

ARTICLE VIII. SUBDIVISION REGULATIONS

... [Sections of the Subdivision Regulations that are not proposed for change are omitted from this draft]
 ...

Sec. 407.68. Transit supportive area design standards.

(a) *Block perimeter.*

- (1) The TSA in TND and TOD developments shall be designed with a regular block pattern. Blocks within the TSA shall have a maximum perimeter consistent with this Section. The perimeter of a block shall be measured from the back of curb. Conservation areas, topographic constraints and property boundary lines can form the sides of a block.

Table 407.68.1		
Maximum Block Perimeter		
Location	Maximum Block Perimeter (ft.)	
	Standard	Extended
Village Center	1,300	2,000
Inside the TSA, outside the VC	1,600	2,300

- (2) The extended maximum block perimeter in Table 407.68.1 may be used if the block contains parking interior to the block.
 - (3) In addition to the extended block, an additional seven hundred (700) feet of block perimeter may be allowed where a continuous ten-foot multi-use path with limited vehicular crossings and with shade trees alternating forty (40) feet on center is provided. This path forms an internal bicycle and pedestrian block that does not exceed the extended perimeter blocks length.
 - (4) For projects of one hundred (100) acres or more, maximum block perimeter may be extended up to three thousand (3,000) feet if the block contains:
 - a. A parking structure with at least one (1) level above surface parking; or
 - b. A single tenant retail use greater than twenty-five thousand (25,000) square feet with parking interior to the block.
- (b) *Building orientation and design.* In addition to the standards in this section, all non-residential, mixed-use and multifamily buildings must meet the requirements in Section 407.105 of Article X Building Design.
- (1) *Orientation and location.*
 - a. The front of buildings shall be oriented toward the more primary adjacent street. Where a building is not adjacent to a street, the front of the building shall be oriented toward a greenspace or civic space.

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- b. Primary pedestrian entrances to buildings shall be provided and accessible on the front of a building with limited exceptions allowed for residential or lodging uses that have units fronting a parking area located interior to a block. Primary pedestrian entrances shall be designed for access by the public.
- c. Shade along the building frontage shall be provided for pedestrians through architectural features such as covered walkways, terraces, balconies, awnings and street trees.



Sample Block Showing: (1) parking interior to the block; (2) limited, pedestrian scaled common areas screening the surface parking; (3) back of curb; and (4) block perimeter measured at the back of curb.

- (2) *Garages*. Garages serving single-family or multi-family uses shall provide entries from alleys or side streets with anticipated daily traffic volumes of less than one thousand two hundred

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(1,200) AADT wherever practicable. Front-entry garages shall be set back a minimum of ten (10) feet behind the primary building line.

- (3) *Parking structures.* Parking structures shall be designed to allow for commercial, office, civic or residential uses lining the structure on the ground floor where the parking structure abuts a street. The parking structure shall be designed to integrate seamlessly with surrounding development and shall provide pedestrian oriented design on the ground floor abutting a street.
 - (4) *Colonnades.* Roof or overhangs supported by colonnades at or within seven (7) feet of a sidewalk shall have a minimum clearance height of nine (9) feet (excluding signage or lighting).
 - (5) *Existing buildings.* Every effort shall be made to meet the TND requirements by appropriately incorporating existing buildings into the design of the neighborhood.
 - (6) *Trash collection facilities.* All recycling and trash collection facilities shall be located to the rear of buildings or within buildings or parking facilities. All recycling and trash collection facilities shall be screened as required by Subsection 407.10(b) of this ULDC.
 - (7) *Utilities.* Above ground utilities, except for life safety, should be located to the rear and side of buildings. All above ground utility access, transfer and conveyance points such as panels, boxes, meters, and valves shall be screened from the street and sidewalks through architectural features and/or landscaping.
- (c) *Parking.*
- (1) *Off-street surface parking.* Off-street surface parking is not required. Where provided, off-street surface parking shall meet the standards of the parking schedule in Table 407.68.2. These maximums shall not apply to structured parking, park-and ride, and on-street parking.

Table 407.68.2 Maximum Off-Street Surface Parking for in the TSA of TNDs and TODs	
Use	Maximum Number of Spaces
Non-residential	3 per 1,000 sq. ft. gross floor area
Multi-family residential and hotel	0.5 per 400 sq. ft. gross floor area

- (2) Parking spaces may be pooled and utilized anywhere within the development.
 - a. Off-street surface parking shall be located to the rear of buildings and interior to the block. A minimum of seventy-five (75) percent of the perimeter block length shall be lined by buildings, excluding access to off-street surface parking. Along any portion of a block not lined by buildings, off-street surface parking shall be located at least twenty-five (25) feet from the back of curb. To screen the parking, between the back of curb and off-street parking, there shall be a sidewalk and a plaza with lighting, seating, architectural features, landscaping, low impact design techniques and fifty (50) percent of ground surface areas under mature tree canopy at twenty (20) years.

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- b. Up to two (2) driveways may be provided per block face. However, no block shall have more than six (6) driveways.
- c. Off-street surface parking areas adjacent to a conservation area, topographical constraint, or property boundary and not lined by buildings shall provide a minimum of an eight-foot wide multi-use path with shade trees alternating forty (40) foot on center. The perimeter block length along a conservation area, topographical constraint, or property boundary may exceed twenty-five (25) percent of the total block perimeter; however the remainder of the block shall be lined by buildings, excluding access to off-street parking.
- d. Off-street parking shall clearly delineate routes for pedestrians and bicycles through parking areas to accommodate safe and convenient pedestrian and bicycle circulation between uses and create a park-once environment.
- e. A single transitional off-street surface parking area may be allowed per development. The perimeter block length shall not exceed the perimeter block length requirements of this Article. Plans shall be submitted demonstrating how liner buildings will be provided at a future date along with justification why the additional parking is needed and why it cannot be provided elsewhere. Within this block, off-street surface parking shall not be located closer than twenty-five (25) feet to the back of curb and off street surface parking shall be lined by a sidewalk and a plaza with lighting, seating, architectural features, landscaping and fifty (50) percent mature tree canopy at twenty (20) years.
- f. In addition to the single transitional lot, a TOD more than one hundred (100) acres in size is allowed one (1) block with parking interior per every one hundred (100) acres where the block face is lined by buildings on fifty (50) percent or greater of the block so long as there are buildings on three (3) sides of the block face and at least one (1) of the structures on the block is multistory. Off-street surface parking shall be setback at least twenty-five (25) feet from the back of curb. To screen the parking, within the setback there shall be a sidewalk and a plaza with lighting, seating, architectural features, landscaping and fifty (50) percent mature tree canopy at twenty (20) years.
- g. Single occupant retail uses greater than twenty-five thousand (25,000) square feet per floor may have parking in front of buildings provided all surface parking and the side and rear of the building are screened from adjacent streets by liner buildings. The rear of the building for single occupant retail uses between twenty-five thousand (25,000) and fifty thousand (50,000) square feet per floor may front a street as long as a functional entrance is provided and the architecture of the building provides a pedestrian friendly environment in compliance with all design requirements for buildings fronting a street.
- h. Off-street surface parking areas shall be landscaped to reduce heat-island effects, stormwater pollution and rate of flow from developed areas, minimize glare, and limit noise impacts from automobile uses in accordance with Section 407.44(d) Paved vehicular use areas.

- ~~1. Off street parking areas shall contain sufficient canopy trees to produce a mature canopy that provides fifty (50) percent shading of paved areas within twenty (20) years. Canopy trees are identified in Table 407.50.1 of this Chapter.~~
- ~~2. The minimum planting area for trees shall be twenty five (25) square feet. The planting area shall be clear of impervious or semi pervious materials but may include additional landscaping materials. Additional semi pervious areas for trees shall vary according to Table 407.68.3.~~
- ~~3. Planting strips, medians, islands, bulb-outs, or other planting areas may be depressed to accommodate stormwater runoff provided stormwater overflow is accommodated.~~

Table 407.68.3 Canopy Tree Planting Requirements for Off-Street Parking Areas	
Planting Area (sq. ft.)	Minimum Additional Semi-pervious Area (sq. ft.)
25—50	400
51—100	200
101—200	100
>200	0

- ~~4. The use of semi pervious materials, such as pavers or porous pavement, is encouraged throughout parking areas to maximize the amount of usable space and ensure survival of landscaping.~~

- (3) Vehicular use areas, other than off-street surface parking, shall be located to the rear of buildings. Limited exceptions may be allowed for loading areas separated from through traffic by a physical barrier.
- (d) *Roadway network design.*
 - (1) In order to provide for pedestrian oriented design along existing corridors, streets that are proposed parallel to existing roadways, without intervening buildings, shall be restricted to a cross section width of forty-eight (48) feet from curb face to curb face. In no such case shall angled parking be provided on both sides of the a new two-way street.
 - (2) Notwithstanding the requirements in Subsection 407.68(d)(1), developments with a valid preliminary development plan or planned development that identifies street and block locations and was approved prior to November 10, 2020 may provide street and block locations consistent with the approved preliminary development plan or planned development.
 - (3) Roadways within the transit supportive area shall be considered functionally classified as local roadway and shall be designed consistent with Table 407.68.4 and the standards in this Section. This Section does not include arterial and collector roadways on the Future Highway Function Classification Map which shall be designed consistent with the standards in Article

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XIII, Access Management and Street Network Standards; this Section may apply if a design exception or variance is approved by the County Engineer in accordance with the Florida Greenbook.

- a. All roadways within the transit supportive area shall provide curb-and-gutter on both sides of the roadway. The use of curb-cuts and other low impact design techniques shall be encouraged and allowed.
- b. All roadways within the transit supportive area shall provide street trees. Standards for street tree planting shall be consistent with Subsection ~~407.43.1(b)~~ 407.43.2(b) of this Chapter. ~~Street trees may be provided in bulb-outs.~~
- c. In the transit supportive area sidewalks shall be provided on both sides of streets. The DRC may approve a cross-section that includes a sidewalk on only one (1) side of a street in limited situations where a single sidewalk would not reduce pedestrian circulation. Streetscape elements within the transit supportive area shall include pedestrian scale lighting, street furniture, waste receptacles, locational maps, planters, and street trees. Required minimum sidewalk widths are:
 - 1. Eight (8) feet for single-family attached/multi-family/nonresidential (excluding commercial);
 - 2. Ten (10) feet for commercial/mixed use; and
 - 3. Single-family detached areas shall provide either six-foot sidewalks on both sides of streets or a single ten-foot multiuse path if the front of the homes are oriented to the path.
- d. Innovative traffic calming techniques, except along roadways identified on the Future Highways Functional Classification Map of the Comprehensive Plan, are allowed along roadways and at intersections within the development. Techniques may include raised intersections, woonerfs (streets where pedestrians and cyclists have legal priority using techniques including shared space, traffic calming and low speed limits), shared multi-modal spaces with reduced markings and signage in addition to other innovations that enhance pedestrian and bicycle mobility. For publicly-maintained roadways projected to carry more than seven thousand five hundred (7,500) daily trips, traffic calming techniques shall be limited to horizontal deflections.
- e. Priority shall be given to the design of roadway, transit, bicycle, pedestrian facilities, and required landscaping in the allocation of space within the right-of way. Where location of utilities conflicts with the priority considerations, utilities shall be located outside the right-of-way.

Table 407.68.4							
Roadway Design Standards for Transit Supportive Area and Village Center							
Daily Trips	Number of Lanes	Design Speed (mph)	Travel Lane Type	Access Type²	Median (ft)	Bike Lanes (ft)³	On-Street Parking (ft)⁴

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			Width (ft)¹				
Under 1,200	2	25	Cartway 18—20	Direct	No	No	7
1,200— 2,500	2	25	Marked Lanes 10	Limited	10 (Optional)	4 (Optional)	7
2,500— 7,500	2	30	Marked Lanes 10	Limited	12 (Optional)	5	8
7,500— 20,000	2	35	Marked Lanes 10	Limited	16-22	5	8
15,000— 40,000	4	35	Marked Lanes 10	Limited	16—22	5	8

¹ If transit is projected to run on the roadway outside of dedicated transit lanes, then the lane width shall be eleven (11) feet.

² "Direct" means that individual uses may utilize a driveway to the road. "Limited" means that individual uses must utilize a shared separate roadway, driveway or alley.

³ Bike lanes not adjacent to parallel parking may be reduced to four (4) feet. Bike lanes are optional for roadways between 2,500—7,500 ADT that are less than one-quarter (0.25) mile in length or interrupted with stop control at intersections spaced no more than six hundred sixty (660) feet apart and are located within a TOD.

⁴ On-street parking is optional, but must be provided on the majority of streets. Provision of on-street parking shall be adequate to serve the proposed intensity of development in order that the required clearances for public safety vehicles are maintained. Angled parking is allowed on all roadways. Where on-street parallel parking is provided it must be marked at the width indicated in the table or greater. The gutter pan of curbs can be used to meet the minimum on-street parking widths.

⁵ Roadways with dedicated transit facilities located within the right-of-way shall be designed on a case-by-case basis and shall provide bicycle and pedestrian facilities and where practical, on-street parking.

- (4) Table 407.68.4 does not preclude the development of one-way streets. The design of one-way streets, alleys and streets featuring dedicated transit lanes shall be reviewed on a case-by-case basis. One-way streets shall have a pavement width between twelve (12) and fourteen (14) feet.
- (5) Cross access and stub streets shall be provided in order that the general block pattern of the development can be continued on adjacent properties upon development or redevelopment.
- (6) *On-street parking.*
 - a. Defined on-street parking shall be provided on the majority of block faces within the transit supportive area, and is allowed throughout the rest of the development. Bulb-outs and curb extensions shall be provided at a maximum interval of two hundred (200) feet. For block faces less than two hundred (200) feet, a bulb-out shall be provided at both ends of the block face.

- b. On through collector and arterial roadways with a projected AADT greater than five thousand (5,000) trips angled on-street parking shall be accessed via a drive aisle separated from through traffic by a landscaped median.

Parallel on-street parking or angled parking accessed by a drive-aisle separated from through traffic by a landscaped median are allowed and encouraged on arterial and collector roadways so long as it can be done in a safe manner that does not negatively impact the operations of the facility.

- c. The use of semi-pervious materials, such as pavers or porous pavement, is encouraged within on-street parking areas to reduce stormwater runoff and delineate parking areas.

- (7) *External connectivity.* Street stubs shall be provided to adjacent open land and adjacent developed parcels other than platted subdivisions to provide for future connections. Signs shall be posted, at the expense of the developer, advising residents of the intent and purpose of the stubbed street. Cul-de-sacs shall be permitted only where environmental concerns or existing platted development makes a street connection impracticable. Cul-de-sacs shall not exceed two hundred fifty (250) feet in length and shall be accessed from a street providing internal or external connectivity.

(8) *Utilities.*

- a. Underground utilities are to be compressed to minimize right-of-way width, allow adequate space for street trees and provide for the visual definition of the street. Appropriate utilities shall be allowed to be placed in joint trenches.
- b. All above ground utility access, transfer and conveyance points such as panels, boxes, meters, and valves shall be screened from the street and sidewalks through architectural features and/or landscaping.
- c. Pressurized lines are allowed to be placed under roadways not shown on the Future Highway Functional Classifications Map of the Comprehensive Plan—and on roadways projected to carry less than fifteen thousand (15,000) daily trips.

(e) *Transit network design.*

- (1) For developments contiguous with a rapid transit corridor, dedicated transit lane(s) for use by transit vehicles or fixed guide-way rail lines for streetcars or light rail shall be provided within or adjacent to the development consistent with the rapid transit corridor map. Dedicated transit lanes for buses shall be designed as concrete ribbon drives with raised curbs in a median or in right-of-way separated from motor vehicle travel lanes, except on bridges. Dedicated transit lanes shall be designed and constructed in such a manner that they cannot be used for motor vehicle travel, other than transit vehicles. Multi-lane roadways in-lieu of dedicated lanes may be provided within the transit supportive area for developments that can demonstrate future transit headways of ten (10) minutes can be maintained and feature either block lengths that average one thousand two hundred (1,200) perimeter feet or less or include fixed guide-way rail lines. Regional transit system (RTS) shall be a reviewing entity along with the County and FDOT along state roadways.

- (2) Developments contiguous with the portion of the express transit corridor along Tower Road shall provide either site related turn out facilities (bus bays) or dedicated lane(s). Regional transit system (RTS) shall be a reviewing entity along with the County and FDOT along state roadways.
 - (3) For developments contiguous with a rapid transit corridor, a park and ride facility shall be provided within or adjacent to the development in close proximity to the transit station consistent with the rapid transit corridor map. Park and ride facilities shall be designed for shared evening and weekend use by the development. Park and rides shall be designed in accordance with block, street tree and pedestrian facility requirements of this ULDC and are encouraged to be screened by liner buildings. The size of the park and ride facility shall be based on projected demand as the relative to the size and location of the development. Park and ride facilities shall be coordinated and jointly planned where developments are directly adjacent. Regional transit system (RTS) shall be a reviewing entity along with the County and FDOT along state roadways.
 - (4) For developments contiguous with a rapid transit corridor, a principal transit station shall be provided adjacent to the corridor within the village center. The transit station shall be of sufficient size and scale to accommodate the projected ridership from the development. Transit stations shall feature solid roofs and protection from the elements along the perimeter of the station through architectural features. The transit station shall be architecturally integrated with the development. The transit station shall provide lighting, seating, waste receptacles, kiosk with maps and route information, a route map, a digital display indicating arrival times and a means to provide air circulation and cooling within the station. The station shall include a facility for purchasing transit passes. The transit station should be integrated with retail uses or provide adequate space for future retail uses.
 - (5) For developments contiguous with a rapid transit corridor, smaller transit stations which feature solid roofs, some protection from the elements, lighting, seating, route maps and a digital display indicating arrival times are encouraged to be located along the corridor and are required if more than a one-quarter (0.25) mile from the principal transit station. The transit station should be integrated with retail uses or provide adequate space for future retail uses.
- (f) *Charging stations.* A minimum provision of one (1) Level 2 Vehicle Charging Station (240v) per every ten (10) multi-family units shall be provided in new TND and TOD development with a multi-family component.

... [Sections of the Subdivision Regulations that are not proposed for change are omitted from this draft]
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Sec. 407.70. Open space and landscaping.

- (a) *Open space.* Open space shall be provided consistent with Article V of this Chapter.
- (b) *Landscaping.*

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- (1) All TNDs and TODs shall submit a landscape plan consistent with ~~Section 407.41 and Subsection 407.42(a)~~ **Article IV Landscaping** of this Chapter, **with the following exceptions:**
- (2) *Project boundary buffers.*
- a. Where new TND or TOD development abuts existing single-family detached residential development the following shall apply:
 1. For proposed development that abuts a portion of an existing development of lots in excess of twenty thousand (20,000) square feet, the minimum size for abutting lots shall be twenty thousand (20,000) square feet with a minimum lot width of one hundred ten (110) feet.
 2. For proposed development that abuts a portion of an existing development of lots between ten thousand (10,000) and twenty thousand (20,000) square feet, the minimum size for abutting lots shall be ten thousand (10,000) square feet with a minimum lot width of eighty (80) feet.
 3. For proposed development that abuts a portion of existing single-family detached lots of less than ten thousand (10,000) square feet, the TND or TOD shall provide buffer uses and lot sizes consistent with the R-1a zoning district.
 4. In lieu of providing the minimum lot size or width for the abutting lots as stated above in i, ii and iii, a minimum of a 50-foot wide medium density landscaped buffer, as provided in Section 407.43 of this Chapter may be utilized.
 - b. Where new development in a TND or TOD abuts existing industrial development, the new development shall provide a 45-foot high density buffer as defined in Table 407.43.2 of this Chapter.
 - c. Project boundary buffers shall not be located on individual lots. No structures are permitted in project boundary buffers except fire hydrants, concrete valve markers, underground utility markers, switches, bus shelters or benches, incidental signs not exceeding two (2) square feet in area, and screening. No parking is allowed in project boundary buffers.
 - d. Project boundary buffers may include portions of the stormwater management system so long as the character and intent of the buffer is not diminished. At a minimum, the buffer shall include all of the required plantings at the normal grade of the site at the property line.
 - e. Pedestrian access through a buffer to adjacent uses may be permitted. Trails within a buffer may be permitted provided the character and intent of the buffer is not diminished.
 - f. Utility lines may cross the buffer provided that the amount of buffer compromised is minimized while maintaining the specified number of plantings required in Table 407.43.2 of this Chapter.

- g. No internal buffers shall be required within TODs and TNDs. Where the potential for adverse impact exists, landscaping, building separation and lot layout shall be utilized to minimize impacts by adjacent uses.
- (3) *Roadway buffers.* The following types of roadway buffers shall be required (road classifications are provided in the transportation mobility element of the Comprehensive Plan). Any vegetation planted near driveway and road intersections shall be selected so that the area defined by the FDOT sight triangle shall remain clear.
- a. *Interstate I-75 buffers.* All TNDs and TODs shall provide a 25-foot wide medium density buffer along the entire project boundary adjacent to the I-75 right-of-way consistent with Subsection 407.43(a). Screening shall not be required. Existing natural vegetation and street trees provided within an adjacent roadway or along a multi-use trail may be used to fulfill the landscaping requirement where such existing natural vegetation is of sufficient height or can be augmented to reach a sufficient height and opacity to provide an effective visual buffer.
- b. *Arterial street buffers.* All developments located along an arterial street shall be required to provide one of the following buffers along the entire street frontage:
1. Three (3) canopy trees per one hundred (100) linear feet of property frontage, located within a ten-foot wide landscape buffer; or
 2. Two (2) canopy trees and two (2) understory trees per one hundred (100) linear feet of property frontage, located within a ten-foot wide landscape buffer; or
 3. Under utility lines only, four (4) understory trees per one hundred (100) linear feet of property frontage, located within a ten-foot wide landscape buffer.
 4. Arterial street buffers may average ten (10) feet in width provided that no portion of the street buffer shall be less than five (5) feet in width.
 5. Where the fronts of buildings are oriented towards an arterial street the buffer requirements are as follows:
 - (A) A 15-foot buffer from the back of curb along arterials with landscaping as required in Subsections 1., 2., [and] 3. above;
 - (B) A buffer based on clear recovery areas from the edge of pavement along rural section arterial streets with landscaping as required in Subsections 1., 2., [and] 3. above.
 - (C) Sidewalks shall be located between the buffer and the front of the building. Existing sidewalks more than six hundred sixty (660) feet in length shall be relocated between the buffer and the front of buildings where the required buffer widths do not presently exist. Sidewalks shall be twelve (12) feet in width along arterials.
 - (D) Parallel on-street parking or angled parking accessed by a drive-aisle separated from through traffic by a landscaped median is allowed and

encouraged so long as it can be done in a safe manner that does not negatively impact the operations of the arterial or collector.

- (E) Buildings shall be set-back between twenty-five (25) and forty (40) feet from the back of curb on urban section streets and edge of pavement on rural section streets.

c. *Measurements.*

1. All roadway buffers excluding Subsection 407.70(c)(3)b.v. shall be measured from the future right-of-way line determined during development plan review, unless additional public utility easement is required between the right-of-way line and the buffer to provide utility clearance.
2. If a street is platted but has not been constructed, it shall be buffered and treated as a street, even where no pavement currently exists.
3. Vehicular access easements shall not be treated as a street, but shall be buffered as a project boundary buffer outside the easement area. The buffer may be provided on either side of the easement.

~~(4) **Required tree plantings in pedestrian walkways. Areas dedicated to pedestrian circulation that are not coincident with a street shall have canopy trees spaced no more than an average of forty (40) feet on center on alternating sides of the walkways.**~~

~~(5) **Landscape design of stormwater management facilities. All surface stormwater management facilities located within the village center area of TNDs and TODs shall be designed to meet the criteria of Chapter 407 Article IX, Stormwater Management Facilities. Landscaping shall be provided consistent with Section 407.43.2 of this Chapter.**~~

~~(6) **Utility service.**~~

- a. ~~Proposed overhead or underground utility service facilities shall be designed to provide clearance from the mature height of trees and landscaping proposed on the landscape plan.~~
- b. ~~Existing overhead or underground utility service facilities shall be considered in the design of the landscaping to provide clearance from the mature height of trees and landscaping.~~
- c. ~~Any vegetation within a public utility easement shall conform to accepted vegetation management standards. In all cases the minimum requirements of this Article shall be met.~~

~~(7) **Required plant materials, installation, irrigation, and maintenance. All TODs and TNDs shall meet the requirements of Section 407.44 through Section 407.47 of this Chapter.**~~

... [Sections of the Subdivision Regulations that are not proposed for change are omitted from this draft]
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