

Sebring Regional Airport

Sebring, Florida

Minimum Development Standards

Prepared for:

Sebring Airport Authority

Prepared by:

PBS&J

May 2006

Table of Contents

1	Purpose	1
1.1	Goals	1
1.2	Objectives.....	1
2	Land Uses	1
2.1	Prohibited Uses	2
2.2	Enclosed Processing	2
2.3	Nuisance Factors and Hazards	2
2.4	Federal Aviation Administration Requirements	2
2.5	Application Process and Review Procedures.....	2
3	General Requirements	3
3.1	Codes	3
3.2	Minimum Lot Size/Width/Depth	3
3.3	Density and Floor Area Ratio	3
3.4	Maximum Impervious Surface and Open Space Minimum	3
3.5	Building Location and Height.....	3
3.6	Building Orientation	3
3.7	Building/Mechanical Equipment	4
3.8	Setbacks.....	4
3.9	Appearance	4
3.10	Approved Types of Construction and Materials	4
3.11	Sound Attenuation	5
3.12	Outside Storage	5
3.13	Security	5
3.14	Fencing.....	5
3.15	Vehicular Access.....	5
3.16	Driveways and Loading Areas.....	5
3.17	Roads	6
3.18	Utilities.....	6
3.19	Refuse Collection Area.....	6
3.20	Antennas and Satellite Dishes	6
3.21	Lighting.....	6
3.22	Fire Suppression	7
3.23	Drainage Permits.....	7
4	Signage	7
4.1	Regulatory Signage.....	8
4.2	Temporary Signage.....	8
4.3	Permitted Signage.....	8
4.4	Prohibited Signage	8
5	Parking	9

6	Landscape Development Guidelines	9
6.1	General Landscape Requirements.....	9
6.2	Planting Requirements	10
6.3	Parking Lots	10
6.4	Building Areas	11
6.5	Plant Material Selection.....	11
6.6	Plant List.....	12
	 Appendix A	 14

1. PURPOSE

The purposes of the Development Standards are to establish standards for development of the parcels within the Sebring Regional Airport and to create a safe, high-quality, efficient, and aesthetically pleasing facility. The development standards maintain a level of consistency throughout the Airport while providing flexibility for development. Control of the design, development, and construction activities undertaken by the developer are essential to achieving these goals. The Minimum Operating Standards established for the Sebring Regional Airport are separate from these Minimum Development Standards and shall remain in full force and effect.

1.1 Goals

The goal of the development standards is to create and maintain a positive ambiance and strong sense of community throughout the Airport, while promoting fair and equitable competition among its tenants. The standards identify functional, architectural, and site design treatments to enhance the visual appearance of all development at the Airport, provide for design flexibility, and conform to all appropriate governing standards.

These development standards incorporate a basic level of architectural and site design features which incorporate safe and convenient vehicular use areas, landscape, lighting, and signage treatment, providing a comprehensive plan for building design and site development.

1.2 Objectives

The objectives of the development standards work to:

- Create high-quality facilities.
- Assure that all development is aesthetically attractive and presents a pleasing appearance.
- Promote efficient land use.
- Assure compatibility of all Airport development.
- Designate adequate separation of buildings.
- Provide ample off-street parking with appropriate landscaping to screen vehicle and equipment storage areas.
- Maintain controlled airfield access corridors to ensure access to the flight line for vehicles from non-airfield properties.
- Maintain public landside access.
- Maximize use of aircraft ramp areas.
- Conform to current Federal Aviation Administration (FAA) and Transportation Security Administration (TSA) safety and security regulations.

2. LAND USES

The land uses for the Airport shall complement and enhance the aviation aspect of the Sebring Regional Airport. There shall be a mix of aviation and aviation-related uses as well as commercial, light industrial, manufacturing, and office uses. These industries

shall not be detrimental to the health and welfare of the Airport and adjacent residential communities by the noise level or by the emission of odors, dust, smoke, or fumes.

2.1 Prohibited Uses

Prohibited uses are defined in the applicable Airport zoning classification.

2.2 Enclosed Processing

All processing of materials shall be conducted in a fully enclosed permanent structure.

2.3 Nuisance Factors and Hazards

No business, trade, activity, or operation, which shall be noxious, offensive, or illegal; or which shall be contrary to any regulations, including, without limitations, those of the Federal EPA, the State of Florida Department of Environmental Protection (FDEP), or Highlands County, or which shall cause an emission of dust, smoke, odors, fumes, radiation, noise, or vibrations, which may be or become a nuisance or an unreasonable annoyance to the occupants of any adjacent or neighboring site, shall be conducted. All on-site operations and activities shall be conducted with reasonable and appropriate precautions against radiation, fire, explosion, and other hazards. No on-site operations or activities which require or involve the use, storage, generation, or disposal of “toxic wastes” or “hazardous materials,” as defined in or under any federal, state, or local regulations, or as defined by the Airport Authority shall be allowed, other than in conformity with these regulation and as specifically approved by the Airport Authority.

2.4 Federal Aviation Administration Requirements

These minimum development standards apply to lease areas within the Airport boundary. Within this facility, there are certain requirements enforced by the FAA. No lighting, communication, emissions, building locations, or operational aspects of any sort shall be permitted that would potentially interfere with airport, aircraft, or navigational aid operations. All airside and landside facilities shall be in full compliance with all dimensional criteria and standards set forth by both the Authority and the FAA. All proposed improvements will be coordinated with the approved Airport Layout Plans as to location, airfield geometry, and height constraints.

2.5 Application Process and Review Procedures

Review Procedures and Developer’s Checklist are outlined at the end of this document and in Appendix A. Prospective development will be submitted to the FAA by authority staff for airspace approval for proposed on-airport development. All plans and construction drawings for buildings, paved areas, and other facilities shall meet at least the minimum development standards set forth in this document and shall require prior approval of the Authority. All facilities shall be in conformance with the adopted Airport Layout Plan (ALP) that indicates the locations and limitations of all Airport facilities. All buildings and other improvements will be in the locations so specified. In addition to specific design standards for the Sebring Regional Airport, all facilities are subject to the applicable standards and regulations of the FAA; the State of Florida; and Highlands County, Florida. Copies of all plans and specifications, including building elevations and finish samples shall be provided to the Authority for their approval. Approval by the Authority shall precede submission to other regulatory agencies, and shall be subject to their review.

Requests for information and assistance should be directed to:

Mike Willingham
Executive Director
Sebring Regional Airport
128 Authority Lane
Sebring, FL 33870
863-655-6444 (voice) 863-655-6447 (fax)

3. GENERAL REQUIREMENTS

3.1 Codes

All hangars, buildings, and other structures, whether permanent or temporary, shall conform to local, state, or national building and safety codes, and national fire protection codes applicable for the intended use. Such compliance will be reviewed and approved by the City of Sebring Building Department.

3.2 Minimum Lot Size/Width/Depth

The minimum lot width is 150 feet and the minimum lot depth is 200 feet. Constrained parcels that do not meet the minimum criteria may be approved by the Airport Authority on an individual basis.

3.3 Density and Floor Area Ratio (FAR)

The density of the lot shall be dictated by the maximum allowable floor area ratio (FAR). The maximum allowable FAR for each lot shall be .33 of the lot size.

3.4 Maximum Impervious Surface and Open Space Minimum

The maximum area of impervious surface shall not exceed 80 percent of the gross lot acreage. The minimum open space area shall be 10 percent of the total gross lot acreage. Open space shall be composed of all unpaved areas, less landscaped parking lot islands.

3.5 Building Location and Height

The location of buildings shall be consistent with the adopted Airport Layout Plan (ALP). Buildings shall not be closer than the building restriction line as defined in the ALP. In addition to the minimum setback, no structures may be of such a height as to penetrate the imaginary surfaces shown on the Federal Aviation Regulations Part 77 drawing and the ALP. Height limitations on the entire Airport shall comply with FAA requirements for transitional surfaces and for line-of-sight from the Air Traffic Control Tower (ATCT) to all taxiways and aprons.

3.6 Building Orientation

For buildings contiguous with the Airport Operations Area (AOA) fence, a distinct entrance for airside and landside users shall be provided. Building footprints shall be presented on the site plan. Buildings on each site shall be oriented to minimize service docks, dumpsters, refuse collection areas, stockpiles, and overhead doors to public view.

3.7 Building/Mechanical Equipment

All mechanical equipment, including all roof-mounted equipment and satellite dishes, shall be enclosed or screened so as to be an integral part of the architectural design and not in public view.

If the mechanical equipment is located on the roof of the structure, it shall be screened from view by using an opaque parapet wall. The parapet wall is an extension of the exterior walls. The parapet wall shall reflect the color and materials of the primary building. Non-glare or non-reflective material shall be utilized for any mechanical equipment that is roof mounted. Additionally, all roof appurtenances projecting above the roof, such as exhaust fans, heating and air conditioning units, condensers, elevator equipment, plumbing vents, and stacks shall be screened from view.

3.8 Setbacks

All parking areas and buildings shall be set back from the airfield ramps, taxiways, and other areas used by aircraft, in compliance with standards established by the FAA or as required by these design standards:

- Setbacks for structures, including buildings, from all aviation areas shall be those established by the FAA for structures adjacent to taxiways or ramps.
- Building and parking setbacks shall be consistent with or exceed those specified in the Highlands County Land Development Code.
- Setbacks from roads: the following setbacks are to govern distances from edge to right-of-way to buildings and paved areas for vehicles such as parking, loading, and maneuvering areas:

<u>Setback from:</u>	<u>To Building:</u>	<u>To Paved Areas:</u>
Road right-of-way	25 feet	15 feet
Side yard	15 feet	15 feet
Rear yard	20 feet	20feet

3.9 Appearance

Exterior colors and textures shall be approved by the Authority. The Authority reserves the right to disapprove exterior materials or finishes that it feels would detract from the overall visual impression of the Airport.

Since the roofs will be highly visible from aircraft using the Airport, equipment located on roofs shall be reasonably screened. Signs, lettering, designs, or other graphics shall not be placed, painted, or otherwise located on roofs.

3.10 Approved Types of Construction and Materials

The objective of the Authority is to ensure that all new construction is of high quality and utilizes materials and finishes which will maintain their appearance with low maintenance. Accordingly:

- Hangars and hangar-type buildings shall be constructed with steel, aluminum, or masonry exteriors with non-glare roofing. All exterior metal surfaces shall have a durable finish applied at the point of manufacture. All exposed masonry shall be waterproofed.

- All building drawings and specifications shall be approved by the Authority staff prior to construction.
- Building materials that produce glare or other effects that are hazardous to aircraft operation shall not be permitted. Windows and large areas are to be composed of non-reflective glass.

3.11 Sound Attenuation

Noise levels produced by installed equipment and operations in or near areas where the public is present shall be managed and contained to reasonable levels compatible with occupied operations facilities.

3.12 Outside Storage

All outside storage of equipment or other materials shall be screened by an opaque screen utilizing the same or similar materials as the main building. Equipment shall not be stored in areas fronting the landside access road. The location of outside storage areas and materials used for screening shall be a part of the site plan submitted to the Authority.

3.13 Security

Development shall be designed, constructed, and separated in a manner that assists the Authority in controlling access from the landside to the airside. Security access points shall be designated on the site plan submitted to the Authority, and shall fully comply with all applicable standards set forth by the Security Plan.

3.14 Fencing

Security fencing shall be provided between aircraft and non-aircraft areas to prevent uncontrolled access, to limit pedestrian and vehicular interference with aircraft movements, and to provide security for parked aircraft. Security fencing must comply with the FAA standard detail for chain link fence. Chain link fence approved as part of the site plan and integral to the building shall be black vinyl coated.

3.15 Vehicular Access

Vehicular access to aircraft shall minimize crossing of aircraft operating areas. Automobile parking shall be provided for aircraft storage hangars in locations that do not interfere with aircraft operations. No vehicle parking shall be provided on ramp areas except for necessary service vehicles.

Airside pedestrian and vehicular access to buildings normally open to the public shall avoid crossing aircraft operations areas.

3.16 Driveways and Loading Areas

Driveways and other curb cuts will typically not exceed two per lease areas. Landscaping and signage shall not obstruct lines of sight for traffic entering and exiting the highway.

All truck loading docks and areas shall be visually screened from public view. No loading docks or areas shall be permitted on the fronts of buildings except for warehouse operations with proper screening approved by the Authority. All loading areas shall be designed to enable all truck maneuvering to occur in the parking area, not on the street

system. Open storage in loading areas is prohibited. Loading areas shall be identified in the site plan.

3.17 Roads

The roads shall be paved with asphaltic concrete, designed and engineered to withstand a vehicle load of 100,000 lb gross vehicle weight (GVW). The minimum width of the road shall be two lanes with area to expand to four lanes, if necessary. The width of the right-of-way shall be 80 feet and designed to meet criteria established by the Highlands County Land Development Code. Also, roads shall comply with the Florida Department of Transportation *Roadway and Traffic Design Standards for Road and Bridge Construction*.

3.18 Utilities

All common utilities are available in the right-of-way adjacent to the road. All utilities within the lease area shall be underground.

Temporary power poles are permissible while the primary structure is being constructed, but shall be removed prior to the time the Certificate of Occupancy (C.O.) is issued. Power poles shall not be placed within the roadway sight lines.

A plan indicating water and sewer facilities to be installed for the project will be provided to the Authority along with the site plan for the project. This plan should conform to the requirements all applicable regulatory agencies.

3.19 Refuse Collection Area

All outdoor refuse collection areas shall be visually screened from public view, adjacent properties, and the airfield by an opaque screen utilizing the same or similar materials as the main building it serves. No refuse collection area shall be permitted in the front yard.

The location of refuse collection areas and materials used for screening shall be designate on the site plan submitted to the Authority.

3.20 Antennas and Satellite Dishes

No antenna or satellite dish for transmissions or reception of television signals or any other form of electromagnetic radiation shall be erected, used, or maintained outside any building, without the prior written approval of the Authority.

3.21 Lighting

The exterior of the building must be lighted for security purposes. Wall-mounted fixtures may be utilized. However, they should be shielded to prevent spillage of excessive light onto the adjacent property.

Plans for lighting shall be included with the submittal to the Authority for approval. Lighting in parking areas shall be a uniform style throughout the development, as approved by the Authority. Where pedestrian walkways are not adequately illuminated by street lighting or parking lot lighting, uniform walkway lights shall be used consistent with the style and design of the street lighting system. Any plaza, courtyard, terrace, or other exterior pedestrian area adjacent to buildings or incorporated as part of the individual site plan shall use lighting compatible with the lighting styles of the walkway and parking area. Architectural lighting shall be restricted to concealed up-lighting or

down-lighting. Such lighting shall be restrained in design and levels of illumination so as to not be a hazard to Airport operations.

3.22 Fire Suppression

Structure fire protection shall conform to the minimum development standards for fire suppression established by the National Fire Protection Association.

3.23 Drainage/Permits

As part of the design package submitted for Authority approval, a grading plan shall be prepared in accordance with the Master Drainage Plan on record with the South Florida Water Management District (SFWMD).

- The use of landscaped earth mounds for screening and variety is encouraged along with the integration of berms where practical to create a comprehensively designed drainage/landscaping/pedestrian system.
- A preliminary drainage plan shall be submitted to the Authority staff for review prior to submittal to the SFWMD.
- Drainage shall be accommodated using stormwater collections systems and stormwater treatment/attenuation ponds. The stormwater collection system shall include pre-treatment swales, inlets, pipes, and other means to collect (and treat where possible) stormwater runoff and convey to the master stormwater ponds.
- Paved surfaces shall be graded to a series of area drains or catch basins and networked into the Airport drainage system. Roof drainage shall not be allowed to drain or splash onto any paved surface, but shall connect into the central drainage system for the Airport. Curb and gutter for parking areas will be used to direct and convey drainage.
- Unpaved areas within and adjacent to the runway/taxiway system and other aircraft operating areas shall have grades complying with FAA standards and requirements.
- All drainage facilities shall be sized in support of existing, proposed, and future site conditions. Computations supporting the drainage designs shall be submitted to the Authority staff for their advance review and approval.
- All site plans shall comply with applicable federal, state, local and Sebring Regional Airport stormwater management requirements.

4. SIGNAGE

The signage for the Panama City-Bay County International Airport should create identity and functionally communicate information and directions. All signs shall fit aesthetically into the landscape with a simple, coordinated signage and graphic system. The goal is to contribute to the overall design unity of the project.

A signage plan shall be submitted at the time of site plan submittal for review by the Airport Authority staff. Location, size, dimension, materials/finishing, and lighting shall be

indicated. All signage shall be located out of roadway visibility sight line triangles and away from airside areas. No signs shall be erected off leased premises, other than the signage program implemented by the Sebring Regional Airport.

4.1 Regulatory Signage

Regulatory signage in the area will be used to define emergency access, such as fire zones, service vehicle areas, and handicapped accessible areas. It is meant to define specific points that are limited to overall use. The Airport Authority staff shall review and approve the regulatory signage at time of site plan review.

4.2 Temporary Signage

Temporary signage is transient in nature and disposable and shall be removed within five calendar days. Temporary signs shall not exceed 48 SF. The placement of the sign shall not be on public property nor in a roadway visibility triangle. The removal of the sign shall be the sole responsibility of the person or company sponsoring the event.

Temporary event signs must be pre-approved by the Sebring Airport Authority staff.

Temporary construction signs are permitted and are limited to 48 SF and shall be removed within five working days of the issuance of a Certificate of Occupancy (CO).

4.3 Permitted Signage

Permitted signs include the following:

- Wall signs – Placed on the façade of the primary structure.
- Ground signs – Located between the front façade of the building and the right-of-way.
- Awning signs - Located over the primary entrance of the building.

4.4 Prohibited Signage

Prohibited signs include the following and are not eligible for a special exception:

- Beacons or flashing lights
- Billboards
- Snipe signs (any sign of any material whatsoever that is attached in any way to a utility pole, tree, fence post, or any other similar object)
- Portable signs, except for use as a special event sign
- Any sign that encompasses an inflatable animal, person, or object, except for special events
- Signs imitating or resembling official traffic or government signs or signals
- Roof signs
- Advertising flags
- Signs placed on vehicles or trailers, which are parked or located for the primary purpose of displaying said sign
- Signs that create traffic or pedestrian hazards

- Bench signs
- Signs erected on public property including public right-of-way by a private entity unless authorized by the Airport Authority staff

5. PARKING

Sufficient off-street parking shall be provided for each building to meet the minimum requirements of City of Sebring Land Development Code (LDC). Parking shall be designed in a safe and coordinated manner for the entire site. The parking area shall be integrated and designed so as to enhance the visual appearance of the property. Parking areas and spaces shall be identified on the site plan. Specific requirements are as follows:

- Parking spaces shall be 10 ft x 20 ft. Parking lot design shall be developed throughout the site to provide efficient and safe means of traffic and pedestrian circulation.
- No parking shall be permitted in streets
- All parking areas shall be paved with curb and gutter.
- Parking in areas between buildings and roads shall be acceptable if parking areas are screened from roadways by landscaping.
- One landscape island for every eight spaces shall be installed throughout the parking area. See Landscape Requirements for Parking Areas.
- Hangar spaces shall be based on one space for 1,000 square feet.
- Large industrial space requirements subject to adjustments based on employees and shift requirements are subject to revision by Sebring Regional Airport staff.

6. LANDSCAPE DEVELOPMENT GUIDELINES

6.1 General Landscape Requirements

A landscape plan shall be part of every development package. A landscape and irrigation plan, prepared by a Florida-registered Landscape Architect, at a scale of 1"=20' to 1"=40', shall be submitted, along with the development plans by the tenant to the Airport Authority for approval.

- In general, a minimum of 10 percent of the total lease area shall be landscaped. All front yards shall have a minimum of two-thirds of the required parking setback area landscaped with acceptable trees, shrubs, or ground covers other than grass. Landscaping shall be distributed evenly on site. Typically, landscaping is used to screen and/or enhance parking lots, blank walls, and refuse bin areas, and to accent entry ways.
- Landscaping shall include trees, shrubs, and ground covers other than grass. A plant materials list with sizes and quantities will be part of the review process. The attached plant list is a guide to plant types and sized appropriate to the area. Proposed plants must meet the standards of Florida #1, as given in "Grades and Standards for Nursery Plants," State of Florida, Department of Agriculture and Consumer Services, Tallahassee (97T-05, second edition, February 1998) and amendments thereto, for the highest quality available. Plants shall meet the size

requirements set forth by the landscape architect or designer at the time of installation to create an immediate design impact.

- All landscaped and grassed areas shall be provided with 100 percent coverage by an automatic underground irrigation system. Planting areas shall drain within themselves, not onto paved pedestrian surfaces. Shop drawing review of irrigation design will be required for coverage and safety.
- All landscaped and grassed areas will be maintained in accordance with the approved plan.

6.2 Planting Requirements

Canopy trees shall be planted a minimum of 25 feet apart, or greater in order to prevent overlapping of canopies at maturity. Canopy tree-lined streets are encouraged and may be planted in the right-of-way providing they are a minimum of ten feet from the paved roadway edge and coordinated with utility locations. The minimum size of canopy trees shall be three inches caliper. The minimum size of shrub shall be 30 inches in height and three gallons.

Landscaping shall not be located in an area that may interfere with visibility of pedestrian or vehicular traffic. Plantings, other than grass, shall be restricted around fire hydrants so as not to obstruct access.

6.3 Parking Lots

When off-street facilities are provided for parking or any other vehicular uses, such facilities shall conform to the minimum landscape requirements set forth in these design standards. All landscaped areas shall be protected from vehicular encroachment by a six-inch curb for all parking areas.

Parking lots in excess of 1,500 SF, or five parking spaces, shall provide interior landscaped areas in accordance with the following requirements:

- Strategic placement of landscaped areas shall divide and break up the expanse of paving and guide traffic flow and direction.
- For parking lots in excess of 1,500 SF, or five parking spaces, there shall be one landscaped area for every 15 parking spaces. Each area shall have a minimum dimension of 10 ft x 20 ft. These landscaped islands shall be surfaced with at least one tree, and a minimum of 50 percent shrub coverage, the remaining area to be sodded or planted with groundcover, supported by an irrigation system.
- Each row of parking spaces shall terminate in a required landscaped area containing one canopy or understory tree with the remaining area landscaped with sod, shrubs, or groundcover.
- Entry drives into parking areas shall be landscaped in a manner that incorporates the design with adjoining buffer areas. The landscape shall visually emphasize the parking area and offer to drivers and pedestrians an attractive appearance from the street which relates to the building landscape entry.
- Medians between parking bays shall be landscaped with no less than two approved trees per 50 linear feet. Medians shall also be planted with a minimum of 50 percent coverage of shrubs, the remainder being sodded or planted with groundcover. Medians that incorporate sidewalks shall integrate the landscaping with the layout of the walkway and shall be subject to the same restrictions as other parking area

medians. The area of walkways shall be excluded from computations regarding the minimal 50 percent coverage of shrubs.

Islands at the ends of parking bays shall be landscaped in the same fashion as medians, with at least one approved tree per island and a minimum of 50 percent coverage of shrubs, the remainder being sodded or planted with groundcover.

All parking islands and medians shall be protected from vehicular encroachment by six -inch curbs.

6.4 Building Areas

Front areas of the buildings shall present an attractive appearance emphasizing and reinforcing the major entry of the structure. The landscaping shall incorporate a mix of approved trees, shrubs, and groundcover in a design appropriate to the scale and design of the building. A mix of shrubs and groundcover shall be planted across the front façade of the building, exclusive of walks, entries, and courtyards extending beyond the immediate front façade. Trees shall be incorporated into the landscape design of the front areas to provide accent, and to frame the main entry of the building. Additional shrubbery and groundcover in areas beyond the required foundation planting are encouraged and shall be incorporated into the overall landscape plan.

All perimeter landscaping shall be located adjacent to the building façade, including entrance areas, plazas, and courtyards. There shall be a minimum of two feet between the building façade and the intended maintained edge of the plants installed. Building perimeters shall be planted at a minimum ratio of 100 SF of planting beds per 1,000 SF of building ground floor area.

The use of planters is recommended in small spaces where a height change and landscape relief is desirable. Seating courtyards, eating areas, and plazas incorporated within the landscape design are highly encouraged to provide a friendly atmosphere to employees and guests. If used, raised planters shall be waterproof and have proper irrigation and drainage provided, as well as hose bibs in case of irrigation failure.

6.5 Plant Material Selection

The demonstrated plant list is a guide to recommended plant types. Minimal size is as follows.

The minimum installed tree size requirement is three-inch caliper. The caliper of multi-trunk trees shall be calculated using the total caliper of all trunks. Understory trees shall have a minimum one and a half inch caliper. Hedges shall have a minimum height of 24 inches at time of planting, and shall be 36 inches within one year of planting. When a continuous hedge is required the plants shall be planted at a maximum spacing of 36 inches. The incorporation of two inches of organic compost into the top six inches of parent soil is required for all planting beds. One type of mulch only shall be used within one planting area.

Acceptable types of mulch include:

- Pine bark
- Pine straw
- Shredded pine bark for annual beds
- Cypress bark

Existing trees and native vegetation shall be protected during construction per Highlands County Development Code.

6.6 Plant List

BOTANICAL NAME

COMMON NAME

Canopy Trees

Ilex opaca	American Holly
Magnolia grandiflora	Southern Magnolia
Magnolia virginiana	Sweet Highlands
Pinus palustris	Longleaf Pine
Prunus caroliniana	Cherry Laurel
Quercus laurifolia	Laurel Oak
Quercus myrtifolia	Myrtle Oak
Quercus virginiana	Live Oak
Sabal palmetto	Cabbage Palm
Taxodium distichum	Bald Cypress
Ulmus pavifolia	Drake Elm

Understory Trees

Cornus florida	Common Dogwood
Ilex cassine	Dahoon Holly
Ilex vomitoria	Yaupon Holly
Lagerstroemia indica	Crape myrtle
Prunus angustifolia	Chickasaw Plum

Large Shrub

Myrica cerifera	Wax Myrtle
Osmanthus americanus	Wild Olive
Rhododendron austrinum	Florida Azalea
Raphiolepis indica	Indian Hawthorn
Viburnum suspensum	Sandankwa Viburnum

Medium Shrub

Chrysobalanus icaco	Coco Plum
Illicium floridanum	Florida Anise
Serenoa repens (silver form)	Saw Palmetto

Low Shrub/Ground Cover

Ilex vomitoria “nana”
Iris spp.
Liriope spp.
Serenoa repens (green form)

Dwarf Yaupon Holly
African Iris
Liriope
Saw Palmetto

Sod

St. Augustine “Floritam”
Bahia spp.

St. Augustine (Irrigated)
Bahia (Non-Irrigated)

APPENDIX A

DEVELOPER'S CHECKLIST

Date	Activity	Staff	Responsibility	
			Authority	Developer
<u>Pre-Execution</u>				
	1. Letter of interest			<input checked="" type="checkbox"/>
	2. Letter of response	<input checked="" type="checkbox"/>		
	3. Conceptual site plan			<input checked="" type="checkbox"/>
	4. Project development agreement	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
<u>Lease Execution</u>				
	1. Legal description	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
<u>Post-Execution</u>				
	1. Submission of Occupant's Master Plan and Schematic Design			<input checked="" type="checkbox"/>
	2. General plan review	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
	3. Submission of FAA Airspace Study Checklist and Line-of-Sight Review	<input checked="" type="checkbox"/>		
	4. Coordination with regulatory agencies including all necessary permits	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
	5. Preparation of construction plans and specifications			<input checked="" type="checkbox"/>
	6. Approval of construction plans and specifications		<input checked="" type="checkbox"/>	
	7. Compliance with bond and insurance requirements			<input checked="" type="checkbox"/>
	8. Pre-construction meeting	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
	9. Notice of construction completion			<input checked="" type="checkbox"/>
	10. Airport Authority compliance inspection prior to occupancy		<input checked="" type="checkbox"/>	

Date	Activity	Staff	Responsibility	
			Authority	Developer
	11. Submission of reproducible record drawings and electronic file			<input checked="" type="checkbox"/>
	12. SFWMD permit closeout by design engineer			<input checked="" type="checkbox"/>