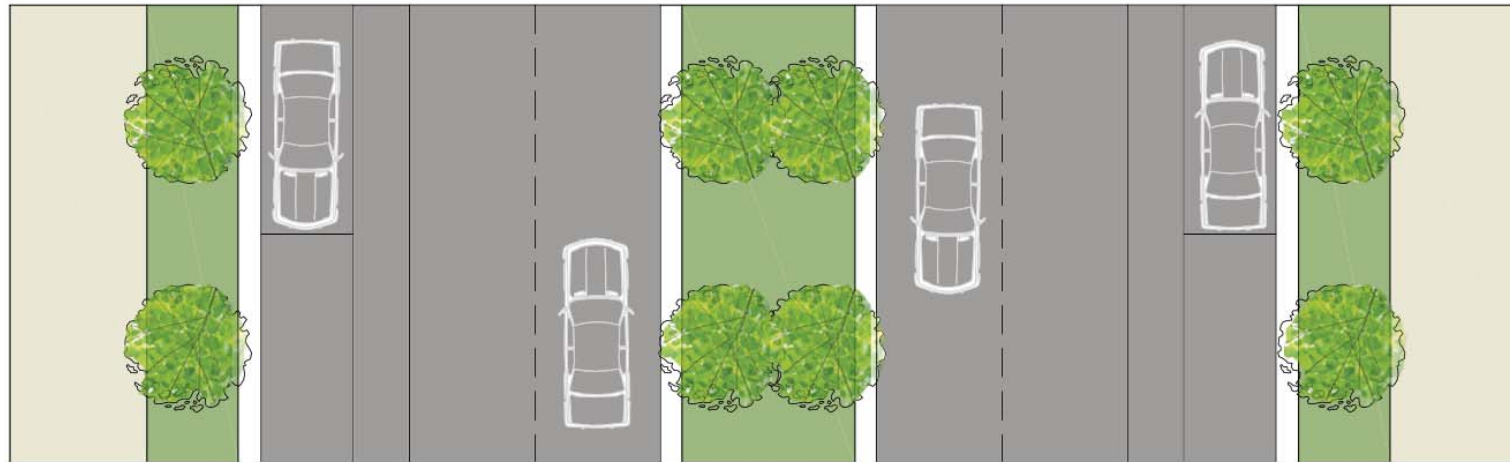
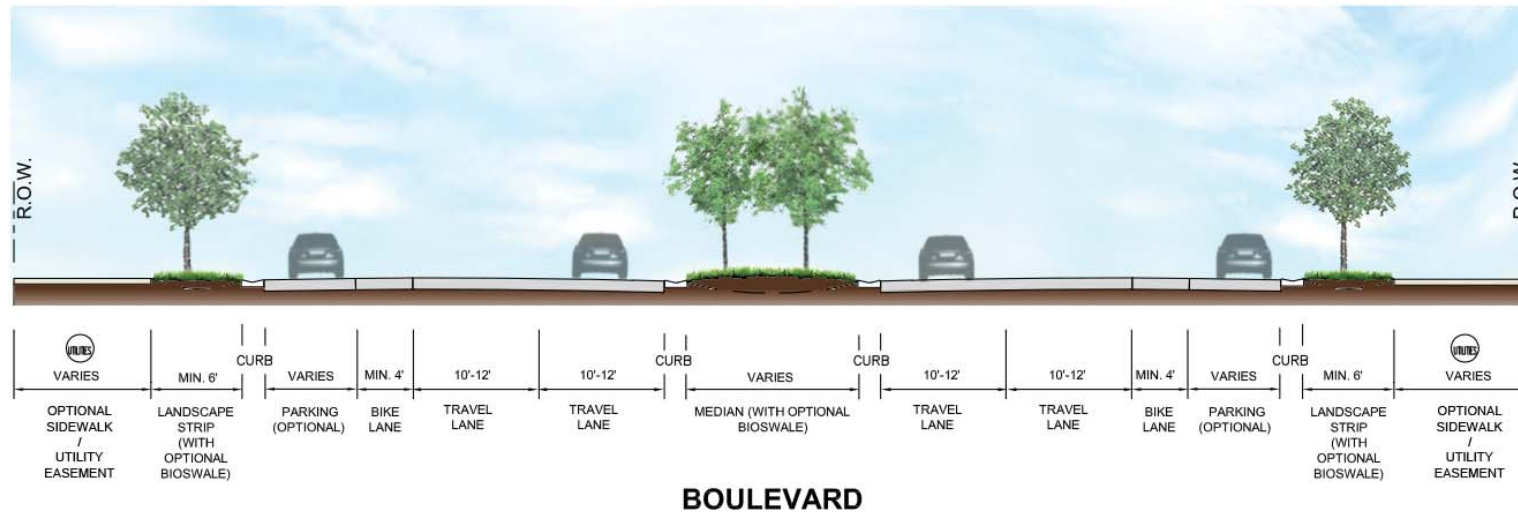


*MAJOR MULTI-USE TRAIL LOOP ALTERNATIVES



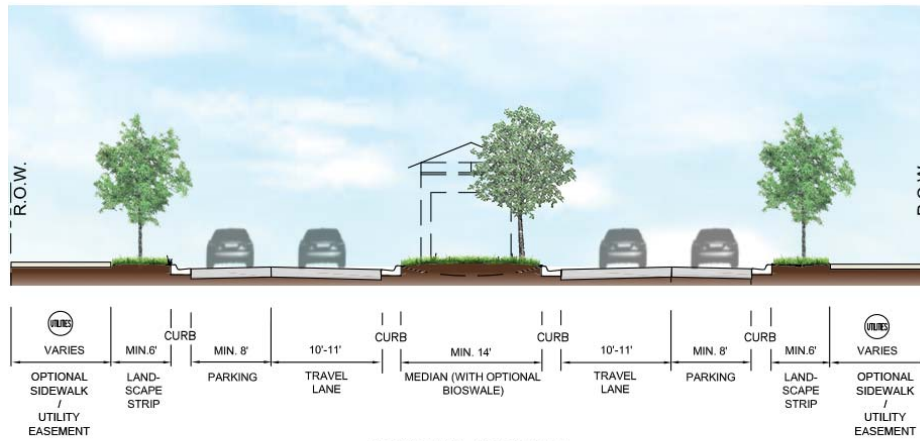
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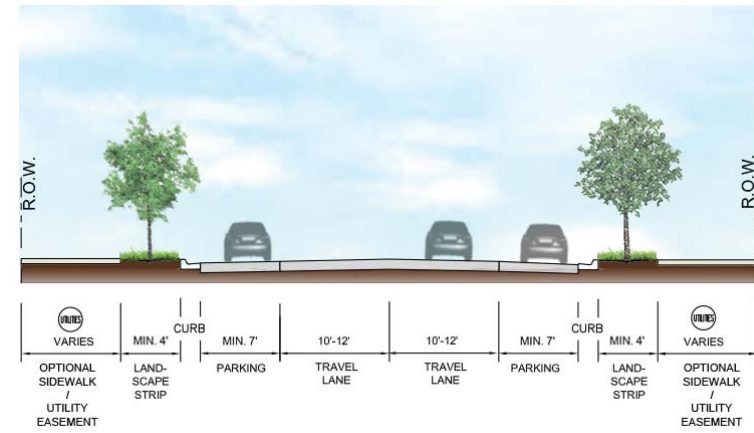


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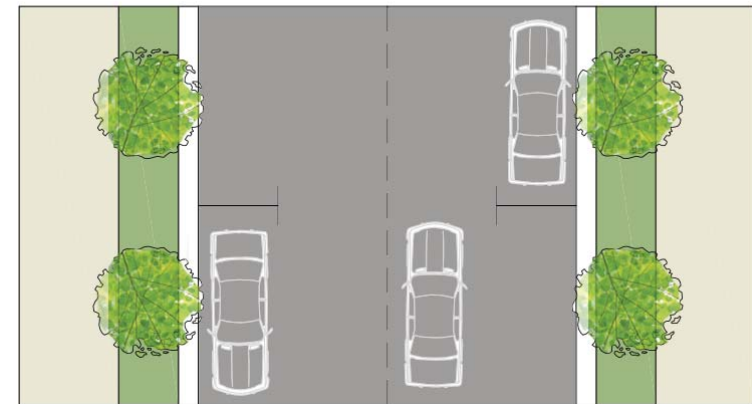
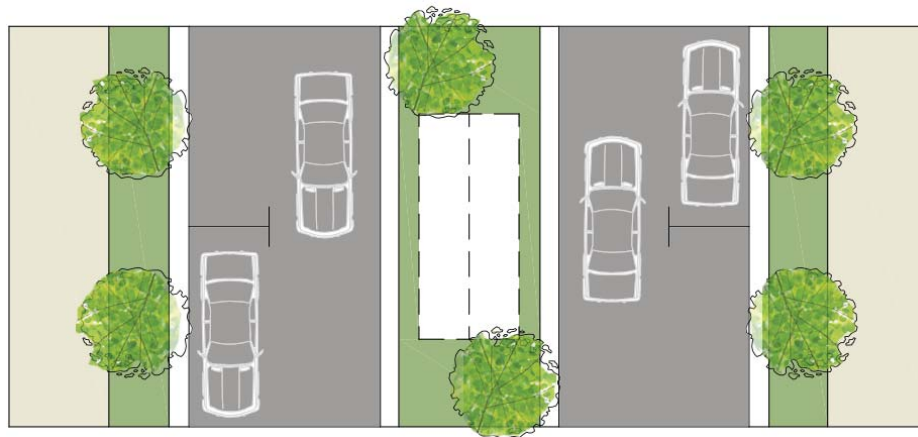
TYPICAL ROADWAYS



URBAN STREET



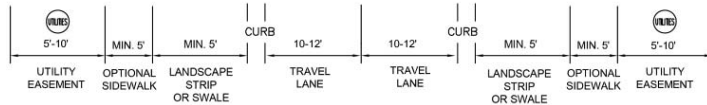
STANDARD STREET WITH PARKING



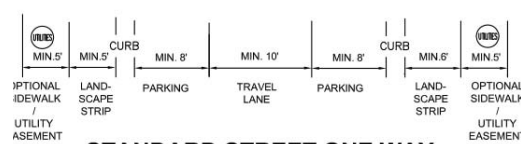
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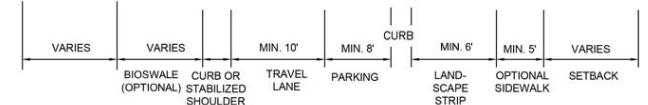
TYPICAL ROADWAYS



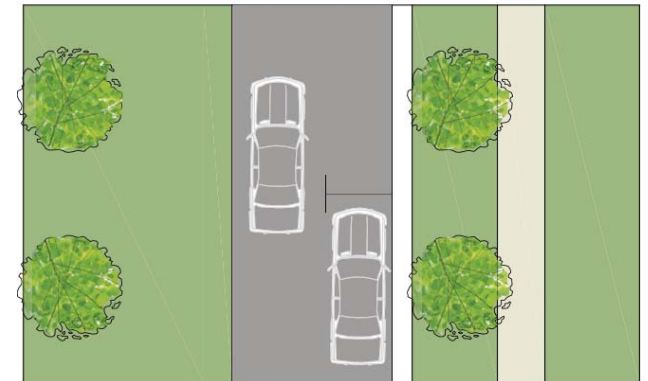
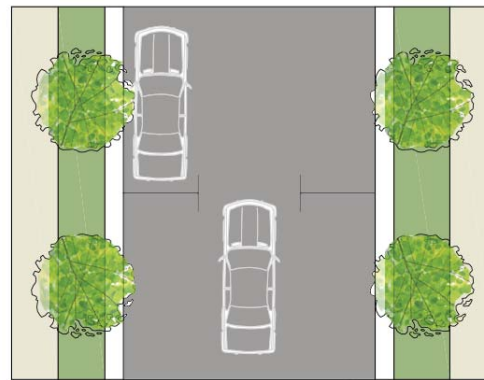
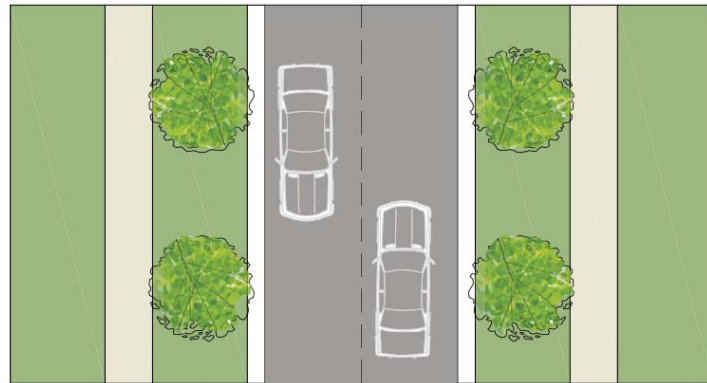
STANDARD STREET



STANDARD STREET ONE WAY



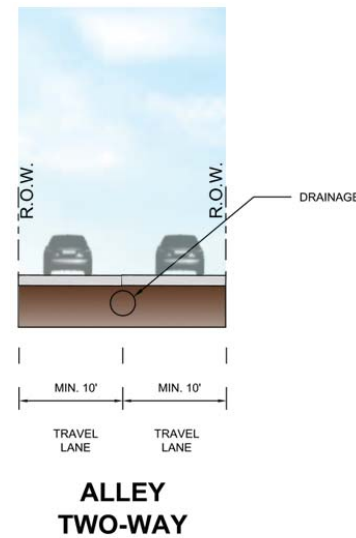
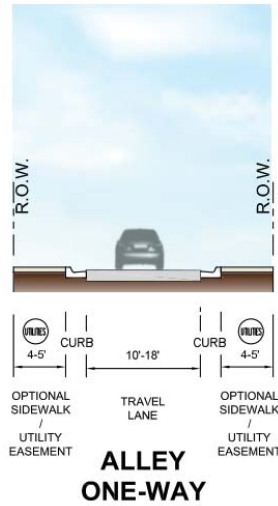
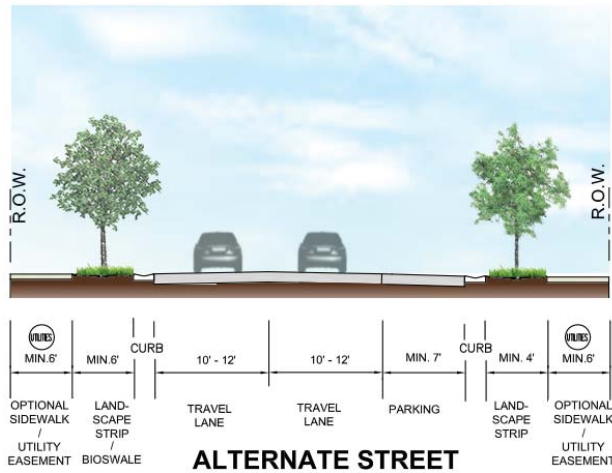
ONE WAY, PARK ONE SIDE



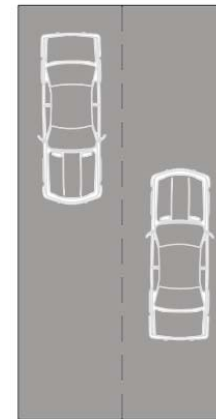
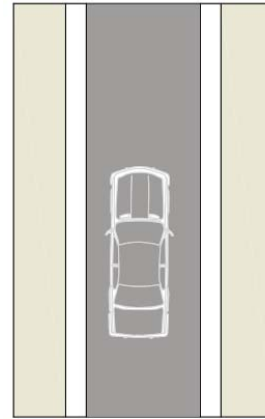
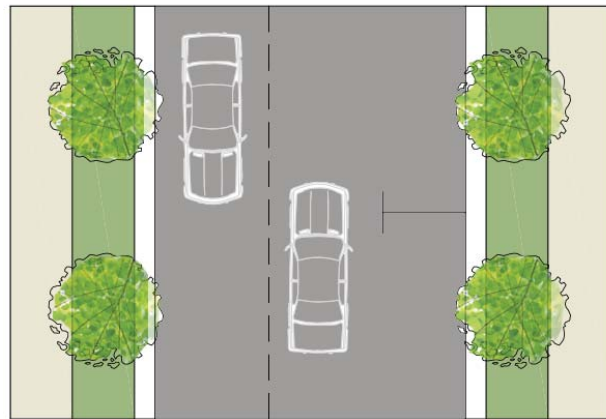
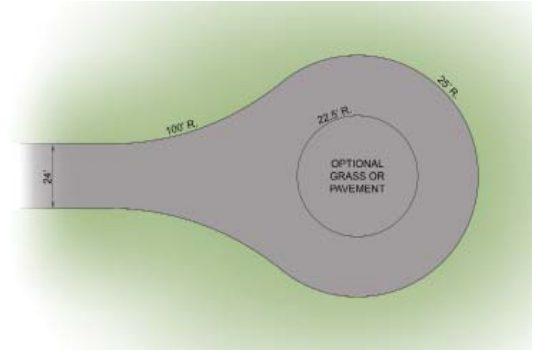
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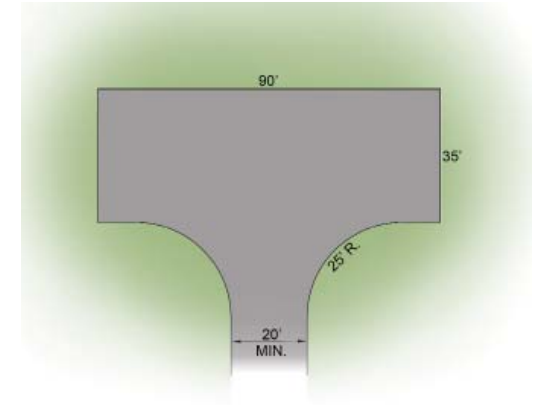
TYPICAL ROADWAYS



TYPICAL CUL-DE-SAC



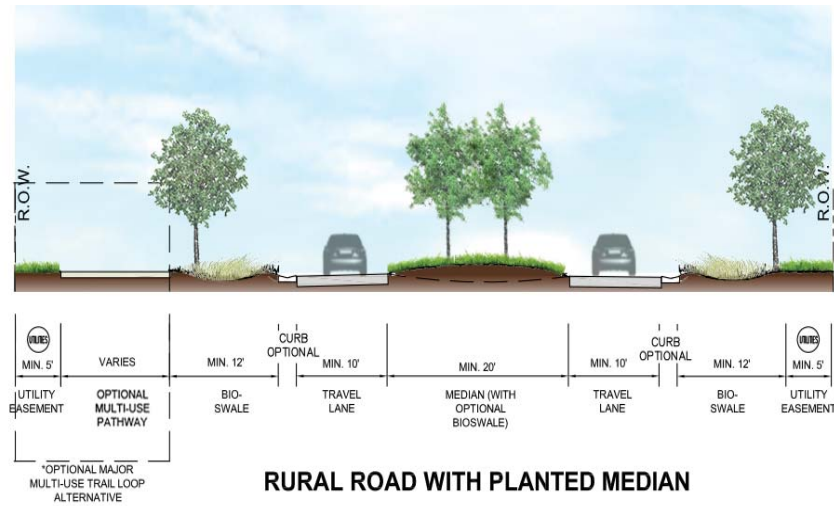
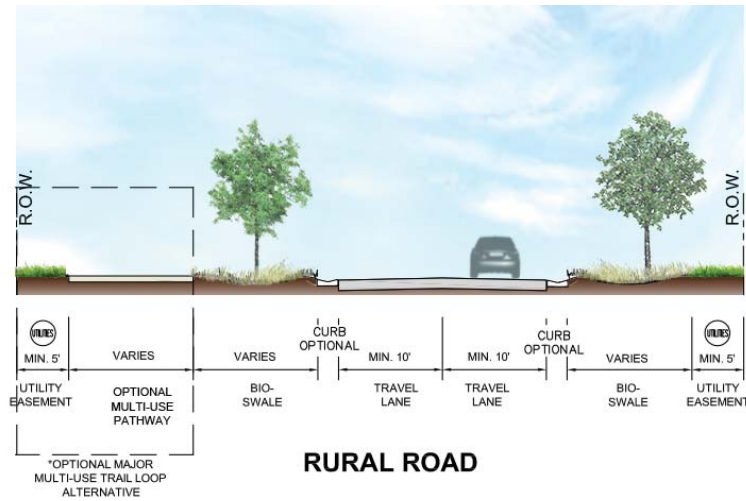
TYPICAL HAMMERHEAD



*Alleys may be inverted for drainage without curbs.

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TYPICAL ROADWAYS



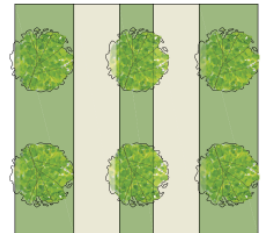
*MAJOR MULTI-USE TRAIL LOOP ALTERNATIVES



MIN. 8'
OPTIONAL SIDEWALK

VARIES
LANDSCAPE STRIP

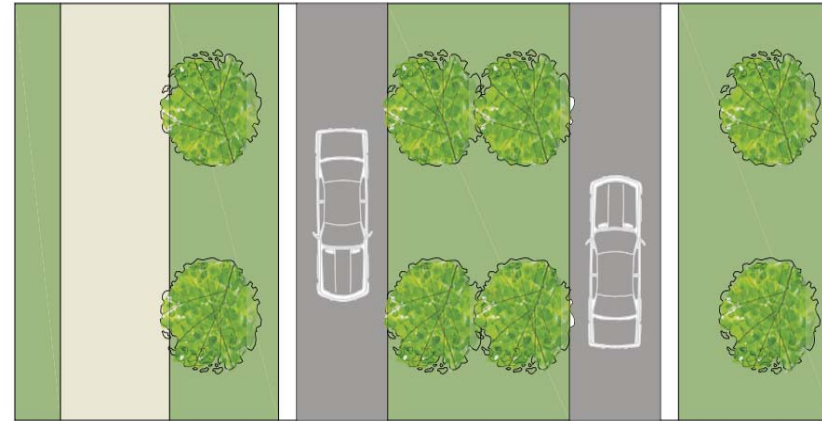
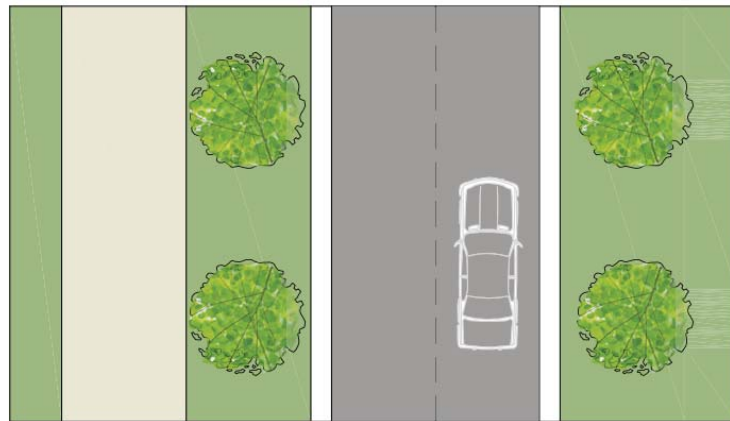
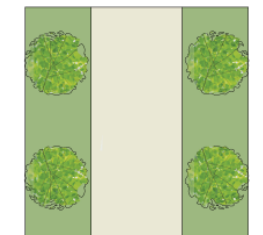
MIN. 8'
OPTIONAL SIDEWALK



MIN. 12'
LANDSCAPE STRIP

MIN. 10'
OPTIONAL SIDEWALK

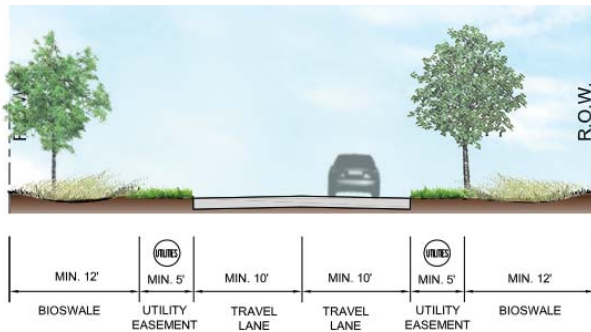
MIN. 12'
LANDSCAPE STRIP



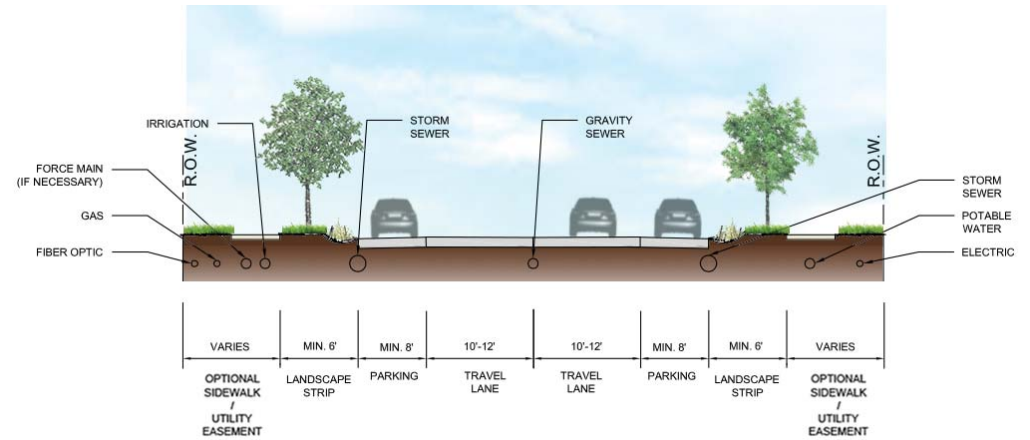
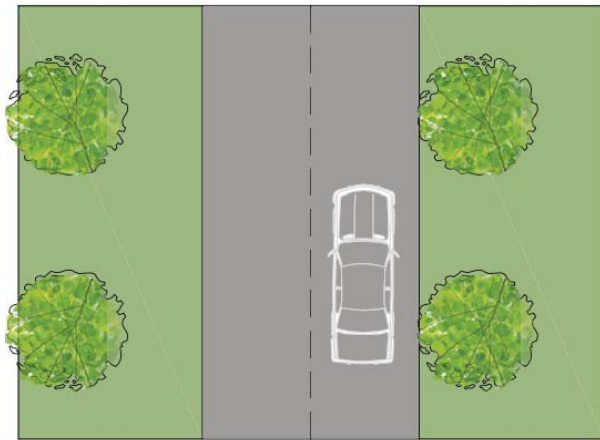
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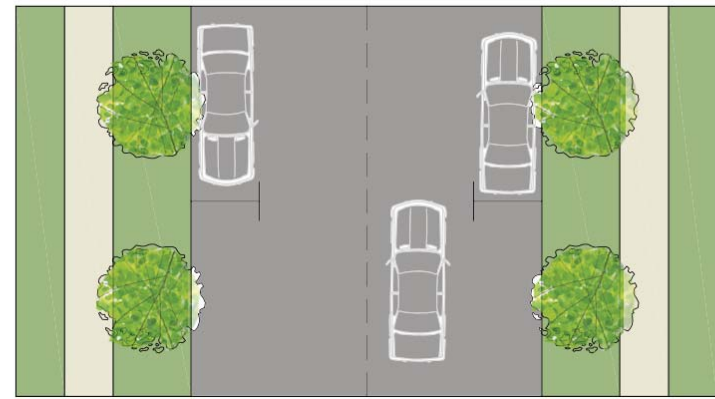
TYPICAL ROADWAYS



RURAL SECONDARY ROADWAY



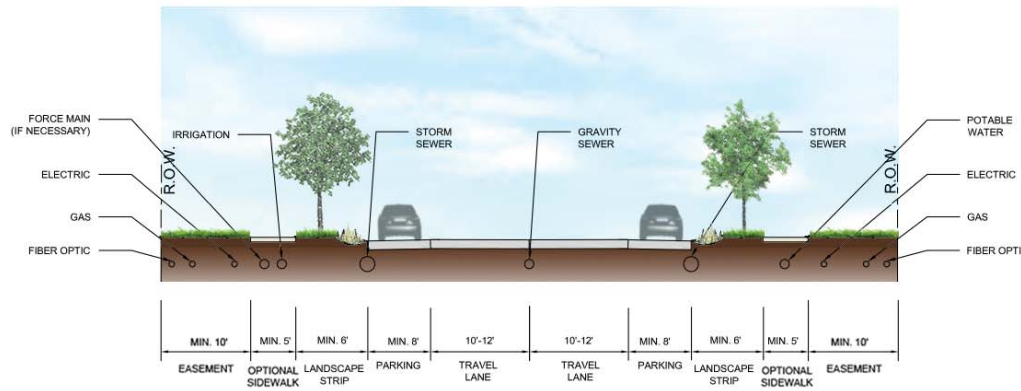
UTILITY OPTION



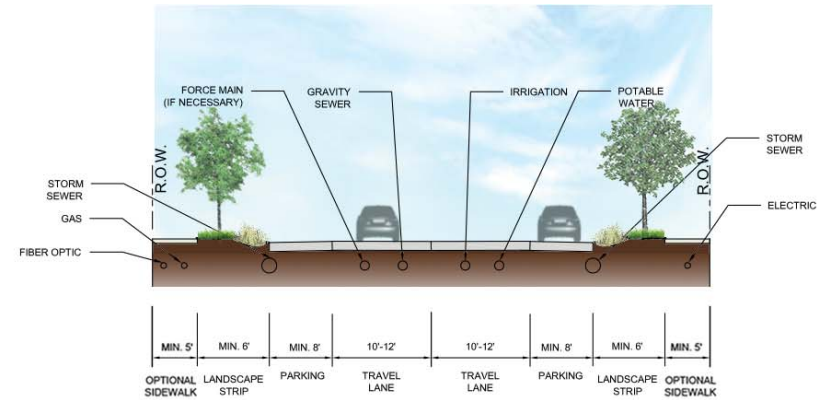
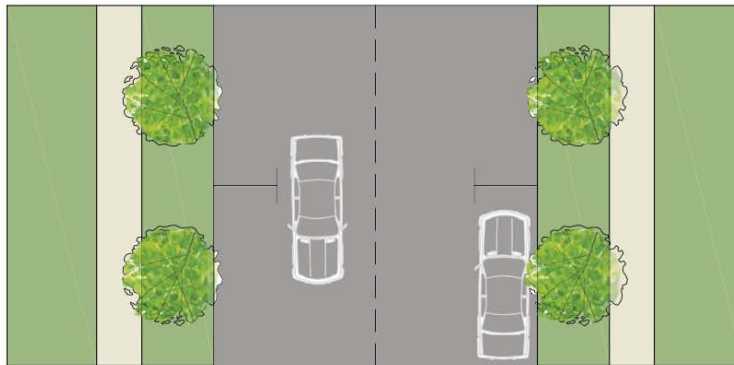
*Utility locations to be determined with the various utility providers.

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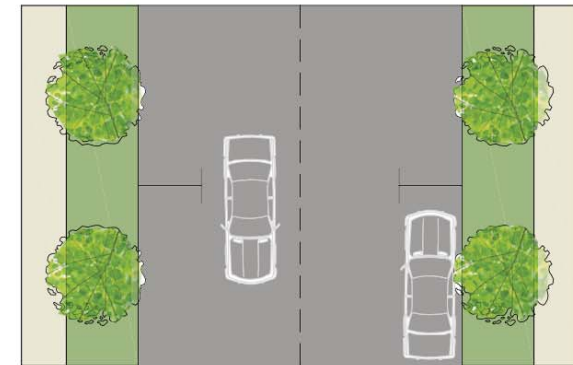
TYPICAL ROADWAYS



UTILITY OPTION



UTILITY OPTION



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SPECIAL PROVISIONS

An inter-departmental review team may be established to ensure orderly consideration of all applications subject to review and to streamline the review process for projects within the District.

Subdivision Plats/Construction Plans.

1. Submission, review, and approval of subdivision plats for the project may be accomplished in phases to correspond with the planned development of the property.
2. Construction plans may be submitted, reviewed, and approved concurrently with plat applications.
3. Preliminary and final plat applications may be concurrently reviewed and processed for approval.
4. Determination of the adequacy of public facilities may be stipulated at time of construction plan approval and plat approval on the condition that connection to water and sewer service facilities is demonstrated at time of Certificate of Occupancy.

Assurance of completion of improvements. Subdivision plats may be accepted if all infrastructure is not constructed, provided that security in the form of a surety or cash performance bond is posted with the Board of County Commissioners and made payable to the County in an amount equal to 110 percent of the full cost of installing the remaining required improvements approved by the County for each phase of development. Upon County acceptance of any portion of the infrastructure, the surety or cash performance bond may be adjusted and renewed at any time at 110 percent of the cost of completing remaining required improvements until completion. The Board may also accept letters of credit or escrow account agreements or other forms of security provided the County Attorney approves the document.

Construction trailers, sales centers and model homes. Model homes, sales centers, sales offices, construction offices, and other uses and structures related to the promotion and sale of real estate shall be permitted as either “wet” or “dry” facilities. A “dry” facility allows for the issuance of a building permit for a structure to be used temporarily under a conditional certificate of occupancy for sales, display and promotion before connections to a central water and wastewater utility are available. “Dry” facilities are not to be occupied by sales staff. Connections to a central water and wastewater utility are required for a “dry” facility to be converted for permanent certificate of occupancy as a dwelling unit. A “wet” facility is equipped with water and wastewater and can be occupied by sales staff and used for sales, display and promotion under a conditional certificate of occupancy. “Wet” facilities may use septic tanks or holding tanks for waste disposal subject to the Florida Administrative Code, and may use potable or irrigation wells. Connections to a central water and wastewater utility are required for a “wet” model home to be converted for permanent certificate of occupancy as a dwelling unit.

1. For each subdivision, the maximum allowable number of model homes is ten (10) or ten percent (10%) of proposed dwelling units within the subdivision, whichever is greater.
2. Both “wet” and “dry” facilities may be constructed upon building permit approval following the first round of County review for plat approval, prior to final plat.
3. A “wet” facility may be served by a temporary utility system with ultimate connection to the central system. Interior fire protection facilities in accordance with NFPA requirements are required unless a permanent water system is available.
4. A water management plan shall be provided which accommodates water run-off from the facility, parking areas, access road/driveway and other impervious surfaces.
5. Site Plan approval is required for sales centers and for “wet” models to function as sales offices. Site Plan approval is not required for single family “dry” models or construction trailers.