

# Chapter 151-10 Development Standards

## *151-10.1 Off-Street Parking and Loading*

### **A. Applicability**

#### **1. New Development**

The off-street parking and loading standards of this section apply to any new building constructed and to any new use established.

#### **2. Expansions and Alterations**

The off-street parking and loading standards of this section apply when an existing structure or use is expanded or enlarged. Additional off-street parking and loading spaces will be required only to serve the enlarged or expanded area, not the entire building or use, provided that in all cases the number of off-street parking and loading spaces provided for the entire use (preexisting + expansion) must equal at least 75 percent of minimum ratio established in Off-Street Parking Schedule "A" of this section.

#### **3. Timing of Installation**

Required parking spaces and drives shall be ready for use and approved by the Planning and Zoning Director prior to issuance of a certificate of occupancy. The Planning and Zoning Director shall be authorized to allow issuance of a certificate of occupancy before installation of required parking if the applicant provides a letter of credit, performance bond, escrow deposit or other acceptable financial security adequate to ensure that all required parking will be installed when weather conditions permit. The amount of the financial guarantee must be equal to at least 100 percent of the estimated total cost (labor and materials). The county shall be authorized to use such financial guarantee to complete the work if the required parking is not in place by the date stated on the approved performance guarantee.

#### **4. No Reduction Below Minimums**

Existing parking and loading spaces may not be reduced below the minimum requirements established in this section. Any change in use that increases applicable off-street parking or loading requirements will be deemed a violation of this Land Development Code unless parking and loading spaces are provided in accordance with the provisions of this section.

### **B. Off-Street Parking Schedules**

#### **1. Off-Street Parking Schedule "A"**

Off-Street Parking Schedule "A" lists minimum off-street parking requirements by land use category.

### Off-Street Parking Schedule "A"

Use Categories	Specific Uses	Minimum Number of Spaces Required
<b>Residential</b>		
Household Living	Multi-Dwelling Structures	- 1.5 per efficiency dwelling unit - 2.0 per 1-bedroom unit - 2.5 per 2-bedroom or larger unit
	All Other Household Living	2 per dwelling unit
<b>Institutional</b>		
College		Schedule C
Community Services		Schedule B or Schedule C
Day Care		1 per 500 square feet
Detention Facilities		Schedule C
Hospital		1 per patient bed, plus 1 per 300 square feet of administrative office, plus 1 per 200 square feet of outpatient clinic space
Parks and Open Areas		Schedule C
Religious Institutions		0.33 per seat in main worship area*
Safety Service		1 per employee or Schedule C
Schools	Elementary, Middle/Junior High	1 per teacher/employee + 10 visitor spaces or Schedule C
	Senior High	1 per teacher/employee + 1 per 5 students or Schedule C
Utilities, Basic		None
Utilities, Major		1 per employee or Schedule C
<b>Commercial</b>		
Entertainment Event, Major		Schedule C
Office	Medical	1 per 200 square feet
	All Other Office	1 per 300 square feet
Parking, Commercial		N/A
Recreation and Entertainment, Outdoor		Schedule B
Retail Sales/Service	Bank or Financial Service	1 per 250 square feet, plus stacking spaces per this section
	Car Wash	Stacking spaces per this section
	Health Club	1 per 200 square feet
	Hotel, motel or other temporary lodging	1 per guest room, plus required spaces for associated uses
	Restaurants (Sit-Down), Taverns, Drinking Establishments	1 per 75 square feet

**Off-Street Parking Schedule "A" (continued)**

Use Categories	Specific Uses	Minimum Number of Spaces Required
	Restaurants, Drive-in or Fast-Food	1 per 75 square feet of customer service and dining area or 1 per 150 square feet of gross floor area, whichever is greater, plus stacking spaces per this section
	Theater	1 per 4 seats
	Vehicle and Equipment Sales	Schedule B
	All other Retail Sales and Service uses not specifically listed	1 per 250 square feet
Self-Service Storage		1 plus 1 per 2,500 square feet of storage space
Vehicle Service/Repair		5 per service bay
<b>Industrial</b>		
Industrial Service		1 per 500 square feet or Schedule B
Manufacturing and Production		1 per 500 square feet or Schedule B
Warehouse and Freight Movement		1 per 750 square feet or Schedule B
Waste-Related Use		Schedule B or Schedule C
Wholesale Sales		1 per 500 square feet or Schedule B
<b>Other</b>		
Agriculture		None
Aviation/Surface Passenger Terminals		Schedule C
Wireless Communications Towers		None

\* Religious assemblies may reduce their parking requirements based on shared parking arrangements with uses that are inactive during religious activities.

2. Off-Street Parking Schedule "B"

Off-street parking spaces for Schedule "B" uses must be provided for all components of the use, as follows:

Activity	Number of Spaces Required
Office or administrative area	1 per 300 square feet
Indoor sales area	1 per 200 square feet
Outdoor sales or display area (3,000 square feet or less)	1 per 750 square feet
Outdoor sales or display area (over 3,000 square feet)	
- Motor vehicles/equipment sales	1 per 2,000 square feet
- Other sales/display	1 per 1,000 square feet
Indoor storage/warehousing/vehicle service/manufacturing area	
- 1-3,000 square feet	1 per 250 square feet
- 3,001-5,000 square feet	1 per 500 square feet
- 5,001-10,000 square feet	1 per 750 square feet
- 10,001-50,000 square feet	1 per 1,250 square feet
- 50,001 square feet+	1 per 1,250 square feet

3. **Off-Street Parking Schedule “C”**

Schedule “C” uses have widely varying parking demand characteristics, making it impossible to specify a single off-street parking standard.

a. **Parking Study**

Anyone proposing to develop or expand a use requiring Schedule “C” parking must submit a parking study that provides justification for the number of off-street parking spaces proposed. A parking study must include estimates of parking demand based on recommendations of the Institute of Traffic Engineers (ITE), or other acceptable estimates as approved by the Planning and Zoning Director and should include other reliable data collected from uses or combinations of uses that are the same as or comparable with the proposed use. Comparability will be determined by density, scale, bulk, area, type of activity, and location. The study must document the source of data used to develop the recommendations.

b. **Review by Planning and Zoning Director**

The Planning and Zoning Director shall review the parking study and any other traffic engineering and planning data relevant to the establishment of an appropriate off-street parking standard for the proposed use. After reviewing the parking study, the Planning and Zoning Director shall establish a minimum off-street parking standard for the proposed use.

c. **Appeals**

Appeals of the Planning and Zoning Director’s decision may be taken to the Board of Zoning Adjustment in accordance with the procedures of Sec. 151-3.14.

**C. Rules for Computing Requirements**

The following rules apply when computing off-street parking and loading requirements.

1. **Multiple Uses**

Lots containing more than 1 use must provide parking and loading in an amount equal to the total of the requirements for all uses.

2. **Fractions**

When measurements of the number of required spaces result in a fractional number, any fraction of  $\frac{1}{2}$  or less will be rounded down to the next lower whole number and any fraction of more than  $\frac{1}{2}$  will be rounded up to the next higher whole number.

3. **Area Measurements**

Unless otherwise expressly stated, all square-footage-based parking and loading standards must be computed on the basis of gross floor area, which for purposes of computing off-street parking requirements, shall mean the gross floor area of the building measured from the exterior faces of the exterior walls or from the centerline of walls separating two buildings and shall include the following areas:

a. the area of each floor of the structure and

b. all attic space having headroom of 7 feet-10 inches or more.

4. **Occupancy-Based Standards**

For the purpose of computing parking requirements based on employees, students, residents or occupants, calculations shall be based on the largest number of persons working on any single shift, the maximum enrollment or the maximum fire-rated capacity, whichever is applicable and whichever results in the greater number of spaces.

5. **Unlisted Uses**

Upon receiving a development application for a use not specifically listed in an off-street parking schedule, the Planning and Zoning Director shall apply the off-street parking

standard specified for the listed use that is deemed most similar to the proposed use or require a parking study in accordance with Off-Street Parking Schedule “C.”

**D. Location of Required Parking**

**1. On-Site Parking; Setbacks and Buffering**

Except as expressly stated in this section, all required off-street parking spaces must be located on the same lot as the principal use. Unless otherwise expressly stated, off-street parking areas shall be set back at least 10 feet from all front (street right-of-way) and rear property lines.

**a. Street Buffers**

Off-street parking areas containing more than 5 parking spaces shall be screened from view of adjacent street rights-of-way by principal buildings or by landscape buffer strips as follows:

Parking Area Size Number of Spaces	Buffer Width Minimum (feet)	Minimum Planting Requirements
5-15	5	Hedgerow (shrubs planted maximum of 3 feet on center)
16-50	10	1 small tree + 8 shrubs per 25 linear feet
51+	20	1 medium tree + 8 shrubs per 25 linear feet

Minimum sizes:

- shrubs = 1 gallon, small deciduous tree = 1½-inch DBH,
  - small evergreen tree = 4½-foot height,
  - medium deciduous tree = 2½-inch DBH,
  - medium evergreen tree = 5½ feet height
- (DBH=Diameter at Breast Height)

The Planning and Zoning Director may permit the use of existing (pre-development) vegetation as a substitute for landscape buffer strips if such existing vegetation will provide a visual buffer.

Figure 151-10.1-1

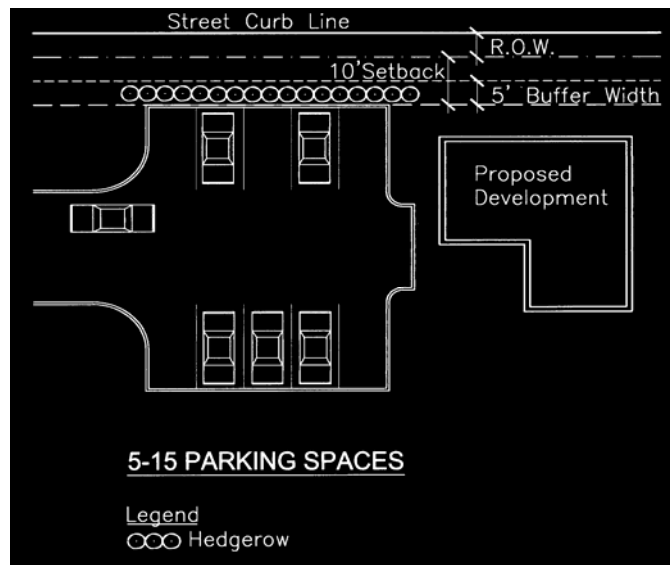


Figure 151-10.1-2

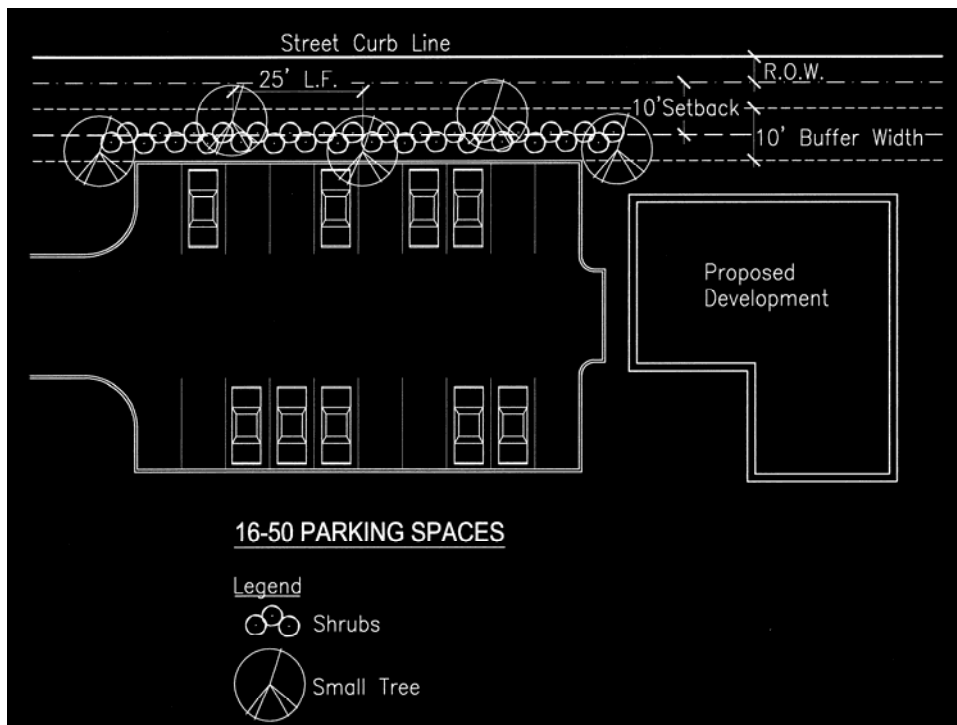
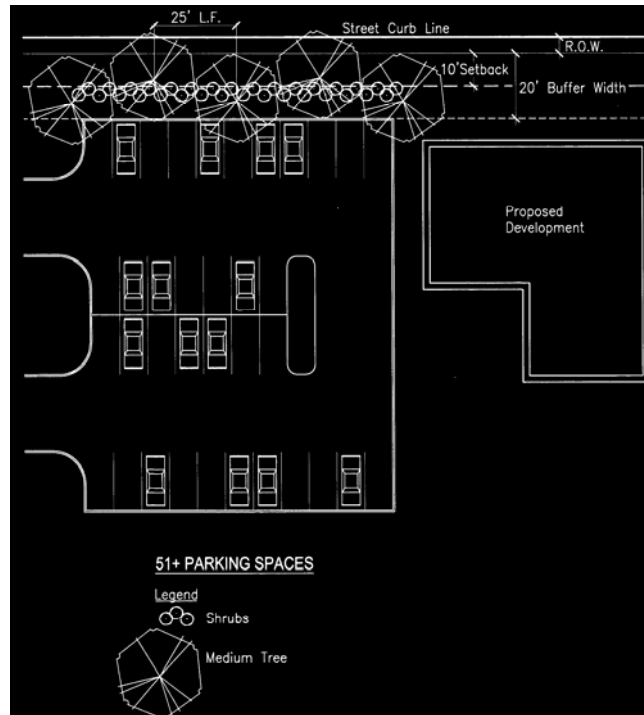


Figure 151-10.1-3



b. **Residential Buffers**

Off-street parking areas containing more than 5 parking spaces shall be screened from view of adjacent residential zoning districts by buildings, fences, walls or dense landscape planting screens with a minimum height of 5 feet. Preservation of existing (pre-development) vegetation is the preferred method of screening.

2. **Off-Site Parking**

Off-street parking spaces may be located on a separate lot from the lot on which the principal use is located if approved in accordance with Conditional Use Permit procedures of Sec. 151-3.9 and if the off-site parking complies with the all of following standards.

a. **Ineligible Activities**

Off-site parking may not be used to satisfy the off-street parking standards for residential uses (except for guest parking), restaurants, convenience stores or other convenience-oriented uses. Required parking spaces reserved for persons with disabilities shall not be located off-site.

b. **Location**

No off-site parking space may be located more than 1,000 feet from the primary entrance of the use served unless shuttle bus service is provided to the remote parking area. Off-site parking spaces may not be separated from the use that it serves by a street right-of-way with a width of more than 80 feet, unless a grade-separated pedestrian walkway is provided, or other traffic control or shuttle bus service is provided to the remote parking area.

c. **Zoning Classification**

Off-site parking areas serving uses located in nonresidential zoning districts must be located in nonresidential zoning districts. Off-site parking areas serving uses located in residential zoning districts may be located in residential

or nonresidential zoning districts.

d. **Agreement for Off-Site Parking**

In the event that an off-site parking area is not under the same ownership as the principal use served, a written agreement will be required. An attested copy of the agreement between the owners of record must be submitted to the Planning and Zoning Director for recordation on forms made available in the Planning and Zoning Department. Recordation of the agreement with the Recorder of Deeds must take place before issuance of a building permit for any use to be served by the off-site parking area. An off-site parking agreement may be revoked only if all required off-street parking spaces will be provided in accordance with this section.

3. **Shared Parking**

Developments or uses with different operating hours or peak business periods may share off-street parking spaces if approved in accordance with the Conditional Use Permit procedures of Sec. 151-3.9 and if the shared parking complies with the all of following standards.

a. **Location**

Shared parking spaces must be located within 1000 feet of the primary entrance of all uses served, unless remote parking shuttle bus service is provided.

b. **Zoning Classification**

Shared parking areas serving uses located in nonresidential zoning districts must be located in nonresidential zoning districts. Shared parking areas serving uses located in residential zoning districts may be located in residential or nonresidential zoning districts.

c. **Shared Parking Study**

Those wishing to use shared parking as a means of satisfying off-street parking requirements must submit a shared parking analysis to the Planning and Zoning Director that clearly demonstrates the feasibility of shared parking. The study must be provided in a form established by the Planning and Zoning Director and made available to the public. It must address, at a minimum, the size and type of the proposed development, the composition of tenants, the anticipated rate of parking turnover and the anticipated peak parking and traffic loads for all uses that will be sharing off-street parking spaces.

d. **Agreement for Shared Parking**

A shared parking plan will be enforced through written agreement among all owners of record. An attested copy of the agreement between the owners of record must be submitted to the Planning and Zoning Director for recordation on forms made available in the Planning and Zoning Department. Recordation of the agreement with the Recorder of Deeds must take place before issuance of a building permit for any use to be served by the off-site parking area. A shared parking agreement may be revoked only if all required off-street parking spaces will be provided in accordance with this section.

**E. Accessible Parking for Physically Disabled Persons**

A portion of the total number of required off-street parking spaces in each off-street parking area shall be specifically designated, located and reserved for use by persons with physical disabilities.

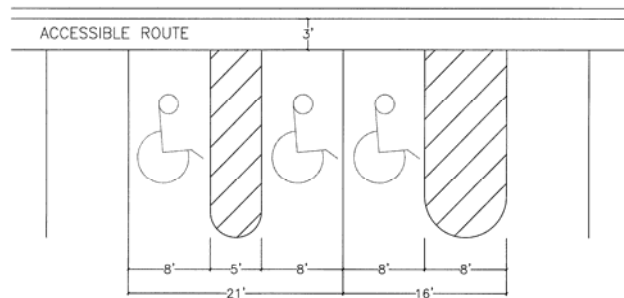
1. **Number of Spaces**

The minimum number of accessible spaces to be provided shall be a portion of the total number of off-street parking spaces required, as determined from the following schedule. Parking spaces reserved for persons with disabilities shall be counted toward fulfilling off-street parking standards.

Total Parking Spaces Provided	Minimum Number of Accessible Spaces	Minimum Number of Van-Accessible Spaces	Minimum Number of Car-Accessible Spaces
1-25	1	1	0
26-50	2	1	1
51-75	3	1	2
76-100	4	1	3
101-150	5	1	4
151-200	6	1	5
201-300	7	1	6
301-400	8	1	7
401-500	9	2	7
501-1,000	2% of total spaces	1 out of every 8 accessible spaces	7 out of every 8 accessible spaces
Over 1,000	20+ 1 per each 100 spaces over 1,000		

## 2. Minimum Dimensions

All parking spaces reserved for persons with disabilities shall comply with the parking space dimension standards of this section, provided that access aisles shall be provided immediately abutting such spaces, as follows:



### **UNIVERSAL AND VAN ACCESSIBLE SPACE**

- a. Car-Accessible Spaces  
Car-accessible spaces (also referred to as “universal spaces”) shall have at least a 5-foot wide access aisle located abutting the designated parking space.
- b. Van-Accessible Spaces  
Van-accessible spaces shall have at least an 8-foot wide access aisle located abutting the designated parking space.

## F. Parking Space and Parking Lot Design

### 1. Parking Space Dimensions

Required off-street parking spaces shall have minimum dimensions of 8.5 feet in width by 18.5 feet in length.

## 2. Aisle Widths

Drive aisle widths adjoining off-street parking spaces shall comply with the following standards:

Minimum Aisle Width for Specified Parking Angle (feet)			
90	75	60	45 or less
24	22.5	18	14

Note: Two-way drive aisles shall always require a minimum width of 24 feet.

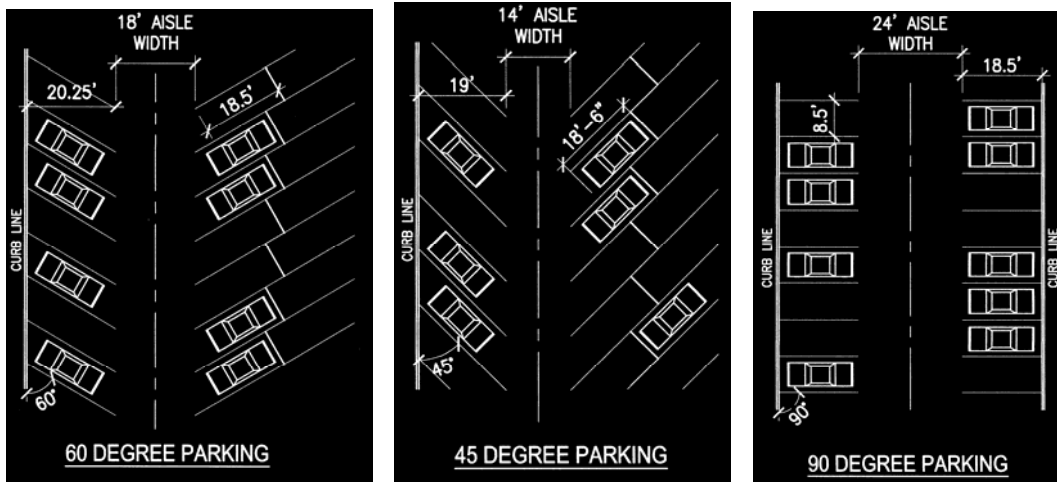


Figure 151-10.1-4

## 3. Markings

- a. Each required off-street parking space and off-street parking area shall be identified by surface markings at least 4 inches in width. Markings shall be visible at all times. Such markings shall be arranged to provide for orderly and safe loading, unloading, parking and storage of vehicles.
- b. One-way and two-way accesses into required parking facilities shall be identified by directional arrows.

## 4. Surfacing and Maintenance

All off-street parking areas, drive aisles, internal roadways, and loading areas for all uses except agriculture or single-family uses in the AG, R-1 or R-1A districts shall be paved and kept in a dust-free condition at all times. Paving shall consist of asphaltic concrete with a minimum thickness of 4 inches, Portland cement concrete with an equivalent thickness, or bricks or paving blocks intended for outdoor use by motor vehicles.

## 5. Access

Required parking spaces shall not have direct access to a street or highway. Access to required parking spaces shall be provided by on-site driveways. Off-street parking spaces shall be accessible without backing into or otherwise reentering a public right-of-way.

## G. Use of Required Parking Spaces

Required off-street parking areas shall be used solely for the parking of licensed, motor vehicles in operating condition. Required spaces may not be used for storage of trash dumpsters, the display of goods for sale or lease, for motor vehicle repair or service work of any kind, or for long-term storage of vehicles, boats, motor homes, campers, mobile homes, or building materials.

## H. Vehicle Stacking Areas

### 1. Minimum Number of Spaces

Off-street stacking spaces shall be provided as follows:

Activity Type	Min. Spaces	Measured From
Bank teller lane	4	Teller or Window
Automated teller machine	3	Teller
Restaurant drive-through	6	Order Box
Restaurant drive-through	4	Order Box to Pick-Up Window
Car wash stall, automatic	6	Entrance
Car wash stall, self-service	3	Entrance
Gasoline pump island	2	Pump Island
Other	Determined by Highway Administrator based on Traffic Study	

### 2. Design and Layout

Required stacking spaces are subject to the following design and layout standards.

#### a. Size

Stacking spaces must be a minimum of 8 feet by 20 feet in size.

#### b. Location

Stacking spaces may not impede on- or off-site traffic movements or movements into or out of off-street parking spaces.

#### c. Design

Stacking spaces must be separated from other internal driveways by raised medians if deemed necessary by the Highway Administrator for traffic movement and safety.

## I. Parking and Storage of Large Vehicles and Equipment

### 1. 1-3/4 -Ton Capacity

Outdoor storage or overnight outdoor parking of tractor-trailers, semi-trucks, semi-trailers or other vehicles having a hauling capacity of more than 1-3/4 - ton shall be prohibited in all agricultural, residential and C-1 zoning districts. This prohibition shall not apply to pick-up trucks, personal major recreational equipment or farm vehicles.

### 2. Construction Equipment

Construction equipment shall not be stored on lots in residential or commercial districts except during the period of permitted construction on the subject parcel.

## J. Off-Street Loading

### 1. No Use of Public Right-of-Way

At no time shall goods be loaded or unloaded from the right-of-way of a collector or arterial street. No part of any vehicle shall be allowed to extend into the right-of-way of a collector or arterial street while being loaded or unloaded.

### 2. Location

Plans for location, design and layout of all loading spaces shall be indicated on required site plans.

### 3. Space Size

Off-street loading spaces, excluding maneuvering areas, shall be at least 10 feet wide and 25 feet long unless off-street loading will involve the use of semi-tractor trailer combinations or other vehicles in excess of 25 feet in length, in which case the minimum size of a space shall be 12 feet by 54 feet.

## **151-10.2 Number of Uses/Structures per Lot**

- A. Only one principal structure (residence) may be constructed on Agriculturally or Residentially zoned property. Accessory buildings and uses must comply with the corresponding zoning district.
- B. A lot may be used for more than 1 principal nonresidential use and more than 1 principal nonresidential structure, provided that all structures are separated by a minimum distance of 15 feet and provided that development on the lot complies with the proper zoning district and all applicable standards of this Land Development Code.

## **151-10.3 Traffic Impact Studies**

### **A. Applicability**

A traffic impact study shall be required with zoning map amendment applications, preliminary plats or planned unit developments that are projected to generate 100 or more peak hour vehicle trips or when the Highway Administrator determines that the proposed development will have a measurable impact on the county road system.

### **B. Study Scope**

When a traffic impact study is required, the type and scope of the study shall be determined during a meeting with the Highway Administrator. The Highway Administrator may also involve representatives of or request assessments from other agencies and departments. The elements to be determined during the meeting shall include:

#### **1. Type of Study**

The possible types of reports include: a letter report, full traffic impact analysis report or special report (e.g., sight distance survey).

#### **2. Definition of Impact Area**

The points of access and key streets and intersections that may be affected by development of the subject tract constitute the Impact Area. Traffic recorder and turning movement assessment locations shall be determined.

#### **3. Period of Analysis**

Periods of analysis may include: daily traffic, AM, PM or weekend peak hour.

#### **4. Analysis Scenarios**

Scenarios for analysis include: existing conditions, opening year conditions with and without development, and 10 years after opening with and without development.

#### **5. Process**

Process for determining trip generation and distribution including: trip generation category, diversion assumptions and distribution assumptions.

#### **6. Growth Rate Assumption**

The rate of growth assumed in background traffic assumptions.

#### **7. Pipeline Development**

Planned developments in the area that have been approved or are under review.

### **C. Traffic Study Elements**

A letter report or special report shall only include those elements agreed upon in the scoping meeting. A full traffic impact study shall include the following elements:

## 1. Existing Condition Survey

### a. Street System Description

The street system shall be described including geometric features, lane usage, traffic control, signage, sight distances and adjacent uses and curb cuts.

### b. Traffic Volumes

Existing traffic volumes shall be provided for the impact area including both AADT (Average Annual Daily Traffic) and "Design" peak hour volumes. AADT may be derived from current counts of the Missouri Department of Transportation (if available) and peak hour volumes shall be done from field counts. Data shall be adjusted for daily and seasonal variations. Turning movement counts for the peak hour shall be provided for critical intersections. Peak hour periods shall be as determined at the meeting.

### c. Capacity Analysis

Existing capacity of signalized and non-signalized intersections.

### d. Other

Other items may be required at the discretion of the Highway Administrator depending upon the type and scale of the project. These may include but are not limited to: queue length analysis, pedestrian counts, accident data, traffic speeds (both 50th and 85th percentile), and stopping sight distances.

## 2. Future Without Development

Capacity analysis is to be provided for opening year and plus 10-year for key intersections (and roadway segments where appropriate) without the development but including any planned developments. The analysis shall be based upon the Highway Capacity Manual or other methodologies approved in advance by the Highway Administrator.

## 3. Future With Development

a. Projections of the daily and peak hour traffic generation of the project shall be made using the latest edition of the Institute of Transportation Engineers Trip Generation Report unless the Highway Administrator determines that locally derived data will provide more accurate forecasts. Data from similar facilities may be used where the information is not available from ITE.

b. The projected trips shall be distributed onto the road network as agreed in the meeting.

c. Capacity analysis for opening year and plus 10-year for key intersections (and roadway segments where appropriate).

d. Special analysis as may be required to determine warrants for signalization, minimum safe sight distances, gap analysis, turning radius requirements, queue length analysis, turning lane length analysis, curb cut locations or similar requirements.

## 4. Mitigation Plan

Where the analysis indicates that the project will create deficiencies in the impact area, improvements shall be recommended which shall include projected cost estimates. The design of improvements shall be in accordance with specifications of the Highway Department and, where appropriate, the Missouri Department of Transportation. Where the County Commission determines that a mitigation plan is not adequate to address the traffic impacts of the project, it may serve as a basis for denial of the rezoning or planned unit development request.

5. **Consultants**

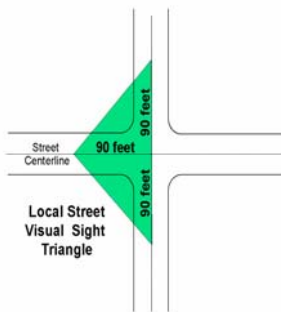
The County Commission may require that an independent consultant be hired by the county to perform required traffic impact studies or to review all or part of a study prepared by the applicant's consultants. The Highway Administrator is authorized to administer the contracts for such consultants.

- a. The Highway Administrator shall determine the scope of services to be performed by the independent consultant and receive a cost estimate of such services.
- b. The applicant shall provide an amount equal to the estimate to the Highway Administrator, who will deposit the amount in an escrow or special account set up for this purpose. Any funds not used for the independent consultant shall be returned to the applicant in a timely manner without interest.
- c. The County Commission may require additional fees for the independent review if:
  - the County Commission expands the scope of the required review;
  - the applicant substantially amends the application;
  - additional meetings involving the consultants are requested by the applicant;
  - the consultant's appearance is requested at Planning and Zoning Commission or County Commission meetings beyond what was initially anticipated;
  - **or** the consultant's attendance is required at meetings with agencies or boards which were not anticipated in the earlier scope of services.

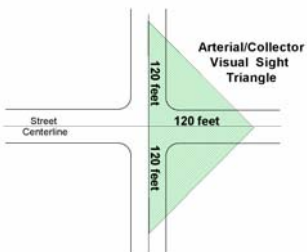
**151-10.4 Intersection Visibility**

Nothing shall be erected, placed, planted, or allowed to grow in such a manner as to impede or obstruct vision between a height of 2 feet and 10 feet (measured from the edge of the road driving surface nearest the obstruction) within an imaginary triangular area formed by points on each street center line located:

- a) 90 feet from the intersection of local street center lines and a third (diagonal) line connecting the two points; or



- b) 120 feet from the intersection of collector or arterial street center lines and a third (diagonal) line connecting the two points.



## **151-10.5 Historic Preservation**

Whenever there is an existing structure with potential historic value or a site with likelihood to yield a significant archaeological remains, consideration shall be given to preserving the structure or protecting the site prior to any construction or reuse of the property.

### **A. Site Evaluation Criteria**

Prior to approval of the Final Plat, sites should be evaluated to determine if one of the following are present on the site:

1. Structures over 50 years of age;
2. Exceptional works of well-known architects or builders (even if the structure is less than 50 years old);
3. Structures or features listed on the Clay County, State, or National Historic Registers; or
4. Structures that are significant in terms of American history, architecture, culture, archaeology or engineering.

### **B. Discovery**

If, during any construction, any archeologically or historically significant structures or features are discovered, the property owner shall notify the Clay County Historical Society and the state historic preservation officer of the discovery. Upon discovery of archeologically or historically significant structures, all construction activity shall cease until significant items have been salvaged or protected.

## **151-10.6 Residential Design Standards**

All detached houses shall be subject to the residential design standards of this section, provided that houses located within mobile home parks shall not be subject to these standards. The County's currently adopted building codes shall govern all building requirements.

### **A. Minimum Size**

#### **1. Width and Depth**

Detached houses shall have a minimum exterior dimension of 22 feet on any side.

#### **2. Living Area**

Each detached house shall comply with the minimum living area standard of the underlying zoning district.

### **B. Roof**

#### **1. Pitch**

The roof shall have a minimum 5:12 pitch (i.e., a vertical rise of at least 5 inches for every 12 inches (1 foot) of horizontal run).

#### **2. Materials**

The roof must be covered with material that is customarily used on site-built houses in Clay County, including approved wood, asphalt composition shingles, or fiberglass, but excluding aluminum, corrugated fiberglass and metal roofs.

#### **3. Eaves and Overhangs**

The roof shall have a minimum eave projection and roof overhang of 12 inches on each of the exterior walls. Eave projections and roof overhangs shall be architecturally integrated into the design of the house. Gutters shall not be counted in calculating roof overhang.

**C. Exterior Siding**

Exterior siding shall be made of materials customarily used on site-built houses in Clay County, such as wood, composition, simulated wood, clapboards, conventional vinyl or metal siding, brick, stucco, or similar materials, but excluding smooth, ribbed or corrugated metal or plastic panels and materials with a high gloss finish. Siding material shall extend below the top of the foundation or curtain wall or the joint between the siding and enclosure wall shall be flashed in accordance with the building code.

**D. Siting and Placement**

**1. Siting**

Manufactured housing units shall be installed in accordance with the recommended installation procedures of the manufacturer and the standards set by the International Conference of Building Officials (ICBO) and published in the most recent edition of "Guidelines for Manufactured Housing Installations." A continuous, permanent concrete or masonry foundation or masonry curtain wall, unpierced except for required ventilation and access which may include walk-out basements and garages, shall be installed under the perimeter of the home, in accordance with the above-referenced ICBO "Guidelines." All running gear, tongues, axles, and wheels must be removed at the time of installation of the house on the lot.

**2. Placement**

Detached houses shall be placed so that the apparent entrance or "front" of the structure faces or parallels the primary street frontage, except where the lot is 3 or more acres in size and the unit is set back at least 150 feet from all property lines.

**E. Entrance Landing Area**

At the main entrance door there shall be a landing that is a minimum of 3 feet by 3 feet, constructed to meet applicable building code requirements.

**F. Finished Floor Elevation**

The finished floor elevation of the first floor of the detached house shall be a maximum of 24 inches above the exterior finish grade of the lot on which it is located, as measured at the main entrance of the dwelling.

**G. Attached Additions**

Any attached addition shall comply with county building codes.

**H. Garages**

Detached garages may be constructed on the same lot as a detached house, provided that such structures comply with all applicable building code requirements.

*(Notes:*

*Standard garage sizes apply:*

- *12' x 24' Single, each car storage*
- *24' x 24' Double, two car storage*

*A Standard Sports Utility Vehicle (SUV) is 7' wide and 18.9' long. )*

## Intentionally Blank