

**OCALA  
INTERNATIONAL  
AIRPORT  
DEVELOPMENT  
STANDARDS**



**Adopted October 16, 2007**

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## **SECTION I**

### **Introduction and Land Uses**

#### **A. Introduction**

These standards have been developed to facilitate the short-term and long-term goals for future development of the Ocala International Airport. These goals are varied, but include: 1) ensuring a high quality of design; 2) promote design consistency throughout the development; and 3) protect the long-term values of the development. It is the Purpose of these standards to compliment the Ocala International Airport Master Plan by unifying the Airport Master Plan concepts during the implementation phases of the aviation and non-aviation related land use developments.

The manual will serve as the structure for controlling the development performance and aesthetic standards. These standards are to be strictly adhered to and do not alleviate the developer from other necessary regulatory responsibilities. These standards have been written with flexibility to allow for a wide range of land use categories, adoption for a wide variety of site sizes, locations and infrastructure improvements.

The manual will afford the City of Ocala control over the development of the Airport to assure the long-term integrity of the development. Further objectives of these standards include:

- Promote measures that will assure airport safety and security are properly addressed.

- Promote efficient use of land to minimize environmental impacts.
- Assure compatibility of the development proposed by the various uses.
- Designate and maintain appropriate corridors for utilities, public access to various airport facilities and controlled airside access (if available).
- Provide adequate separation between buildings and public right-of-ways.
- Provide ample off street parking with appropriate landscaping to screen vehicle and equipment storage.
- Minimize to the maximum extent possible conflicts with applicable regulations of the Federal Aviation Administration, Florida Department of Transportation, City of Ocala, and the various other agencies having jurisdiction.

Where during the implementation of these standards a conflict arises between these standards and any ordinance of the City of Ocala, the provision of City of Ocala ordinances shall prevail.

Requests for information and assistance regarding these development standards and the application of these objectives to the proposed development should be directed to:

Airport Director  
Ocala International Airport  
750 S.W. 60<sup>th</sup> Avenue  
Ocala, FL 34474

## **B. Land Uses**

### **1. General**

All developers/owners leasing property within the Airport must have, prior to placing any parcel of land into use, written authorization from the City of Ocala.

No use of the land shall be permitted which is offensive by reason of odor, fumes, dust, smoke, noise, or pollution, or which is injurious to a building or person on the land or on neighboring property or which is in violation of any governmental statutes or regulations.

### **2. Specific Uses**

Ocala International Airport encompasses approximately 1463 acres of land dedicated to a variety of aviation and non-aviation related land uses. These land uses include:

**Aviation Sites.** These sites offer development opportunity for a variety of aviation related uses, and are located in close proximity to the established aircraft operational areas.

**Industrial Sites.** The non-aviation related industrial sites for development are located on the west side of the Airport and encompass approximately (366) acres. Allowable uses for the development of this property include zoning classifications M-1 and M-2, as defined in accordance with Article V of the City of Ocala Zoning Code.

**Commercial Sites.** The non-aviation related commercial sites identified for development are located along State Road 40 on the north side of the Airport. These development sites encompass approximately (121) acres. Allowable uses for the development of this property include zoning

classification B-2 and B-2A, as defined in accordance with Article V of the City of Ocala Zoning Code, with the exception that any residential use shall not be permitted.

The implementation of land use controls associated with the development of Airport property shall be in conformance with the Land Development Code of the City of Ocala. However, various uses that may be permitted under the Land Development Code have been determined to be incompatible with Airport Operations. Those incompatible land uses include, but are not limited to:

- Schools (other than aviation related training schools)
- Day Care centers
- Hospitals
- Nursing homes
- Single and multi-family residential units
- Mobile Home Parks
- Churches
- Auditoriums
- Concert Halls

## **SECTION II**

### **APPLICATION of**

### **Other REQUIREMENTS**

- A. City of Ocala Ordinances, Codes and Regulations along with those of the various other agencies apply, to a greater or lesser extent, to all construction and development on the Airport.
- B. Development approval by the City of Ocala does not guarantee the proposal will be permitted or otherwise approved for any intended use or purpose, or that required regulatory development permits or approvals can be obtained.
- C. All pertinent requirements of public agencies must be adhered to in the development of Ocala International Airport property, and all plans must be routed through the permitting/approval process of the City of Ocala. Prior to development each developer must verify the current code requirements, as they may be amended from time to time. These Development Standards may be more restrictive than local land use regulations, site development standards, landscape requirements, or in other matters. In every case in which these standards are at variance with public agency requirements, the more restrictive regulations will govern.
- D. Acquisition of all required regulatory permits and approvals, including construction permits and development approval by the City of Ocala, are the sole responsibility of the developer proposing a particular development. The consequences of failure to obtain required approvals or permits shall rest solely with the developer.

## **SECTION III REVIEW PROCESS**

### **A. Introduction**

Development approval by the City of Ocala is required prior to the undertaking of any site improvements, construction or installation including clearing, grading, paving, signs, walls, fences, and drainage facilities, as well as lighting, building structures, landscaping and all alterations considered external to a building. This approval shall be in writing and shall become part of the file for each individual development. Although the City of Ocala shall not be responsible for monitoring or otherwise administering the actions of the various other jurisdictional agencies, copies of all permit applications and approvals shall be forwarded to the City.

### **B. Approval Process and Review Procedures**

The approval process for all development at the Ocala International Airport shall proceed in accordance with the site plan review requirements established under Article IV of the City of Ocala Ordinances. In addition to site plan review, all buildings proposed to be constructed at Ocala International Airport shall undergo architectural review.

At least forty-five (45) days prior to submittal of a Site Plan by developer to the City pursuant to the requirements of Section 122-214 of Article IV of the City of Ocala Ordinances, the developer shall present the proposed Site Plan to the Airport Advisory Board for formal review and comment. The function of the Airport Advisory Board shall be as follows:

1. Evaluate all Site and Building Designs, based upon individual site and Tenant requirements, on adherence to aesthetic and performance quality standards defined in these standards and compatibility with the adjoining sites and common spaces.
2. Interpret the standards. If conflicts arise in meeting these standards, the Airport Advisory Board will review and evaluate the conditions, and make recommendations to the developer and/or City to resolve the conflicts.
3. Coordinate compatibility of all designs to maintain a unified character of common spaces such as stormwater management, landscape areas and development cores.
4. Make recommendations to update design standards as may be necessary in the future.

The City of Ocala reserves the right to modify the design and development standards as may be required in the future to achieve the development goals.

Future additions and alterations to completed developments are subject to review and approval by the City of Ocala.

### **C. Overview of Review Process**

The following is a general overview of the review and approval process.

1. Obtaining a lease agreement or, if applicable, a future amendment to an existing lease with the City covering the leasehold interest to be developed.
2. Submit ten (10) copies of the formal Site Plan review package to the Airport Advisory Board for review and comment. The submittal should be made to:

Airport Director  
Ocala International Airport  
750 S.W. 60th Avenue  
Ocala, FL 34474

3. After receipt of comments by the Airport Advisory Board, submit for formal site plan review and approval by the City of Ocala.
4. If applicable, apply for and obtain approval of the leasehold improvement by the Federal Aviation Administration by submitting a properly documented FAA Form 7460-1. This document shall be prepared by the developer and submitted to the City for transmittal to the FAA.
5. Complete development of final plans and specifications for the leasehold development and obtain all approvals required for the leasehold development.
6. Apply to the City of Ocala for a building permit for the proposed improvement, alteration and/or renovation as required by City Code.
7. Within 60-days following substantial completion of the development, provide the City with "as built" documentation. Substantial completion shall be considered as the date of the Occupancy Permit issued by the City.

#### **D. Required Minimum Documentation**

In addition to the general and specific information required by the City for site plan review, the following information is required in order to conduct any required architectural review.

1. Dimensioned building floor plans and elevations, all faces (1/16" = 1' or 1/8" = 1'), showing the type, quality and color of all

materials proposed. This drawing shall include the floor slab elevation and any item of permanent construction placed adjacent to or on top of the building.

2. If applicable, line of sight drawings evidencing a clear line of sight from the proposed location of the Air Traffic Control Tower cab over all leasehold development, including aircraft parking adjacent to the development, to any aircraft operational area that may be impacted by the development.
3. Color scheme, layout and method of lighting for all exterior signage permanently attached to the building. If not shown on the building elevation, a separate drawing shall be submitted that shows the relationship between the proposed signage and the architecture of the building.
4. Color scheme, layout, location and method of lighting of all freestanding signs.
5. A color perspective rendering of the building and site entry sign, suitable for presentation.
6. Samples of all exterior material of the type, texture and color proposed should be submitted.

#### **E. Miscellaneous Development Requirements**

1. **Basis of Approval.** Review and approval will be based on standards set forth in this document, and the Ordinances of the City of Ocala. Plans will be reviewed not only for the quality of the specific proposal, but also for the development's effect and impact on its neighbors and on the general existing or planned surroundings. Evaluation will be made of spatial relationships among buildings and between buildings and other surrounding elements with the



intent of minimizing detrimental visual impact.

The City's interest in reviewing development proposed on the Airport is to assure that a high quality of compatible development is consistently achieved. When questions of judgment or interpretation arise, the decision of the City is final. All issues not covered specifically by these Standards will be resolved by the City on a case-by-case basis.

2. **General Security Requirements.** The developer shall design, construct and separate the development in a manner that assists the City of Ocala in controlling access between the airside and landside portions of the airport, if applicable. Security access points shall be designated on the site plan.

The operation of all ground equipment, mobile or stationary, required for construction, repair, or any other purpose within the limits of the airfield shall be reviewed and approved by the City.

All lessees operating within the active aircraft operations area (AOA) may be required to be badged by the City. Lessees shall be responsible for providing the required information to the Airport to obtain badges.

3. **Historical Resources.** The developer shall include a provision in all applicable construction that will suspend construction operations should archaeological and/or historical resources be discovered on the site of the development.

Such findings shall be immediately reported to the Airport Director who will in turn notify the Florida Division of Historical Resources (FDHR), and the appropriate City departments.

No disruption of the findings shall be permitted and no development as defined under Section 380.04, Florida Statutes, shall occur within a minimum 100-foot radius of the site(s) of discovery until such time as the FDHR has surveyed the findings and determined significance and appropriate protective measures.

The developer shall be subject to all conditions determined by the FDHR.

4. **Wastewater Pretreatment.** The developer shall, in the development of schematic or preliminary design of industrial type leasehold developments, coordinate with the City in order to determine wastewater pretreatment requirements. All wastewater pretreatment shall conform to the requirements of Section ??? of the City Code.

The generation of hazardous wastewater shall be prohibited unless adequate facilities are constructed and used for hazardous effluent storage (temporary and/or permanent), treatment and/or removal, and appropriate sludge disposal methods are used in accordance with the rules and policies of the U.S. Environmental Protection Agency (US EPA), Florida Department of Environmental Protection (FDEP), and City of Ocala Department of Public Works.

Hazardous effluent shall be handled in accordance with US EPA and FDEP criteria.

**5. Stormwater Management.**

All stormwater management facilities shall be designed in accordance with the requirements of the City of Ocala.

**6. Water Conservation.**

Water conservation measures shall be incorporated in all developments. These measures may include the use of water-saving plumbing devices, drought resistant native vegetation for landscaping, limited irrigation during drought conditions, and all requirements of Chapter 553, Florida Statutes.

**7. Source of Irrigation Water.** The source of irrigation water shall be provided by the public access reuse system owned by the City of Ocala.

**8. Hazardous Materials.**

a. All developers/lessees that will use, handle, store, display or generate hazardous materials as that term may be defined under state or federal law (i.e., materials that are ignitable, corrosive, toxic or reactive) shall do so in accordance with the statutes, rules and regulations of local, state and federal governmental authorities. The following list includes, but is not limited, those commonly occurring waste types that have the potential of being hazardous. Additions to this list may be made based on the discretion of the Airport Director..

- (1) Waste pesticides.
- (2) Washing and rinsing solutions containing pesticides.
- (3) Empty pesticide containers.

(4) Spent toxaphene solutions or sludges from dipping.

(5) Spent pesticide solutions or sludges other than toxaphene from dipping.

(6) Dust containing heavy metals.

(7) Washing and rinsing solutions containing heavy metals.

(8) Wastewater treatment sludges containing heavy metals.

(9) Waste ink.

(10) Ignitable paint wastes containing flammable solvents (flash point less than 140 degrees F),

(11) Liquid paint wastes containing heavy metals (cadmium, chromium, mercury or lead).

(12) Spent solvents.

(13) Still bottoms from the distillation of solvents.

(14) Filtration residues from dry cleaning operations.

(15) Cyanide wastes.

(16) Strongly acidic or alkaline wastes.

(17) Spent plating wastes.

(18) Waste ammonia.

(19) Photographic wastes.

(20) Ignitable wastes (flash point less than 140 degrees F).

(21) Wastewater sludges containing pentachlorophenol, creosote, or arsenic.

(22) Waste formaldehyde.

(23) Lead-acid batteries.

(24) Waste explosives.

(25) Waste oil.

(26) Other ignitable, corrosive, reactive and EP toxic, as these waste types are

defined in 40 CFR 26L21, 261,22, 261.23 and 261,24.

b. Buildings where significant amounts of hazardous materials or hazardous wastes, as generally defined above, are to be used, displayed, handled, generated, or stored shall be constructed with impervious floors, without drains, to ensure containment and facilitate cleanup of any spill or leakage. The temporary or permanent storage of hazardous materials shall be in a facility with impervious floor and side walls adequate to contain the hazardous materials.

c. The outside storage of hazardous materials or hazardous waste shall be prohibited.

d. All hazardous waste generators shall contract with a licensed public or private hazardous waste disposal service or processing facility and the City shall be provided copies of the following forms of documentation of proper hazardous waste management practices:

- (1) a hazardous waste manifest.
- (2) a shipment to a permitted hazardous waste management facility, or.
- (3) a confirmation of receipt of materials from a recycling or a waste exchange operation,

e. The generation of hazardous effluent shall be prohibited unless adequate facilities, approved by the City and the Florida Department of Environmental Protection, are constructed and used by tenants generating such effluent.

f. Hazardous sludge materials generated by effluent pretreatment shall be disposed of in a manner approved by the U.S. Environmental Protection Agency

and the Florida Department of Environmental Protection.

g. Proper on-site handling and temporary storage procedures for all hazardous waste that may be generated on site shall be identified in accordance with local, regional, state and federal hazardous waste programs,

h. Reasonable access to facilities shall be provided for monitoring by the City and all applicable regulatory agencies.

i. Hazardous spill contingency plans shall be developed and approved as indicated below for all industrial parcels prior to beneficial occupancy of the leasehold development.

(1) the plan shall be submitted to the Airport Director and the Florida Department of Environmental Protection (if applicable) for review and approval prior to development of any industrial leaseholds.

(2) Upon approval, the plan shall be submitted to the Ocala Engineering Department. In addition a copy of the approved plan shall be submitted to the Airport Director with documentation indicating regulatory approval.

(3) This plan shall be implemented immediately in the event of any future spills.

## **F. Operational Requirements During Construction**

The operation of all ground equipment, mobile or stationary, required for construction, repair, or any other purpose within the limits of City property shall be governed as follows:

1. All equipment and materials when not in use or, about to be installed shall be stored on the leasehold or in a location

approved for this purpose by the Airport Director. All equipment on the airside of any leasehold, whether or not it is in use, shall be properly marked with yellow, or orange and white checkered flags of a size not less than 2 feet square during the day and with amber electric flasher lights at night, or as otherwise instructed. No equipment shall be parked within 750 feet of the centerline of any runway or within 250 feet of the centerline of any taxiway, unless specifically authorized by the Airport Director. Equipment parked on the airfield area shall be kept to an absolute minimum and restricted to equipment actually used or needed for the work under progress.

2. Parking areas for Contractor equipment, supplies, materials and employee vehicles will be as established by the Airport Director or as indicated on the plans.
3. Contractor shall conform to the requirements of the Airport Director as to the placement, type and service of special barricades, obstruction and hazard marking and lighting devices used to identify danger areas.
4. Neither equipment nor personnel shall use any runway, taxiway or apron for the purpose of hauling materials or access to the work, unless approved by the Airport Director. Authorized equipment operating on any hard surface is limited to that equipment with pneumatic tires. Prior to use of any hard surface, permission shall be obtained from the Airport Director. All drivers shall be instructed to be alert for aircraft and to follow routes designated for vehicular traffic. All vehicles will be clearly marked to identify owner. No privately-owned vehicle will be operated on runways or taxiways.

5. Prior to initiation of operations which will require the crossing of any hard surface used by aircraft, the Contractor shall assure himself that a signalman, with visual or radio contact with the Air Traffic Control Tower (if applicable), or capable of monitoring air traffic, is on duty at the site of the crossing to regulate traffic. Moving aircraft have priority over all other traffic on the field. Only equipment equipped with pneumatic tires shall be allowed to cross paved areas. It shall be the responsibility of the Contractor to keep paved surfaces free of any material at all times that might drop from moving vehicles while crossing paved areas.
6. Hauling across Runway Protection Zones of any runway will not be permitted, unless authorized by the Airport Director.
7. Contractor must agree to permit only his bona fide employees and those of his subcontractors access during actual hours of work.

#### **G. Minimum Insurance Requirements During Construction**

It is incumbent on the developer to assure that its construction contractor has sufficient insurance provided by a reliable insurance company authorized to do business in the State of Florida to protect the interests of the City. These insurance requirements shall not relieve or limit the liability of the developer or construction contractor. The City does not in any way represent that these types or amounts of insurance are sufficient or adequate to protect the developer or construction contractor's interests or liabilities, but are merely minimums. No insurance is provided by the City to cover developer or contractor(s). Prior

to the issuance of a building permit, the developer shall provide the City with documentation acceptable to the City that its contractor has satisfied the following minimum requirements:

**1. General Requirements**

a. Developer shall require that each contractor take out and maintain insurance of such types and in such amounts as are necessary to cover his responsibilities and liabilities on each leasehold development, and shall require all his subcontractors to carry similar insurance.

b. The City will accept, in lieu of all subcontractors carrying similar insurance, an "Owner's and Contractor's Protective Liability Policy" paid for by the contractor and written in the name of the City for the amounts specified hereinafter, including all the special coverage. Said policy must protect the City for all claims for bodily injury and/or property damage arising out of operations for the named insurance by said contractor, or any subcontractor of said contractor.

c. No contractor or subcontractor shall commence work under this contract until he has obtained all insurance required under this Section and such insurance has been approved by the City. In the event that a contractor's insurance, or any portion of it should lapse, the developer shall immediately require its contractor to suspend operations until such time as adequate coverage is reinstated.

d. Each contractor shall file with the City a Certificate of Insurance. Any certificate submitted and found to be altered or incomplete will be returned as unsatisfactory. If requested by the City, contractor through the developer shall

furnish the City with true copies of each policy required of the contractor or its subcontractors.

e. Said policies will not be canceled or materially altered, except after fifteen (15) calendar days advance written notice to the City, mailed to the following address:

Airport Director  
Ocala International Airport  
750 SW 60th Ave  
Ocala, FL 34474

**2. Required Coverage: Insurance under this Section shall, as a minimum, include the following coverage:**

a. Worker's Compensation and Employer's Liability Insurance:

(1) The contractor shall procure and maintain at its expense, insurance of the kind and in the amount hereinafter provided, by companies authorized to do such business in the State of Florida, covering all operations under this Contract whether performed by them or by a subcontractor.

(2) Before commencing the work, the contractor shall furnish to the City a certificate, or certificates, in a form satisfactory to the City, showing that they have complied with this paragraph, which certificate, or certificates, shall designate the City of Ocala as an additional named insured.

(3) The kinds of amounts of insurance required shall be stated in a policy covering the obligations of the contractor in accordance with the provisions of Florida Worker's Compensation Law.

b. Comprehensive General Liability Insurance covering:

Policies of bodily injury, liability and property damage liability insurance, of the types hereinafter specified, each with limits of liability of not less than \$1,000,000.00 for all damages arising out of bodily injury, including death, at any time resulting therefrom sustained by one person in any one accident, and not less than \$1,000,000.00 for all damages arising out of injury to or destruction of property, with respect to the following:

- (1) Operations, Premises Liability, Including, but not limited to, Bodily Injury, including death at any time resulting therefrom, to any person or Property Damage resulting from execution of the work provided for in this contract, or due to or arising in any manner from any act or omission or negligence of the contractor and any subcontractor, their respective employees or agents.
- (2) Elevator Liability, including, but not limited to, Bodily Injury, including death at any time resulting therefrom, to any person or Property Damage resulting from operation or use of any elevator or hoist, if either or both are operated or used in connection with execution of this contract.
- (3) Contractor's Protective Liability, including, but not limited to, Bodily Injury, including death at any time resulting therefrom, to any person or Property Damage arising from acts or omissions of any subcontractor, their employees or agents
- (4) Products, including, but not limited to, Bodily Injury, including death at any time resulting therefrom

to any person or Property Damage because of goods, products, materials, or equipment used or installed under this contract.

(5) Contractual Liability.

Each and every policy for liability insurance, carried by each contractor and subcontractor, as required by this Section, shall specifically include Contractual Liability coverage.

c. Special Requirements.

The insurance required under requirements for comprehensive general liability shall specifically include the following special hazards:

- (1) Property Damage caused by conditions otherwise subject to exclusions "x,c,u" Explosion, Collapse or Underground Damage.
- (2) Broad Form Property Damage endorsement, which has reference to property in the "care, custody, or control" of the insured.
- (3) "Occurrence" Bodily Injury coverage in lieu of "caused by accident".
- (4) "Occurrence" Property Damage coverage in lieu of "caused by accident".

d. Comprehensive Automobile Liability covering:

- (1) All owned, hired, or non-owned vehicles including the loading or unloading thereof,
- (2) Special Requirements:  
The insurance provided under this section shall specifically include the following special hazards:
  - (a) "Occurrence" Bodily Injury in lieu of "caused by accident."

(b) "Occurrence" Property Damage  
in lieu of "caused by accident."

(3) The insurance under this section  
shall be written in the following  
limits of liability as a minimum:

(a) Automobile Bodily  
Injury: Each Person:  
\$500,000

Each Occurrence \$1,000,000

(b) Automobile Property Damage

Each Occurrence \$1,000,000

### **3. Indemnity**

The developer and contractor shall indemnify and hold harmless the City and their elected officials, employees and volunteers from and against all claims, losses and expenses, including legal costs, arising out of or resulting from, the performance of any agreement with the City, provided that any such claims, damage, loss or expense is attributed to bodily injury, sickness, disease, personal injury or death, or to injury to or destruction of tangible personal property including the loss or loss of use resulting therefrom and is caused in whole or in part by any negligent act or omission of the developer or contractor.

## **SECTION IV SITE DEVELOPMENT STANDARDS**

THE PURPOSE OF THESE SITE DEVELOPMENT STANDARDS, WHICH SET FORTH LOT REQUIREMENTS, BUFFERS, SITE LAYOUT, UTILITY, DRAINAGE, AND CIRCULATION REQUIREMENTS, IS TO ENSURE, TO THE EXTENT POSSIBLE, THE OVERALL SAFETY AND SECURITY OF THE OCALA INTERNATIONAL AIRPORT.

The intent of these standards is to furthermore produce a development which is aesthetically and environmentally pleasing, while protecting the values and interests of adjoining property owners.

### **A. Buildings**

1. All 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 the City. All development shall conform to the dimensional requirements detailed on the Airport Layout Plan.

### **2. Lot Requirements**

All lot requirements shall conform to Section 122 of the Code of Ordinances of the City of Ocala.

### **3. Buffers**

The buffer requirements set forth in Section 122-260 of the Code of Ordinances of the City of Ocala are applicable.

### **B. Parking**

1. Sufficient parking shall be provided on the leasehold for each developer's employees, patrons and visitors. All parking areas and spaces shall be identified on the site plan. The design of all parking areas

shall comply with Article VI of the Code of Ordinances of the City of Ocala, and applicable Americans with Disabilities Act (ADA) regulations.

2. Specific requirements are as follows:

a. No parking shall be permitted on or adjacent to streets or driveways. All parking areas shall be paved and marked.

b. Parking in areas between buildings and roads shall be acceptable if these are designated on the site plan as parking areas, are screened from roadways by landscaping and/or berms.

c. Handicapped parking spaces will be located in areas convenient to building entrances. The number and dimensions of spaces so provided shall be consistent with ADA regulations.

### **C. Driveways and Sidewalks**

1. Driveways:

Onsite vehicular circulation should follow a clear hierarchy to provide:

- \* Proper ingress and egress based on projected traffic volume.
- \* Ease of orientation for visitors.
- \* Clear sense of arrival.
- \* Site distance.

a. General

The width and number of driveways for a parcel or leasehold shall be determined by the type of use to which the leasehold is put and the volume of traffic projected to use the driveway(s). In general, driveways will conform to the requirements of the City of Ocala.

b. Access and egress points shall be designed to minimize hazards, inconvenience and congestion by providing simple circulation patterns and ample stacking room. No access points shall lead



directly into a parking bay. Instead, access shall lead into distribution roads which in turn feed into parking bays.

c. Landscaping or commercial signs located within an island in a driveway may be approved by the City. Landscaping shall not block sight distance or pose a traffic hazard,

d. The developer shall be responsible for all arrangements and agreements with adjacent property owners when joint use driveways or internal cross easements are permitted by the City. Said agreements shall be in writing and subject to the approval of the City.

e. Permits: A permit to work within any public right-of-way will be required for all driveways constructed on City owned and maintained roadways. All building plans submitted for permits shall show all existing and proposed driveways, including any required acceleration/ deceleration or left-turn lanes. The City shall review all such building plans on both City and State roadways. A separate permit from FDOT will be required for all driveways on State roads.

Driveway permits will not be issued and access to a parcel will be denied unless a site plan showing the existing or proposed development is submitted or other documents submitted indicating the proposed usage of the driveway and parcel.

## 2. Sidewalks

a. General. Sidewalks shall be permitted only to provide for internal circulation on leasehold property. Additional sidewalks may be approved based on a showing of necessity if required to accommodate pedestrian traffic between leaseholds.

### b. Design Requirements.

(1) All sidewalks shall be designed in accordance with the requirements of the City.

(2) Sidewalks shall be designed and pedestrian roadway crossings located to minimize pedestrian/vehicle conflicts and to provide adequate site distance for both the pedestrians and the vehicle drivers. Proper warning signs and special markings shall be provided if deemed necessary by the City.

(3) Handicap ramps shall be located at all pedestrian crossings through curbs.

## **D. Landscaping and Irrigation**

1. A landscape and irrigation plan shall be prepared and submitted to the Airport Advisory Board and City in accordance with these standards. All landscaping shall conform to the City of Ocala Zoning Code.

2. All landscaped and sodded areas shall be provided with 100% coverage by an automatic underground irrigation system. Sod and landscape areas shall be on separate zones.

3. Plant materials used in conformance with the provision of this section shall equal the standards of Florida #1, as given in "Grades and Standards for Nursery Plants" and other amendments thereto for the highest quality available. Plant materials must be selected for interest, structure, texture, color and ultimate growth in harmony with and complementary to the building and other materials.

4. Maintenance of all landscaping and irrigation systems shall be the responsibility of the developer. All landscaped and sodded areas will be maintained in accordance with the approved plan and maintenance will be enforced.

5. Landscaping items shall not be greater than 2.5 feet in height when located within the line of sight required to maintain adequate sight distance at all intersections,

horizontal curves, driveways and pedestrian crossings.

6. All trees used in landside landscaping shall have a minimum trunk diameter of 4 inches and shall have a minimum unobstructed clear height of 7 feet from the sidewalk or roadway surface to the bottom of the branches. Trees that have a drip line which protrudes over the roadway surface shall have a minimum unobstructed clear height of 14 feet from the roadway surface to the bottom of the branches.

### **E. Site Grading**

1. A grading and drainage plan for the leasehold development shall be submitted by the developer to the City for approval. The use of landscaped earth mounds and berms for screening in parking lot medians, roadway medians, parking setbacks and parking lot islands is encouraged. A comprehensively designed drainage, landscaping and pedestrian system is required in all areas.

2. The minimum first floor elevation shall be established above 100-year flood plain elevations as defined by the Federal Emergency Management Administration.

3. The developer shall provide measures to reduce soil erosion and sediment deposits in drainage channels, ponds and downstream areas during construction. Specific measures shall be included on all plans submitted for approval.

4. The developer shall protect all existing utilities not required to be removed throughout construction. The developer shall also be responsible to maintain access to adjoining existing buildings, if required. The developer shall furnish, place and maintain all required safety and protection devices.

5. The developer shall conduct all grading operations to minimize the creation of dust and shall include measures in the leasehold development specifications to prevent or alleviate the possibility of a problem. In the event the creation of dust creates the potential for the obstruction or interference with aircraft operational areas, the Airport Director has the authority to limit grading operations or otherwise direct dust control operations.

6. Unless otherwise directed, it shall be the developer's responsibility to remove all materials and equipment not necessary for the development of the lease property from the airport.

7. The developer shall be responsible for the clean-up of debris and rubbish resulting from its construction activity. The developer shall comply with all Federal, state and local hauling and disposal regulations.

### **F. Drainage and Storm Water Management**

All leasehold development shall satisfy the drainage and retention and/or detention requirements of the City of Ocala, the Florida Department of Environmental Protection and the Southwest Florida Water Management District.

Specific requirements for each leasehold area should be coordinated with each regulatory agency early in the development of site engineering. This coordination should include a conceptual drainage plan which outlines the impact of the proposed development.

### **G. Paving Requirements**

The standard construction and material specifications of the City of Ocala shall be

used for roadway, driveway and parking lots for all non-aviation related aircraft operational areas. Those prepared by the Federal Aviation Administration shall be used for aircraft operational areas.

All airfield pavement design shall conform to the relevant FAA Advisory Circulars for pavement design, using as the design aircraft the most critical aircraft proposed to be used over the life of the development.

## **H. Fencing and Gates**

1. Airside: Security fencing shall comply with FAA specifications for chain link fence. The fence separating the airside and the landside shall be chain link not less than 6 feet high and topped with 3 strands of barbed wire. The barbed wire shall be slanted away from the airside at a 45-degree angle. A landscaped screening shall be provided, and located no closer than 10 feet from the fence. The screen shall be maintained in a manner to preclude overgrowth of the security fence.

2. All other leasehold fencing shall be concrete, masonry or poly coated chain link. A 10-foot landscape border screening the chain link fence shall be placed on the public side of the fence. Wood fencing is not permitted.

3. Under no circumstances will developer's fences be located on lands other than those leased by the developer. Fences shall be provided, as needed, to prevent uncontrolled access from landside areas to airfield areas (if applicable). All fences shall be designated on any site plan as to the location and type.

## **I. Outside Storage**

1. The location of outside storage areas and materials used for screening shall be a part of the site plan submitted by the developer to the City and Airport Advisory Board.

2. All outside storage of equipment or other materials shall be screened by an opaque screen utilizing materials that are the same as or similar to the main building or by installation of berms and landscaping acceptable to the City.

3. Equipment and materials shall not be stored in areas fronting the access road.

## **J. Loading areas**

1. 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 City. Trucks are prohibited from using common passage service roads for access to loading docks and/or area. It shall be the developer's responsibility to provide adequate off-street parking for trucks awaiting access to loading areas or docks.

2. All loading areas shall be designed to enable all truck maneuvering to occur in the developer's parking area, not on the street system.

3. Open storage in loading areas is prohibited. Loading areas shall be identified on any site plan. Standard turning radius shall be required for specific truck sizes intending to use loading areas.

## **K. Refuse Collection Areas**

1. All outdoor refuse collection areas shall be visually screened from public view and

adjacent properties by an opaque screen utilizing materials that are the same as or similar to the main building it serves or by installation of berms and landscaping acceptable to the City. No refuse collection area shall be permitted in a front area.

2. The location of refuse collection areas and materials used for screening shall be designated on the site plan.

### **L. Electrical Utility and Telecommunication Lines**

All electrical and telecommunication transmission lines on the lessee's parcel shall be installed and maintained underground.

### **M. Exterior Lighting**

1. Plans for lighting shall be submitted by the developer to the City and Airport Advisory Board for approval. Lighting in parking areas shall be a uniform style throughout the development.

2. 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. Lighting poles in parking lots shall be located within parking medians or islands.

3. 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 areas.

4. All lighting shall be restricted to down lighting, or shielded. Such lighting shall be restrained in design and levels of illumination so as not to be a hazard to Airport operations or interfere in future air

traffic control tower operations. If so requested by the City to resolve a question of interference, the developer shall submit a signed and sealed drawing provided by a registered lighting engineer.

5. A minimum of one-foot candle shall be maintained within parking lots and along pedestrian access ways to buildings. All other pedestrian circulation lighting shall be a minimum of 1/2 foot candle.

6. All aircraft apron lighting shall be designed and constructed in accordance with current FAA Advisory Circulars.

### **N. Potable Water and Sanitary Sewer Facilities**

1. Each developer shall outline in writing its requirements for potable water and sanitary sewer service at the proposed leasehold location.

a. If potential service is available through the City, the developer shall submit a written request for service. This request shall include, but not necessarily be limited to, the following types of information:

(1) an estimate of the quantities of potable water and sanitary sewage that the system will be required to handle. All calculations on which these estimates were based shall also be submitted.

(2) any special requirements such as minimum potable water pressure or peak rates of sewage flow that the lessee expects to be accommodated.

(3) the composition of any sanitary sewage including the method and anticipated efficacy of the pretreatment industrial type waste by the lessee.

b. If potable water and/or sanitary service is not available through the City, the developer shall submit a plan indicating the proposed source of potable water and method proposed for disposing sanitary sewage and industrial wastes.

c. Final details for the installation of the facilities required to provide potable water and dispose of sanitary and industrial type wastes shall be subject to all applicable local, state and federal regulatory requirements. The lessee shall provide the City with a copy of all permits and/or approvals issued any agency with jurisdiction.

d. A copy of all permits obtained by the developer at the date of site plan submission shall be submitted along with the site plan. Any permit for which approval is pending shall be so identified and submitted immediately following issuance.

e. All development constructed on property owned or controlled by the City of Ocala shall fully conform to the requirements of the City and all applicable regulatory agencies.

## **O. Environmental Protection**

All Airport development shall conform to the specific regulatory requirements of applicable state and federal agencies pertaining to threatened and endangered plant and animal species that may be present at any site proposed for development. Specifically the requirements of the Florida Fish and Wildlife Commission shall be adhered to during the development of any site due to potential relocations of various gopher tortoise burrows that have been discovered around the Airport.

## **SECTION V BUILDING DEVELOPMENT STANDARDS**

### **A. Building Materials**

Architectural designs will be evaluated in terms of the sensitive integration of form, textures, and colors with the particular landscape and topographical character of each site. All windows and glass surfaces shall be non-reflective glass.

Colors, textures, exposed aggregate, and other details must be reviewed by the Airport Advisory Board and approved by the City as a part of the plans submitted by the developer during the site plan review process. Suggested colors include white, beige and light earth tones. There shall be no obligation or requirement for the City to approve any proposed material. Building materials that produce glare or other effects that are hazardous to aircraft operation shall not be permitted. The color palette shall be approved by the City, and should be consulted prior to color selections by the developer.

The following types of building materials may be approved by the City.

#### 1. Exterior walls

a. Office and Industrial Buildings or portions of building containing offices:

- (1) Tilt up or precast concrete panels.
- (2) Precast concrete with exposed coquina aggregate
- (3) Stucco
- (4) Smooth and Split Face Block

b. Incidental type buildings or Aircraft Hangars including Maintenance Hangars:

(1) Same as paragraph 1(a) of this Section, or as otherwise approved.

(2) Metal walls for aircraft hangars only are acceptable, but other materials may be approved.

c. Warehouse space:

(1) Same as paragraph 1(a) of this Section, or as otherwise approved.

(2) A minimum of 10 feet of block or other material in combination with metal may be approved.

#### 2. Exterior Fascia

- (a) Fractured face concrete masonry
- (b) Flush profile metal panels
- (c) Painted stucco.

#### 3. Exterior Glazing.

Energy efficient or Tinted window glass shall be permitted to the extent that it may be required to satisfy Florida Energy Code requirements. The color of tinting shall be "earth tone" or blue and shall be subject to the approval of the City.

Selection of glass assemblies, exterior wall components, roof materials, service entrance doors and other exterior building elements that exceed the minimum insulating values required by codes is encouraged.

### **B. Building Orientation and Architectural Detail**

1. Distinct entrances for users shall be provided. Building footprints shall be

presented on the site plan. The building on each site shall be oriented to minimize public view of service docks and overhead doors.

2. The building, or any component thereof, shall be oriented to preclude it from becoming an obstruction to a clear line of sight from the proposed Air Traffic Control Tower (ATCT) to any portion of the air operations area. The developer shall submit a scaled plan that depicts the status of any impact on the ATCT's clear line of sight for approval by the City.

3. Passive solar design considerations are encouraged. Some aspects of passive solar design which may be considered in the planning are noted below:

a. Orientation and location of the building on a site.

b. Massing of buildings or building parts to create shadows for reducing heat gain and wind velocities which affect infiltration during the winter months.

c. Configuration of the building to incorporate such features as interior courtyards or clustering of parts of the building.

d. Amount, location and shading of windows.

e. Use of vestibules and/or revolving doors to reduce infiltration at the entrance.

f. Natural ventilation is encouraged and can be achieved by proper orientation of the building and appropriate location of windows, etc.

g. A higher level of architectural detail is encouraged for building entries.

h. Paving, lighting and site architectural features are recommended to further enhance the entrance detail.

### **C. Mechanical and Electrical Service**

1. All mechanical equipment shall be housed within the building when possible. When roof-mounted equipment is required, it must be concealed by parapet walls taller than the tallest piece of roof mounted equipment. Plumbing vents are the only non-screened roof penetrations allowed.

2. Any exterior mechanical or electrical equipment, satellite dishes or other large pieces of equipment, shall be screened so as to be an integral part of the architectural design and not in public view.

3. All electrical installations will conform to the National Electric Code and the City of Ocala building codes.

### **D. Roof Appearance and Construction**

1. Since roofs are highly visible from aircraft using the Airport, roofs shall be attractively designed and constructed. Signs, lettering, designs or other graphics shall not be placed, painted or otherwise located on roofs

2. Roofs shall not be constructed of materials that are reflective or create glare. Roofs shall not be white in color unless approved by the City.

### **E. Sound Attenuation**

Since the leaseholds are subject to noise levels associated with the Airport, noise abatement building construction

techniques are required for office buildings and other buildings where people are located inside for a substantial portion of the work day.

## **F. Graphic and Sign Standards**

In general, signage and graphics will be designed in harmony with the architecture of the leasehold improvements and other signage and development on the Airport.

Only those signs that conform to the zoning code of the City of Ocala will be approved. No sign will be erected until plans, elevations, sections, details and specifications have been reviewed and approved.

All signs shall be maintained in a safe and attractive condition so as to preserve the aesthetic qualities established for the Airport.



## **SECTION VI MAINTENANCE**

### **A. Paved Areas**

Pavement surfaces, sidewalks and plazas shall be kept cleaned and washed frequently and as required per seasonal demand. Parking lots shall be kept free of debris and leaves per seasonal demand. Cracks, joints and other openings in the pavement surfaces shall be repaired promptly.

### **B. Lawn Maintenance**

Lawns and other ground cover shall be kept well trimmed at all times. Procedures for fertilizing, trimming, and weed control shall be set on timely basis and adhered to. Removal of leaves shall be done within a reasonable time range during the fall season. Catch basins and other drainage collection points shall be cleaned regularly. A regular schedule for pesticide control and groundskeeping shall be maintained.

### **C. Trees and Other Plants**

Seasonal fertilizing, annual pruning and cutting dead branches shall be done as required. Extra care shall be taken for the new planting in their initial stage of establishment on the site.

### **D. Watering**

All plants shall be watered weekly during the growing season. Lawn areas shall be watered as required to produce healthy lawns especially during the summer months.

### **E. Building Maintenance Cleaning**

To insure the quality standards projected for the development, all buildings shall be well

maintained and clean at all times. Provision of services shall be made for necessary cleaning of masonry and washing and polishing of metals, particularly at the main entrances. Broken glass, damaged windows, light poles and lamps shall be repaired or replaced promptly.

### **F. Equipment Storage**

Storage of all maintenance equipment shall be within buildings or well screened. It shall not be visible from access roads, common open spaces or adjacent lots.

### **G. Radiation and Electrical Emissions**

No activities shall be permitted that emit dangerous radioactivity beyond enclosed areas. There shall be no electrical disturbance adversely affecting the operation at any point of any equipment other than of the creator of such disturbance.

### **H. Other Nuisance Characteristics**

No noise, odors, vibration, smoke, air pollution, liquid or solid wastes, heat, glare, dust, or other such adverse influences shall be permitted that will in any way have an objectionable effect upon adjacent or nearby property. All wastes shall be disposed of in a manner that is not dangerous to public health and safety, nor will damage public waste transmission or disposal facilities.