



The South Walton New Town Master Plan of Development

South Walton County, Florida

Original Proposal October, 1996

Revised September, 2006

Adopted November, 2007

EXECUTIVE SUMMARY

In 1993 the Florida Legislature created and funded the South Walton Conservation and Development Trust in response to the state's 1992 purchase of over 18,000 acres of land in south Walton County.

The Trust was charged with developing a plan for all of south Walton that was:

- based on a complete environmental analysis of the entire planning area (53,000 acres), including protection of rare and endangered species and their habitats;
- To include a network of greenways and trails for the use as wildlife corridors and recreations paths;
- Innovatively designed, energy efficient development with adequate public facilities which are concurrent with development;
- To provide for the acquisition and disposition of public lands within the planning area.

A new town was envisioned on state lands at US 98 and US 331, to act as South Walton's central commercial and civic focus. This would become the "town center" for south Walton. The town center was to be a new compact, pedestrian oriented development with a concentration of services serving all of South Walton. According to the Trust Plan, the New Town was to incorporate into its urban design the following facilities:

- public square or commons
- major public building to house government services
- high school complex
- public library
- community scale park
- mixed use/commercial component
- multiple housing types
- jitney or transit stop
- significant workplace allocation for location flexible businesses
- site for a community college

The New Town Master Plan was predicated first and foremost on achieving minimal impact on the environment. The functions of the town were to be contained within natural boundaries, and avoid the wetlands and wetland buffers. The land uses were closely grouped to create a walkable, sustainable community where people would live, work, attend school, shop and enjoy recreational activities. A series of pedestrian walkways and bike paths were designed to link the various functional areas of the Town, and tie into the greenways system, thereby reducing dependency on vehicular traffic and encouraging recreational pedestrian activities.

The future land use plan for the Town Center (TC-1) was based on the concept that a compact, mixed use, pedestrian-friendly neighborhood is the basic element of community design that can best minimize infrastructure requirements, control urban sprawl, promote energy efficiency, and encourage healthy communities.

This Draft of the Walton County Town Center-1 Master Plan was prepared by the planning department based on the initial New Town - South Walton County, Florida Master Plan of Development prepared in October, 1996, public comments from focus groups held at that time, and subsequent changes which occurred in the intervening ten-year Visioning period.

Based on the different categories of potential tenants, and the conceptual and strategic objectives for the site, a range of development objectives, together with planning and urban design parameters are outlined in the Master Plan.

Features of the Master Plan:

- planning conditions on the site
- definition of a physical framework and development guidelines to ensure an integrated, high quality neighborhood setting
- urban town planning issues
- building densities and floor area ratios
- parking ratios based on gross internal areas of the building
- guidelines on design, building heights and materials
- phasing guidelines for commercial development
- landscaping and xeriscaping guidelines
- nature trail interconnectivity between areas
- storm water drainage master plan
- bonus points for allowing increased density on residential acreage

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COMPREHENSIVE PLAN

The Walton County Comprehensive Plan established the New Town Center as both a Neighborhood Planning Area (L.1.1.1 (B)(3) to encourage a mix of residential development types, and as a Mixed Use Center (L.1.1.1 (B)(6) to create a more intense variety of commercial densities to make the concept of a Town Center viable in South Walton.

The Comprehensive Plan also requires the following (*quoted*):

- The TC-1 Town Center shall be developed consistent with a 1996, South Walton New Town Master Plan of Development.
- This master plan will be developed in accordance with the multimodal transportation strategies of Objective T-1.6, which encourages a balance of auto, truck, bicycle, pedestrian, and transit systems in Walton County.
- The master plan shall also be developed consistently with the strategies and principles of Objective R-3-3, which deals with the development of a trails and greenways system in South Walton County.
- This master plan shall also be developed in accordance with the design principles that guided the development of the October 31, 1996, South Walton New Town Master Plan.
- Following completion and approval of the master plan, the densities and intensities of land use within the TC-1 land use area shall be as stated in the overlay district regulations, and shall be subject to all provisions, classifications, and criteria consistent with the Master Plan.

The general criteria for a detailed plan for the TC1 land use area include:

- a complete environmental analysis, the results of which shall become a part of the County's GIS. (Comprehensive Plan provisions related to protection of wetlands, floodplains, natural vegetation, and listed species habitat.)
- a detailed plan that applies the Neighborhood design principles is required. The plan shall meet the Special Regulations and Requirements of Policy L.1.1.1.6.d of this Element.
- interconnections to existing developments or established neighborhoods are required, unless physically prohibited.

-In accordance with the design parameters for Neighborhood, the Plan shall, depending upon size, incorporate:

- Public Use (Neighborhood park, square, etc.)**
- Civic Use (Community Uses)**
- Workplace**
- Commercial Center**
- A transit or Jitney Stop with Park and Ride Spaces**
- Multiple Housing Types**

- **a Property Owner's Association or similar entity to ensure long-term management and continuity is required.**
- **an affordable and workforce housing plan, and live/work considerations.**
- **a complete infrastructure & support system plan that minimizes capital costs and environmental damage.**
- **an environmental protection and enhancement plan directed toward watershed management of wildlife movement and habitat protection and, if applicable, a burn plan coordinated with the Division of Forestry.**
- **a plan for Green Building sustainability and energy efficiency, including, but not limited to:**
 - solar orientation of buildings**
 - water conservation measures**
 - efficient equipment in residential units**
 - recycling**
 - community gardens**
 - site development innovations**
 - greenway or open space linkages**
 - an "edge" management plan when the site abuts a State Forest, trail, or Park.**
- **Additionally, under MIXED USE CENTER the plan specifies:**
 - the underlying density for privately-owned land within the area designated as TC1 shall be two (2) dwelling units per acre, until the master plan is accepted, and the densities and conservation and development criteria of Neighborhood Planning Area shall apply.**

ORIGINAL MASTER PLAN DESIGN GOALS

Three initial goals were established for the design of the South Walton New Town:

Minimize the impact of the Town on the environment.

Minimal impact on the environment is a primary goal of the design of the New Town Center. As the Town Center is located in an environmentally sensitive area, the plan was developed to avoid, as much as possible, impacts on wetlands and wetland buffers. The Town buildings, consisting of housing, commercial shops and offices, schools, and civic activities will be clustered away from wetlands.

Design a sustainable walkable community providing services for Walton County.

The new town is designed as a walkable, sustainable community. This planning principle allows for an environmentally sensitive and energy efficient design, containing growth within natural boundaries, and decreasing vehicular dependency while allowing optimal opportunity for personal interaction and pedestrian recreational opportunities. The town has a series of non-vehicular connectors of pedestrian and bicycle paths that link the different areas of the Town, as well as tying it to the greenways system of South Walton.

Create a development that offers opportunities for surrounding private land owners to be part of the town.

The third design goal was to create an environmentally sensitive, continuous neighborhood fabric for housing and work on this uniquely configured site. The design for the actual town center hub, or Government and Education Center (GEC), was to be built on the state owned lands. However, the plan wasn't limited to the design of the GEC public areas alone, but was designed to anticipate growth and encourage surrounding private land owners to be equally sensitive to the land in incorporating their property into the New Town concept.

2006 - ENVISIONING THE NEW TC - 1 TOWNSCAPE

Between 1996 and 2005 most of the construction work in the Town Center was focused on the GEC structures. The Chamber of Commerce, Department of Health, library, high school, and Courthouse buildings have been completed.

The planning department is in the process of completing the storm water master plan, and has met with owners of private property in TC-1, other stakeholders, and interested developers. The purpose of those meetings was to establish and ensure consistency with an overall design theme, or concept, for the built form and townscape guidelines for developing TC-1.

Upon adoption of the final Master Plan the residential density for TC-1 will be increased from the present ratio of a flat 2 units per acre, to a range between 4 and 10 units per acre. Each individual property owner will determine the number of units in excess of the minimum (4) they wish to develop (depending on environmental and building height constraints) by the number of bonus points they choose to earn by adding features selected from the list of incentives.

What is townscape?

The term ***townscape*** refers to the overall visual qualities that direct the “sense of place”, and the principles of layout that achieve those qualities. Townscape considers the overall town plan, and how each individual development project visually blends into a context with the entire town center project.

The purpose of Townscape is to:

Analyze all the elements that create the TC-1 project as a whole--from environmental aspects to the built form--and weave them together to create a unique but harmonious relationship.



Sense of Place

A place is realized upon recognition that one is entering a defined area, and that it has qualities/characteristics distinct from other areas.

Qualities of Townscape that Create a Sense of Place

- Places where people want to congregate, recreate, and enjoy pockets of natural beauty
 - enclosures, outdoor rooms, patios
 - gateways and arches
 - change of level, steps
 - interesting window treatments- shutters, small balconies
 - punctuation, adding outstanding features, balconies
 - narrowing and widening of building and pathways
 - varying building heights and roof-lines

- alteration of the building or lot lines
- recognizable, overall theme

Considerations for public input in adopting the Townscape:

Provide citizens, businesspersons and representatives of active community groups a chance to be engaged and be heard in a constructive and meaningful way through a review committee and public workshops.

- Provide feedback and input on civic/community issues associated with implementation of the Town Center Master Plan.
- Identify the need for and when necessary establish community work teams to address specific master plan issues.
- Stakeholders may bring issues to the attention of staff and County officials, and work toward resolution of potential problems as they are identified.
- Collaboration among stakeholders will be encouraged.
- Contribute to public understanding of and encourage support for Master Plan implementation.
- Help keep the community informed of the needs, purposes, and progress of Master Plan implementation.
- Encourage greater interest in and participation in community-based activities related to the Master Plan.
- Stimulate creative thinking in examining implementation issues.
- Identify ways of using community resources to meet implementation needs and challenges.
- Lead community groups and set the tone for positive and productive interactive relations among various organizations and with staff.

Features of the Master Plan - Overview

I. An Introduction that discusses:

- Planning conditions on the site
- Definition of a the physical framework and development guidelines to ensure an integrated, high quality neighborhood setting

II. Guidelines:

General:

- phasing guidelines for development
- landscaping and xeriscaping guidelines
- storm water drainage
- sign parameters and outdoor lighting
- bonus points for increased density
- commercial/retail preferences
- nature trail interconnectivity between areas

Specific:

- Urban Design Guidelines
- Street Design Guidelines
- Open Space Guidelines
- Architecture Guidelines
- Green Building Guidelines
- Definitions

PURPOSE

These Guidelines establish criteria for land development in order to:

1. Ensure fulfillment of the master plan vision and the desired urban character through the design and placement of new buildings, streets and public spaces.
2. Create high quality streetscapes by using buildings to form a pleasant, convenient and safe environment designed equally for pedestrians and motorists.

3. Reduce car travel demand by focusing growth in appropriate locations and providing connections to destinations through a network of local streets.
4. Provide an area for unstructured recreation and gatherings while preserving the natural state of a relatively undisturbed area.
5. Provide a measure of predictability to property owners and stakeholders on what may be built on their land or adjacent property, while allowing for flexibility so that the mixture of land uses and housing options may evolve in response to market factors.

APPLICABILITY

Although the Design Guidelines do not specify that redevelopment counts as new development, it should be understood that all redevelopment must comply with the Design Guidelines. Existing development does not have to comply until it is proposed for expansion or redevelopment. The Design Guidelines apply to all development within the boundaries of the defined TC-1 area. The Design Review Committee will review all development applications and determine their consistency with the approved Master Plan. All applicable Walton County regulations and approval processes must be adhered to at a minimum.

Certain specific Design Guidelines are expected to be incorporated into the Land Development Code. Some guidelines may be expanded, while others may be eliminated entirely. Each subsequent Site Development Plan or Development Order must comply with the approved Master Plan. Each new, individual site plan is an evolution of the plan that preceded it and provides more district-specific, site-specific and building-specific information about the proposed development. Throughout this document, examples of building types, streetscapes, architectural design styles, nature trails, and open space design, etc. are offered for illustrative purposes.

Unique Features of the TC-1 Master Plan

Mixed-use development: The Master Plan proposes a broadening of uses within the Town Center in a variety of ways. The increased density allowed under the approved Master Plan would allow for greater flexibility in types of uses. The plan recommends specific actions encouraging the provision of more housing and retail. Requiring retail uses, where allowed, to be sited on the ground floor in designated areas, but coupling that requirement with developer incentives is but one tool proposed that can help ensure a mix of uses. Because commercial use is an integral part of the development program

for the Town Center, there is opportunity for combining uses such as parking with other residential uses in innovative ways.

Opportunities for partnerships: Because of the scope and magnitude of several of the proposed guidelines, the Master Plan presents opportunities for inventive partnerships between existing groups and newer stakeholders which currently may not be actively involved in the Town Center. The Master Plan proposes that the developers, designers, and property owners engage in partnerships to provide projects (particularly housing) that fulfill the goals of the Master Plan. In addition, to fully achieve the townscape concept, developers and owners of separate properties are encouraged to plan their developments together to create a desired outcome. For example, the planning of a shared common area, arcade, storm water retention pond, or affordable housing.

Conclusion

Since economic shifts and an active regional real estate market will always result in a dynamic development process in the county, all of the stakeholders committed to the Town Center will have to stay focused on the task at hand—creating a vibrant, active Town Center in accordance with the vision outlined in the Master Plan .

SECTION 1: INTRODUCTION

For the privately owned parcels in the TC-1 planning area there will be several environmental site conditions that must be considered . Some of these considerations include wetlands, floodplains, trails, and buffers. However, these conditions also provide an opportunity for creativity in developing the townscape of TC-1. Property owners of existing lots of record at the time of Master Plan approval who choose to develop single family dwellings may go before the Design review committee and request that they be exempt from certain Master Plan requirements.

PURPOSE

This Master Plan establishes criteria for land development in order to:

1. Ensure fulfillment of the public vision and the desired urban character through design and placement of new buildings, streets, trails, schools, and public spaces.
2. Create high quality streetscapes by using buildings to form a pleasant, convenient and safe environment designed equally for pedestrians and motorists.

3. Reduce car travel demand by focusing growth in appropriate locations and providing connections to destinations through a network of local streets, trails or pathways.
4. Provide a measure of predictability to property owners and stakeholders on what may be built on their land or adjacent property, while allowing for flexibility so that the mixture of land uses and housing options may evolve in response to market factors.

ORGANIZATION

General Guidelines:

These guidelines are to stimulate discussion on the desired overall character/theme for the townscape for TC-1. Residential areas will have a distinct character from the GEC and commercial districts; yet, a theme of continuity or compatibility will result from adherence to the Master Plan.

Specific Guidelines consist of five integrated parts:

1. Urban Design - include general provisions and specific design criteria, such as setbacks, recommended building types (mixed use, residential, office, etc.) and other design standards to ensure interconnectivity and seamlessly integrated development.
2. Street Design - identify classifications and characteristics of streets, including street widths, number of travel lanes and on-street parking.
This is intended to provide consistent, integrated, and coordinated development even though multiple developers and investors will be involved.
While the exact location of the roads and connections are basically already in place, there is a need to examine enhancements and an overall "look," such as sidewalks and landscaping.
3. Open Space - provide design criteria for various types of open space considerations. Open Space Guidelines suggest locations for urban amenity areas, natural areas, parks, paths, plazas, promenades and special sites within TC-1. This public space provides an area for unstructured recreation and gatherings while preserving the natural state of a relatively undisturbed area. This space allows for the natural succession of native plant species and protects the habitat of local wildlife.

Open space areas might also serve as large-scale stormwater retention areas, providing habitat for native wetland plant and animal species.

4. Trail Guidelines – Discuss provisions for the interconnected network of trails for pedestrians and cyclists linking more urban areas with the rural periphery of the development area. Trails are intended to connect the greens, schools and different parks together providing meaningful destinations for users and encouraging passive recreation opportunities.
5. Architecture Guidelines - No specific architectural style has been adopted for the entire Tc-1 area, but the GEC area Design Guidelines approved January 25, 2000 suggest design continuity reflecting the rich history of the Santa Rosa Beach and Choctawhatchee Bay area of Walton County.
6. Definitions - explains key words and phrases important to understanding the Design Guidelines.

This Master Plan includes both requirements and recommendations. Requirements should be followed unless the proposed modifications are based on unusual programmatic requirements, peculiar site or economic constraints, or the proposed architectural design or site plan meets the intent of the requirements by producing a better design solution or offering additional design enhancements. Recommendations offer more flexible guidance than requirements and are provided to help achieve the vision of the Master Plan. Any departure from the Master Plan will be reviewed by the Design review Committee and the Planning and Development Services Department.

SECTION II - GUIDELINES

A. General Guidelines:

1. A Town planning townscape/overall theme guideline will be a consideration addressed by the Design review Committee.
2. Preferences for retail and commercial enterprises will be reviewed by the Design review Committee
3. Preferences for signage and exterior projections such as signage will be reviewed by the Design review Committee.
4. Xeriscaping to create aesthetically pleasing, environmentally friendly landscaping.

5. To assist developers in realizing the full density potential of their property staff will continually work with stakeholders to maintain a current and viable list of incentives within the bonus point system. These could include: provision of public tennis courts, public water fountains, benches, picnic tables, public restrooms, live-work units, bike racks, understructure parking, park and ride spaces at Jitney stops, dedicated commercial areas, public commons, contributing easement to be utilized for overall trail connectivity, and innovative stormwater and Green building solutions which exceed the minimum requirements in the Land Development Code.
6. Nature trail interconnectivity between the GEC and private areas is one of the main design objectives of the center. The Design and Trails Committee will work closely with local, state and regional Greenways and Trails authorities to ensure trails are developed and maintained consistent with The Town Center One Trails Map adopted as part of the Master Plan.
7. All development will be consistent with the master storm water drainage plan. Joint storm water plans will be utilized whenever possible.

B. Specific Guidelines:

1. URBAN DESIGN GUIDELINES

GUIDING PRINCIPLES

The Master Plan provides a GEC with predominantly civic buildings within walking distance to residential and commercial areas which includes walkable blocks, streets lined by buildings, wooded trails, footpaths and sidewalks connecting ground-level shops and restaurants. The scale of streets and blocks, the network of streets, and the street frontage are important in achieving this vision. The Urban Design Guidelines will provide development standards that promote this vision.

Generally, the following important design principles apply throughout Town Center One:

1. There should be a variety of uses, services and building types that serve the needs of residents, workers and visitors alike.
2. There should be a variety of housing choices at differing price levels;
3. Parking (except for on-street parking if permitted, and areas where there will be large congregations for public meetings at civic buildings) should be screened from public view, located behind buildings or treated architecturally to be compatible with adjacent uses.
4. On primary pedestrian streets (if applicable) where retail uses are to be concentrated, the ground level of buildings should include shops,

- restaurants, and similar uses or treatments (such as windows, awnings, entranceways) that activate the sidewalk.
5. Block lengths (or walkways between developments) should be suitable for the district in which they are located, but in general should be short and walkable. Trails should be interspersed with umbrella style picnic tables on interconnecting paths.
 6. There should be a network of streets and paths that provide alternatives for traveling to a destination in the Center.
 7. Streets should be designed/redesigned for cars, pedestrians, golf carts and bicycles. There should be secure bicycle parking areas located near building entries. Rounded concrete paving stones should be used whenever possible for walkways and streets. In the GEC area there should be logo banners on street lights and aesthetically pleasing directional signage.
 8. The types, placement, design and frequency of open spaces should be reviewed by the Design Committee to ensure they are suitable to the area in which they are located. Areas should be set aside for public art.

The Urban Design Guidelines specify those elements of the plan that collectively establish the physical character and visual appearance of TC-1. The overall theme of the GEC should be reminiscent of a modern ballast stone look historically associated with Port cities from early America. The Urban Design Guidelines describe the mix of uses, show how buildings and the street should relate, and define building heights and regulations. Although the Urban Design Guidelines include discussion of the relationship of buildings to the street, detailed treatment of street and streetscape character, and the open space elements are included in later sections on Street Design and Open Space Guidelines.

GENERAL PROVISIONS

1. BLOCK CONFIGURATION (If density provisions and partnering becomes viable):

- a. Maintaining building facades along street frontages, especially along primary pedestrian streets where retail concentration is encouraged.
- b. In residential areas where sidewalks are used to provide trail connectivity, walkways shall be of a minimum width to allow for pedestrians, bicycles and golf cart movement.
- b. Variations in building setbacks should occur in an orderly fashion. Buildings should align at the front façade. Alternating or staggering setbacks is discouraged except to allow for solar energy access.
- c. Blank facades, loading docks, service entrances and dumpsters are prohibited on front facades facing a boulevard or primary pedestrian street or public open space.

d. For long blocks (as J.D. Miller Rd. and Old Blue Mtn Road), access to another street in the middle of the block should be provided by a pedestrian way, alley or driveway. Alleys or driveways typically are private. This ensures short blocks and relates to measuring frontage and maximum or average block length.

2. PRIMARY BUILDING ENTRANCE:

The principal structure, including the primary entrance, shall face a street or public open space, not a parking structure or parking lot except in those structures where large civic office buildings or meeting halls such as the Court House Annex are located where it would be impractical for parking to be located a considerable distance from the meeting place. Where appropriate, dual access from both street and parking is encouraged.



3. PARKING AND SERVICE:

Mapping of primary pedestrian streets will be coordinated by stakeholders and the Design Committee.

- a. Parking structures should be designed to minimize their visibility from streets. They should be located internal to blocks, where possible. Buildings in which structured parking is the sole use should be discouraged. Sloped ramps should be located internal to the structure so that they are not visible along front facades.

Attention should be given to the design of parking garage interior lighting so that light sources are not visible from the street.

b. Vehicular access to and from garages should be designed to minimize pedestrian conflicts. Access should be from secondary streets or alleys where possible. If vehicular access is provided directly from primary pedestrian streets, a minimal opening in the building should be provided at sidewalk level. Vehicular access to parking should be designed to minimize pedestrian conflicts. Pedestrian access to and from the garages should be from the more pedestrian-oriented street.

c. On major roads and primary pedestrian streets, parking structures should be located behind buildings to minimize their visibility from the street. d. Parking structures should be designed to be compatible with nearby uses.

d. Dedicated service areas and dumpsters shall not be visible from Boulevards and primary pedestrian streets or the public realm. Service areas and dumpsters shall be screened with a wall or overhead door.

e. Mechanical equipment (utility boxes) should not be located in the setback between the building and the public right-of-way, nor should it be visible from the public realm. If it is not feasible to locate the equipment elsewhere or to locate it below ground, the equipment should be screened by a continuous, solid, opaque wall or fence that is architecturally integrated with the building.



4. CIVIC, CULTURAL AND SIGNATURE BUILDINGS:

a. Buildings that terminate a street or important vista shall have special articulation and massing, such as a special façade, lobby entrance, tower element or other special treatment. Civic, cultural or signature buildings are encouraged on such prominent sites .

5. LOCATION OF DRIVE-THROUGH LANES

Drive-through lanes, stacking, and entranceways for drive-through windows for banks and restaurants are prohibited along Boulevards and primary pedestrian streets. Stacking and access shall be from the interior of the block and shall be designed so that parking and circulation within the block is not obstructed.

6. STREET LIGHTING AND FURNITURE:

a. Pedestrian-scale street lighting shall be provided on all streets. Spacing shall be appropriate to enable an even distribution of light. Fixtures should be approximately 12 to 16 feet high and direct light to the street and sidewalk. Poles, fixtures, finishes, and dimensions should be consistent within Town Center. Variations in type, color, and finish are discouraged, unless it is decided to make a distinction between the GEC and the private

section. Banners and hanging plants on light fixtures and poles should be reviewed by the Design Committee.

b. Street furniture, including benches, trash receptacles and planters, should be provided on all Pedestrian Streets. Distribution shall be appropriate to the function of the street and placed in a manner that does not obstruct pedestrian movement. Style, finishes, and colors should be consistent within the district.

c. Permanent, freestanding building and tenant signs in the sidewalk are not allowed. Directional signs (providing directions to locations and not specific tenants) and location maps may be allowed in the public right-of-way if approved by the county.

D. BUILD-TO-LINE:

Guidelines for the number of feet from the edge of the curb to the building face should be established to create a constant *look* throughout the Center Minimum required setbacks from right-of-way will be established in concordance with pedestrian friendly standards.

E. BUILDING SEPARATIONS/SIDE SETBACKS:

The separation between buildings will vary, but should be sufficient to allow for pedestrian or vehicular access, where appropriate. A separation of 30 to 40 feet should be provided if an alley or driveway is located between buildings.

F. BLOCK AND BUILDING STANDARDS:

Block Length: Guidelines for block lengths are expected to vary within districts. Long blocks should have a pedestrian way, alley or driveway that provides through access to another street or to mid-block parking garages .

Retail Tenant Footprint: a maximum FAR of 2.0 determined by site configuration/clustering considerations in all areas with a maximum ISR of .85, single retail tenant footprint. Innovative paver systems and xeriscaping is encouraged to decrease Impervious Surface Area.

G. OPEN SPACE STANDARDS

Open Space Types: Plazas, greens, promenades, paths, Nature trails and parks. Criteria and recommendations for open space distribution and design are found on the Open Space Guidelines.

H. RECOMMENDED BUILDING TYPES

Mixed Use: Mixed Use Buildings have a minimum of at least two varying uses, often residential apartments or office space above retail.

Residential: Multi-family residential buildings and single-family attached units.

Office: A building whose primary use is office, but which may include retail or other uses at the ground level or penthouse level. Other building types are civic and educational complexes.

2. STREET DESIGN GUIDELINES

GUIDING PRINCIPLES

The Master Plan for TC-1 calls for a pedestrian-oriented, mixed-use community design. This may result in a different approach to street design. To create a unique urban environment, it is anticipated that streets within TC-1 may vary from the current standards.

Streets within an urban town center environment are an important part of the open space system. They should be designed for both people and cars. While not as green or landscaped as most open spaces are, the streets provide visual openness and spatial definition, and they are vital to the vibrancy of the Center. Although all streets should be pedestrian-oriented, certain streets, designated as Primary Streets, such as J.D. Miller Road may contain areas with significant amounts of pedestrian activity: shopping, walking, strolling, outdoor dining, seating, and conversing. The design and character of the streets (including sidewalks, street trees, light poles, furniture, etc.) requires careful consideration. To provide a pedestrian-friendly environment, the network should incorporate traffic calming measures such as frequent intersections, crosswalks, or similar treatments.

The Street Design Guidelines will provide roadway and streetscape standards for streets in TC-1.

1. General Provisions will provide overall guidelines for all streets

The guidelines documented in this section are important in order to achieve the distinctive pedestrian-friendly network of streets vital to a walkable new community. The diagrams, plans, and sections are conceptual in nature and are intended to provide guidance for the preparation of the TC-1 Master Plan. The Master Plan will show the preliminary street layout and will include Development Criteria for public, and for their related pedestrian areas.

GENERAL PROVISIONS

1. ROADS

- a. All roads shall be public roads except for driveways and service roads within blocks or within individual parcels.
- b. Transitions from one street type to another shall be designed to ensure smooth changes between paving, parking, sidewalks, planting strips, and other streetscape elements.
- c. If site conditions warrant modification to the Street Plans and Sections, consistency in the lane widths and sidewalk widths is more important than consistency in planting strip width or on-street parking layout. At an intersection where two different street types meet or where an existing street meets a new street, appropriate transitions should be designed to ensure

vehicular and pedestrian flow consistent with the urban setting intended by these Guidelines. Modifications will require County approval.

d. Curb radii at street intersections will vary. The County will determine the appropriate curb radius based on type and volume of vehicular traffic and the need to provide for suitable and adequate pedestrian crossings at intersections.

2. SIDEWALKS

a. The intent of the Master Plan is to build a system of pedestrian connections that will provide continuity through the Town Center. This network will be constructed in phase with new development. Streets shall have sidewalks along both sides throughout the Town Center. Unless there are unusual conditions whereby the county may waive sidewalk requirements or to approve design solutions that otherwise meet the intent of the regulations, or provide a better solution for pedestrian access. Sidewalks shall be designed consistently along both sides of the entire length of a street.

b. Where retail, storefronts, and building frontages with building entrances and multiple doors align a street, various sidewalk widths may be appropriate based on the use of the sidewalk and the adjacent building:

i. The sidewalk width shall be not less than 10 feet from curb to face of building. The 10 foot width will typically be within the public right-of-way so may not include arcades and sidewalk cafes. Trees should be planted in tree pits.

ii. In areas where retail uses are concentrated and heavy pedestrian use is expected, the sidewalk width shall be 15 feet from the curb to the building. Trees should be planted in tree pits. The recommended layout includes a 4 foot zone along the curb for trees, signs and space for door opening for parked cars; a minimum 8 foot clear zone for pedestrian; plus a minimum 1 foot space along the building façade.

iii. If a wider pedestrian passage is desired or needed to accommodate outdoor dining, arcades, landscaped areas or other uses, the setback to the first floor of the building should be increased to up to 25 feet from the face of the curb. This setback area can include the sidewalk, landscaping and special areas, as appropriate. As provided for in the Urban Design Guidelines, deeper setbacks may be approved if urban amenity areas are provided between the curb and the building.

iv. In residential areas where sidewalks are used to provide trail connectivity, walkways shall be of a minimum width to allow for pedestrians, bicycles and golf cart movement.

c. In instances where only office or residential windows face the street, the

sidewalk shall not be less than 5 feet wide. In such conditions, the sidewalk should be located so that there is a planting area suitable for trees and/or landscaping adjacent to the building and / or adjacent to the curb.

3. CROSSWALKS

- a. Crosswalks should be provided at all intersections where sidewalks traverse vehicular lanes.
- b. Crosswalks of a different paving material, texture, or color from the street paving material are encouraged in areas of retail concentration.
- c. Paving materials and textures should be chosen for ease of pedestrian movement and maintenance. Paving materials shall be approved by the County. Crosswalks should be similar within TC-1, although variation may be between the GEC and the private sector. Variations may also be allowed among different types of streets.
- d. A crosswalk is necessary across US 98 at either US 331, J.D. Miller Rd or Old Blue Mountain Road to facilitate biking and hiking between the beach, other nature trails and the Town Center.



4. STREET TREES

- a. Except where inconsistent with these Guidelines, street tree requirements shall comply with the LDC Regulations.

- b. Street trees shall be planted along all streets where feasible. Street trees should be native species indigenous to Northwest Florida.
- c. Where existing wooded areas are adjacent to the right-of-way, the County may approve the existing trees as sufficient to meet the intent of the street tree requirements.
- c. Street trees shall be provided on private streets unless those streets serve as alleys or service driveways. Refer to the Walton County LDC for approved tree species.
- e. Street trees located between the curb and the sidewalk should be centered in planting pits that are attractive while also maintaining a safe triangle of vision for traffic flow. Planting pits may have tree grates or may be planted with a groundcover. The county may approve or require variations in the dimensions of tree pits and grates from those shown in the Street Plans and Sections, depending on the size or species of street tree at maturity, planting methods used, and engineering design of the curb and sidewalk.
- f. Trees shall be planted at regular intervals along streets appropriate to the particular location and species.
- g. To create comfortable pedestrian passage, street trees shall have their limbs over sidewalks pruned to approximately 7 feet above grade when reasonably mature.
- h. Street Tree Selection Criteria:
 - i. Street trees/palms shall have a minimum 3-4 inch caliper or comparable container size at installation.
 - ii. Trees/palms shall fit the space limitations when mature. The species shall be native, and the ultimate size of the tree and the canopy shall be appropriate to the street type. Whenever possible streets and alleyways should be configured to allow existing trees and native plants to serve as xeriscape areas.
 - iii. Trees/palms must be able to survive the environmental stresses of the proposed location.
 - iv. Medium, large or canopy trees/palms should be used for street trees while small ornamental species of native vegetation should be used to provide variety in medians, at entries and/or within open space areas.
 - v. Small trees are permitted but must be pruned appropriately in situations where they inhibit sight distances, conflict with pedestrian circulation or create excessive maintenance problems resulting in damage to infrastructure..
 - vi. No thorn bearing trees or trees with rigid, sharply pointed leaves (such as some evergreen holly trees) shall be planted directly adjacent to sidewalks or pathways.

5. LANDSCAPING



a. If approved by the county, landscaping within the right-of-way that exceeds the required street trees shall be planted and maintained by the property owner(s), developers, homeowner's associations and/or other private entities. Green roofs (rooftop gardens) and xeriscape areas are encouraged.

STREET FRAMEWORK DIAGRAM

The Street Framework Diagram illustrates a potential network of connected roads that are intended to serve TC-! vehicles, bicycles, and pedestrians. Final street layouts will depend on engineering feasibility and the fabric of block sizes and configurations that respond to the land use mix in each area. The Street Framework Diagram is intended to help disperse pedestrian and vehicular traffic through the Center and GEC. The Framework Diagram uses dashed lines to depict potential alignments for roads that will need further engineering and environmental studies to determine if they should be added to the street network proposed by the Master Plan.

The Street Framework Diagram identifies those segments of the streets that are expected to be the focus of pedestrian activity. Primary pedestrian streets will have a concentration of retail, restaurants, shops, and services on the first floor of adjacent buildings. The streets often will have wide sidewalks and may have

urban amenity areas or other features such as benches, special plantings, and public art.

The other streets depicted on the Street Framework Diagram are likely to have less activity than primary pedestrian streets, although they may have some retail, restaurant or service activities in the ground floor of adjacent buildings. These streets may have garage entrances and/or provide access to service areas.

STREET TYPE DIAGRAM (To be developed by the GIS Department)

The Street Type Plan identifies several potential categories of TC-1 streets. Street Sections and Plans illustrate the distinctive character proposed for each of the various Street Types within the Center. The street character is created by establishing criteria for the width and number of potential lanes, the presence of medians, special roadway paving and sidewalk treatment.

The Street Types, and their right-of-way dimensions, is subject to ongoing review and comment by the Department of Public Works, the Planning Department, Engineering Division, and others. The number of lanes for all highways and major roads will be subject to traffic capacity studies.

STREET SECTIONS AND PLANS

1. HIGHWAY: SIX LANES (AREA FOR BIKE CROSSING)
Example: US 98
2. MAJOR ROAD: FOUR LANES WITH POTENTIAL FOR FOUR LANES
example: Chat Holley Road
(illustration) Building on both sides of road, sidewalks and/or bike paths on both sides. Potential drainage strip/greenspace on each side.
3. PRIMARY PEDESTRIAN ROAD: TWO LANES (WITH CENTER MEDIAN - possibility)
Example: J.D. Miller Road
(Illustration) Buildings on both sides of the road/mixed retail/sidewalks.
4. STREET: TWO LANES
(Illustration) Buildings on both sides of the road/bike paths on one side/possible sidewalk on other side.
Example: TC-1 internal roadways.

(Illustration) Buildings on one side; plaza, green, or square, wetlands on the other side.

5. PRIVATE ACCESS DRIVEWAYS AND SERVICE ROADS

(Illustration) Buildings on both sides of the road.

3. OPEN SPACE DESIGN GUIDELINES

GUIDING PRINCIPLES

The public open spaces within TC-1 are an integral component of the overall Master Plan. Since its inception, the Town Center has been envisioned as a setting of natural beauty, with its extensive wetlands and nature trails network that will connect to all of the TC-1 area. New components of the open space system will be sought to create public gathering spaces; provide ideal locations for public art, seating, fountains, and landscaping; preserve additional streams, wetlands, and woodlands; offer locations for passive and active recreation; and contribute to the overall character and success of the Town Center area.

New open spaces should continue to be designed as a system of connected places.

Open spaces will include parks, greens and plazas, as well as paths and promenades, and preserved natural areas. The greens and plazas are placed in the more urbanized areas, where spontaneous activity is generated by people entering and exiting buildings and shops, and where restaurants are encouraged to have outdoor dining. These spaces may also host planned activities. Paths and promenades are designed primarily to allow movement from one destination to another, although in some instances the promenades may be designed to accommodate public gatherings.

The Open Space Design Guidelines include:

1. General Provisions that provide guidance for all components of the open space system.
2. The Open Space Framework Diagram that shows recommended locations for various types of open spaces suitable for the Town Center.
3. The Open Space Types that describes the components of the open space system and provides illustrative examples of how these spaces may be designed.

The Open Space Guidelines offer criteria and suggestions for the location and design of various open space elements and provide illustrations of open space types that may be appropriate for Downtown.

The Guidelines primarily focus on public outdoor spaces. These spaces, however, are not the only Town Center opportunities for recreation and community gathering. The pedestrian-oriented streets, bicycle paths, and trails create a network of mobility that is part of the public realm and offer social and recreational opportunities, as well as functional connections among destinations. Criteria for pedestrian sidewalks are included in the Street Design Guidelines. Potential civic and cultural sites are shown on the Open Space and Special Sites Plan as important locations for public activity.

The primary purpose of the Open Space Guidelines is to address the character of open spaces that will be used by the public. Some residential developments may offer private recreation facilities, both indoor and outdoor, for their residents. These facilities will supplement the public spaces in serving the needs of those who live in the Center. Criteria for these uses (pools, community buildings, exercise rooms, etc.) are not included in these Guidelines as their design and location will be market-driven and, if indoor uses, will be integral to architectural plans.

GENERAL PROVISIONS

1. LOCATION AND CONFIGURATION

- a. Potential open space locations are depicted in the illustrative Open Space Framework Diagram.
- b. Each development may be required to provide a portion of the developable area for urban amenity areas. Urban amenity areas shall be a minimum of 1,000 square feet and shall be distributed throughout the center and not combined in a single area. Bonus density points will be awarded on a case by case basis.. Some blocks/streets may have amenity areas, while others may not. Amenity areas shall be provided in phase with development and shall not be the last feature provided.
- c. The following areas cannot be used to fulfill the minimum percentage of urban amenity area requirements:
 - i. Existing credited open space.
 - ii. Sidewalks and related pedestrian areas within the right-of way or within building setback areas.

2. DESIGN AND MAINTENANCE

- a. Open spaces should be physically and visually accessible, and designed to invite people of various ages and mobility, with consideration given to user compatibility, such as pet/equestrian areas and bike paths.
- b. Open spaces should be designed for their intended function; to accommodate public gatherings; large greens or parks should minimize

hardscape areas that will detract from their intended appearance as a green oasis dominated by turf and native landscaping.

c. Open spaces should not be overly designed with structures and planting that will block visibility to storefronts, public art, solar energy components or important vistas.

d. Open spaces should be designed with consideration for local climate and sun exposure during different seasons of the year.

e. Where appropriate, views from open spaces should visually link these spaces with the public realm and special sites within the rest of the Center.

f. Open space design should give careful consideration to maintenance, so that even in severe conditions and with limited maintenance, the open spaces always look attractive. Xeriscaping and native plants should be used whenever possible in order to minimize maintenance.

3. SEATING

a. Open spaces should provide for a variety of seating locations, orientations, and arrangements, including primary seating (benches and chairs with backs) and secondary seating in the form of steps, planters, and walls.

b. Seating should be oriented so that sitters can watch passersby.

c. Optimal seating wall heights should be approximately 16 to 18 inches, although heights from 9 to 30 inches may provide seating opportunities.

4. PUBLIC ART

a. Public art and fountains should be incorporated in the open space design. Special sites for civic, cultural or signature buildings offer potential focal point locations for sculpture, fountains, and special landscape features.

5. HARDSCAPE MATERIALS

a. Materials shall be selected that are durable and appropriate for the scale and context of the TC area. Although materials must be suitable for significant pedestrian use, their quality and appearance shall reflect their importance as amenity spaces within the public realm.

b. Walls should be constructed of brick, stone, decorative or architectural block, or similar materials.

c. Pavement in urban amenity areas should be brick, stone, concrete pavers, or concrete. Large expanses of concrete paving without details, scoring patterns, or brick/stone banding will be reviewed for approval by the Design committee.

d. Pervious materials are encouraged wherever possible; however, boardwalks should be used where paths cross wetland areas.

OPEN SPACE FRAMEWORK DIAGRAM

Greens and plazas should be located at sites such as the terminus of important vistas, at key intersections, and along major pedestrian routes to the High School and other GEC buildings. opportunities that invite greater use. The Open Space Framework Diagram also considers locations for cultural, civic and signature buildings that, based on their prominent locations or community-oriented functions, can contribute to the public realm by providing space for urban amenity areas or public art. These sites can serve as potential focal points within the open space network.



PARK

A park is a public space available for active and passive recreation, typically located at the edge of the district, with access from a public thoroughfare and sometimes includes or is connected to Natural Areas. The landscape generally consists of, but is not limited to, lawn, trees, gardens and walks. Although parks may be designed or remain in a somewhat natural state, they require maintenance. Parks may accommodate active structured recreation such as urban playgrounds, tot lots, picnic areas, and related parking. Parks in the Center are anticipated to be flexible green spaces used for a variety of functions, including active recreation, at times, as well as festivals and other events.

1. Possible activities such as a tot lot or children's playground, a skating rink that can be used for other special events, arts festivals, Wine in the Woods, etc. Plans for such activities may also include the potential for a small building or structure, an adjacent plaza or gathering area, and electrical, lighting and similar infrastructure.
2. Paths, open lawns, nature trails, and woodland.

PROMENADE

A promenade is an extended walkway, more prominent and frequently wider than a sidewalk that accommodates significant pedestrian movements and provides a formal connection between important destinations. A promenade may be used as a setting for planned events such as festivals. It is typically composed mostly of hardscape (walkways, steps, ramps, and walls), often lined with trees and other landscaping, lighting and benches, and may include public art.

Promenades reinforce key pedestrian corridors.



NATURAL AREAS

Natural Areas are open space areas reserved for the protection and enhancement of environmental resources including lakes, streams, wetlands, buffers, woodlands, steep slopes, floodplain and similar environmentally sensitive land that often connects to other open space.

Although the landscape is naturalistic, some management and maintenance is typically required. Certain areas may be conducive to informal recreation such as hiking and biking trails that link the natural areas to other portions of the open space network. Edges of the natural areas may be suitable for limited active recreation and parks. The TC-1 district has several tributary streams, wetlands, floodplain areas and associated woodlands that must be protected from development. These natural areas are should be incorporated into the open space system.

URBAN AMENITY AREAS: GREENS AND PLAZAS



A green is a small, urban space available for public use and enjoyment. Greens are typically, but not required to be, defined by building frontages and /or streets. Greens are predominantly planted spaces that also include walks and other paved surfaces. Greens, whether formal or informal in their designs, help create a distinctive identity for each district. A plaza is an urban space, typically at the intersection of important streets, between buildings along a street or sidewalk and / or at the junction of important commercial and civic buildings. It is typically, but not required to be, circumscribed by building frontages. The primary plaza for TC-1 is located in the GEC area between the Chamber of Commerce and the Courthouse building.

Within the TC-1, additional greens and plazas should be created to expand the public realm and create focal points for public gathering. Opportunities to locate greens and / or plazas may include the following:



PATHS Pathways for pedestrians and cyclists provide connections among important destinations and should be an integral part of open spaces. Paths are typically fitted to the natural character of the site or to the urban context, and are often constructed with such materials as concrete, asphalt, mulch, and boardwalks (for spanning waterways and environmental areas). Paths should be designed for their intended use and intensity of use, including consideration for safety. If appropriate, they may include lighting, benches, and drinking fountains.

The Open Space Plan depicts paths throughout TC-1 that provide better access to the GEC and adjacent neighborhoods. The plan recommends completing linkages to Florida Greenways and Trails, and implementing a safe crosswalk area from TC-1 across US 98 to provide a connection to the bike path along 30A.

4. ARCHITECTURE DESIGN GUIDELINES

GUIDING PRINCIPLES

The Architectural Design Guidelines offer general principles to consider in the design of buildings. They are not intended to prescribe any style, but to allow progressive, forward-looking design. As in American town centers that have evolved naturally over time, buildings are expected to have a richness and diversity of architectural expression. Walton County has been lauded for its visionary approach to planning and design which has created developments reknowned for innovative design.

Although the Master Plan embraces Smart Growth in its planning vocabulary and many of its architectural images, designers, architects and developers are

encouraged to also recognize and incorporate other design concepts. The Master Plan encourages designers and developers to consider new technologies for “Green Building.” The State offers Green Building Tax Credit for buildings that meet the United States Green Building Council Leadership in Energy and Environmental Design (LEED) Guidelines.

Buildings should be designed to reinforce the distinctly urban character established in the Master Plan for TC-1. Special focus should be placed on the design of buildings along pedestrian-oriented streets and their contribution to the evolving urban environment of TC-1.



GENERAL PROVISIONS

1. BUILDING ORIENTATION

- a. Buildings that face more than one street should front onto the major pedestrian-oriented street.

- b. Buildings facing a primary pedestrian street shall have storefronts at the ground level in areas where retail uses are concentrated. Storefronts shall face the more important street and may turn the corner to receive pedestrian circulation from another street, plaza, parking area or pedestrian way.
- c. Buildings that are located at the edge of TC-1 should take into account their relationship to buildings in adjacent districts, including consideration of compatible building heights and uses.
- d. No drive-through facilities will be allowed within the TC-1 area..

2. BUILDING MASSING AND ARTICULATION

- a. Taller buildings should have a greater number of stories for their base and top and may use expression lines (such as a horizontal band, projecting material, or a shift shift in vertical plane).
- b. Building facades fronting on pedestrian-oriented streets or framing public open spaces shall avoid the appearance of undifferentiated solid walls and should include glazed openings to promote visual interaction between building interiors and street activity.
- c. Variation at the storefront level of buildings is encouraged. Variation may be achieved by signage, awnings, lighting, or other treatments.
- d. To establish pedestrian-scaled design on the ground floors of larger buildings, use window groupings, material changes, columns or pilasters on the principal facade to accentuate individual storefronts and denote smaller increment building bays.
- e. Buildings that extend horizontally along the street frontage for more than half the length of the block should utilize architectural design to provide variety and reduce the apparent mass of the building.
- f. Entrances should be clearly recognizable within the facade and receive special articulation within the base or bays in which they occur. Main entrances shall be from the more important thoroughfare or more pedestrian-oriented street. Where appropriate, lobbies should extend through the building to provide direct pedestrian circulation from parking areas or open spaces to the primary thoroughfare

3. EXTERIOR WALLS

- a. The design of building façades shall contribute to the Center's character with varied and articulated treatments. All exposed elevations shall be designed and articulated to a consistent degree. The facades defining or framing the public realm shall create visual interest and be designed to enhance the pedestrian experience. Walls abutting greens and plazas should be designed as front facades.

- b. Materials shall be selected that are durable and appropriate for the scale and context of the particular development.
- c. Walls, arcades, and columns should be stone, cast stone, precast concrete, architectural concrete block, brick, glass, metal or other attractive, structurally sound material.
 - i. For residential buildings, quality siding material may be used on upper floors and meet all structural windload requirements;
 - ii. Precast panels should include score lines to suggest units/panels of appropriate scale.

4. ROOFS

- a. Roofs may be pitched or flat.
- b. Roofs may be metal, stone or artificial stone, architectural grade asphalt shingles or "green roofs."
- c. Rooftop equipment (including elevator equipment, HVAC equipment, etc.) shall be concealed in penthouse structures designed as an integral part of the building or screened with a parapet.
- d. Roof penetrations such as vents, flues, etc. shall be placed to limit their visibility from the street and painted to match the color of the roof, except those made of metal, which may be left natural.
- e. Gutters and downspouts should be consistent with the building design and should be painted the color of the adjacent material or galvanized, except copper which shall be permitted to age naturally.

5. DOORS & WINDOWS

- a. Ground floor building openings, including entryway doors and windows, should be compatible within each structure and should reflect a pedestrian scale.
- b. Ground floor windows, particularly for retail uses, should have clear glass. Other windows should have glass with no excessive tinting.
- c. Continuous strip or ribbon glass windows as the predominant façade treatment are not recommended. Glass curtain walls may be components of the building, or used for special articulated corners and entrances.
- d. A selection of exterior window treatments should be made available such as hurricane shutters grill work, etc.

6. STOREFRONTS

- a. The first floor of all buildings on primary pedestrian streets, especially in areas where retail uses are to be concentrated, shall be designed to accommodate retail, even if they are not initially used for retail purposes.
- b. The design of the storefront shall be appropriate to the scale and architectural design of the building.

- c. The design and construction materials of the ground level storefronts shall be appropriate for a downtown retail street, to help contribute to an active pedestrian-oriented street. Factors that will be considered include:
 - i. How the storefront fits into the architecture of the buildings.
 - ii. Relationship to varying grades along the storefronts and the flexibility to adjust store entries.
 - iii. Visibility of storefronts including clear glass.
 - iv. Sidewalk spaces for outdoor retail displays or dining.
 - v. Sign and logo requirements.
 - vi. The design, materials and colors of awnings or canopies to protect pedestrians and windows.
- d. Storefront, doors, awnings and signage may have some individuality; yet they should have a unified design that contributes to the overall architectural character of the base of the building.
- e. Doors should be recessed a minimum of 3 feet from the face of the building to provide a covered or sheltered entrance to the ground floor retail use. Recessed doors are not needed along arcades or where awnings are located.

7. BUILDING SIGNAGE

- a. All signs must comply with the Walton County LDC. If deemed necessary supplemental sign guidelines for TC-1, will be incorporated into the Master Plan and added to the LDC. Such criteria should be updated, where appropriate, to reflect the intent to create a lively urban character for TC-1 and to recognize contemporary materials and practices.
- b. Retail window signs: A single external sign may be applied on the glass window flush with the elevation of each floor level. The sign shall be a maximum height of 24 inches floor (to be determined).
- c. Retail awning signs: The vertical drip of an awning may be stenciled with signage that is a maximum height of 8 inches (to be determined).
- d. Retail wall-mounted signs: A single external blade sign may be hung below the second floor windowsill perpendicular to the building. These signs may extend from the building a maximum of 42 inches and may be a maximum height of 24 inches. Vertical blade signs no greater than 8 feet in height shall be mounted above the storefront perpendicular to the building. These signs may extend from the building a maximum of 42 inches and may extend as high as the window lintels on the top floor (to be determined).
- e. Signs should be externally lit with decorative visible light sources.
- f. Signs flush with a facade should be designed to be integral with the buildings, have a maximum height of 24 inches and be externally lit floor (to be determined).

g. Roof-mounted signs and signs mounted above the top of a building are prohibited.

5. TC-1 DEFINITIONS

The definitions in Section 14 of the Walton County Land Development Code are to be applied to the terms used in the Design Guidelines. The following definitions explain terms used in the Design Guidelines that are either not defined in the LDC or have a different meaning in the Design Guidelines. These terms are specific to the Design Guidelines and supplement the definitions found in the Section 14 of the Walton County Land Development Code.

Arcade- A continuous walkway or passageway adjacent to a building and parallel to and open to a street or open space, or a passageway within a building, usually covered by a canopy or permanent roofing, and open to public use.

Affordable Housing- Those units targeted for low income households shall be affordable at a rent that does not exceed 80 percent of area median income. Very Low income households shall be affordable at a rent that does not exceed 50 percent of area median income.

Block- An increment of urban land, typically circumscribed by thoroughfares and/or streets.

Build-To-Line- A line established on a parcel to indicate the placement of the principal structure upon the parcel, parallel to the frontage and/or right-of-way, facing a street or open space. The intent of the build-to-line is to align structures on a street or open space.

Civic Building- A structure whose principal purpose is a public or civic use, such as government offices, school, post office, meeting house or community center, etc. Entertainment and recreation uses include sports clubs, health clubs, and lounges, restaurants with limited outdoor entertainment, small indoor theaters and similar uses.

Civic Use- Community uses such as meeting halls, libraries, post offices, schools, child care centers, clubhouses, religious buildings, recreational facilities, higher education, museums, cultural societies, visual and performance arts buildings, municipal buildings, and substantially similar uses specifically excluding the maintenance & servicing of vehicles and specifically excluding animal boarding facilities.

DBP- Density Bonus Point

Expression Line- An architectural treatment extending or offset from the surface plane of the building wall, or change of material, color or other treatment. Expression Lines typically delineate the transition between floor levels and base-middle-top of a building.

Entertainment and recreation- uses include sports clubs, health clubs, and lounges, restaurants with limited outdoor entertainment, small indoor theaters and similar uses.

.Frontage- The linear dimension along the front and/or side of a lot, bordering a street, public right-of-way, or open space.

Frontage Coverage- The percentage of a block occupied by building facades. The frontage coverage is calculated as the sum of the length of the building facades divided by the block length.

Frontage façade- The front facade of a built structure parallel to a street or public right-of-way and coinciding with the build-to-line.

Frontage Street: The street bordering on a property toward which the front facade and main entrance are oriented.

Green Building- Development consistent with maximum energy efficiency of buildings using environmentally sound building materials, energy/ water conservation systems, preservation or restoration of any on-site natural features i.e. wetlands, riparian corridors, watersheds, steep slopes, significant grasslands, etc., use of local vegetation on site to minimize impact on local habitats & to minimize water consumption and an established recycling program with tenants.

Institutional- This district includes land designated for major public and semi-public uses not included as allowed uses within Public Facilities district. **Open space:** The amount of the site that is devoted to recreation, resource protection, amenity, and/or landscaped buffers.

Limited lodging- An inn of no more than seventy-five (75) rooms and can include full services, such as supporting restaurant use.

Live/Workplace- Buildings with vertical mixed use, with neighborhood serving commercial/retail on the ground floor and residential above.

Master Plan- The South Walton New Town Master Plan of Development.

Mixed-Use Building- A structure consisting of multiple uses, whose ground floor use is typically, but not limited to, retail, restaurant or similar service business, with residential, office or other uses on upper floors.

Neighborhood Serving Commercial/Retail- Buildings of neighborhood scale or character primarily for business uses. This group of uses includes but is not limited to retail and personal service uses which support residential areas follows:

- Community centers and fraternal lodges
- Commercial or trade schools such as dance and martial arts studios
- Retail sales stores, such as: shoe stores, clothing stores, pharmacies, florists, and bookstores.

Garden Supply
Financial institutions with drive-up facilities
Food marts with gasoline sales
Grocery stores, supermarkets, and specialty food stores (such as meat markets, delicatessens and bakeries)
Restaurants
Temporary Seasonal roadside produce stands
Child Care Center

Open space- May include, but is not limited to, lawns, decorative planting, walkways, active and passive recreation areas, playgrounds, fountains, swimming pools, wooded areas, nature trails and watercourses.

Parks & Recreation- These uses include facilities for recreational activities such as picnicking, jogging, cycling, hiking, ball fields, outdoor ball courts, outdoor swimming pools, nature trails and similar recreational facilities.

Public Use- Includes streets, squares, parks, playgrounds, and substantially similar uses;

Professional Service/Office-This group of uses includes business and professional offices, medical offices or clinics, government offices, financial institutions without drive-up facilities, and personal service businesses where the service is performed on an individual-to-individual basis as opposed to services which are performed on objects or personal property. Examples of personal service businesses are beauty shops, barbershops, and photography studios. This group of uses may include: a dispatching, communications/office center for the distribution of goods, but specifically excludes the warehousing or actual distribution of goods. Service businesses such as blueprint, printing, catering, tailoring, travel agencies, upholstery shops, laundries/dry cleaners, and light mechanical repair stores (such as camera, TV, or bicycle repair shops).

Signature Building- A structure whose location in relationship to the public realm, such as a position on a street or open space, requires significant attention to its architectural design because of its prominent location.

Single Houses - Buildings for residential uses, including single family houses, duplexes & other compatible residential uses on individual lots.

Small Apartment Buildings & Townhouses- Buildings for residential uses including triplexes, townhouses and small apartment buildings. These buildings for residential use may have limited office and retail use, cafes, limited lodging & artisanal uses.

Storefront- The facade or portion of a building's front facade (typically the ground level only) with business or retail uses, typically aligned along the frontage line with the entrance to the business or retail use at sidewalk grade.

Town Center Design Committee- an organization group of Walton County Staff and voluntary Town Center property Owners who shall meet regularly, on an on –call basis to provide oversight of design, nature trails, wetland buffers

and common areas for purposes of maintaining the overall intent of the TC-1 masterplan.

Town Center: The area designated on the Walton County Future Land Use Map as TC-1.

Vista: A view framed by buildings, structures or the landscape.

Vista Terminus: A building, site structure, or significant element of a building that terminates or punctuates the framed view. Civic buildings, sculptural pieces and special building elements serve as the most appropriate view terminators.

Workforce Housing- Those households whose members collectively earn between 60% to 120% of area median income, adjusted for family size, that are able to make housing payments of 30% or less of gross monthly income.



Storm Water Master Plan

Engineering Concept Report - Stormwater and Environmental Overview

The Scope of work for this project was to determine the feasibility of development from a drainage standpoint. Three criteria were established to determine feasibility. These are as follows:

1. The ability to provide stormwater quality treatment meeting or exceeding Walton County standards. Density bonus points will be awarded for treatment exceeding Walton County standards by 10%.
2. The ability to provide peak discharge control in compliance with Walton County criteria. The criteria utilizes the Florida Department of Transportation (FDOT) methodologies and generally states that No increase in peak flood rates will be permitted for a storm with a 100 year recurrence interval.
3. The ability to maintain or improve positive drainage conveyance for the parcels of land which abut or are otherwise affected by this project.

A. EXISTING SITE CONDITIONS

The project is generally comprised of several isolated uplands surrounded by hydrologically sensitive (wetland jurisdictional) areas. Most of the soils in the area exhibit high seasonal groundwater, see Exhibit 2. The jurisdictional areas also provide substantial runoff storage during flood conditions.

There are two major drainageways from the Town Center. These waterways also drain substantial areas south of US 98 north to Choctawhatchee Bay.

The first is located on the westerly edge of the project along the west line of Sections 30 and 31. This waterway is a manmade ditch which runs along Old Blue Mountain Road. It leaves the project area through a triple 54 inch culvert under Chat Holley Road. The watershed contains 1.76 square miles at the point where it crosses under Chat Holley Road. This waterway will generally not be affected by the project with exception of a crossing necessary to extend Old Blue Mountain Road to Chat Holley Road.

The second is comprised of two manmade ditches which collectively drain about 556 acres south of US 98. These ditches come together in the vicinity of the proposed college site and continue north to just south of the proposed town center where the waterway crosses under US 331 and drains to Bowman Bayou. The watershed to US 331 is approximately 1.27 square miles. The waterway changes from a manmade ditch to a natural creek in the general vicinity of the proposed church site.

In addition to these major waterways, several other manmade ditches occur throughout the project area. These ditches provide drainage for most of the development area. Refer to Exhibit 4 for existing drainage structures.

The areas proposed for development are mainly Hurricane and Foxworth soils, with some areas proposed for development being Leon. Refer to SCS Soil Map depicted on Exhibit 2. The Foxworth soils are well drained with seasonal high round water from 3.5 to 6.0 feet below grade. The Hurricane series soils are somewhat well drained with seasonal high ground water varying from 2.0 to 3.5 feet below grade; some fill may be required in these areas to provide adequate drainage and protection of roadways from groundwater damage. The areas of development in the Leon series soils will require somewhat more fill, from 2 to 3 feet, since the seasonal high groundwater is from 0 to 1.0 feet below grade. Roadway underdrains are recommended in these areas to improve drainage.

B. GENERAL DESIGN CONSIDERATIONS

STORMWATER TREATMENT

Due to the diversity of land use and the proximity of environmentally sensitive areas (see existing site conditions), several methods to maintain and enhance water quality are proposed.

WET DETENTION POND SYSTEMS

Wet detention ponds with littoral shelves are proposed in the easterly portion of the project. This area includes the town center area and much of the commercial area.

The criteria for this method of treatment includes the placement of wetland vegetation along the pond banks (littoral shelves) to absorb pollutants. This method of stormwater treatment was chosen for this area not only for its ability to maintain water quality standards, but also for its aesthetic harmony with the environmentally sensitive areas. Another important benefit of this method is the low maintenance of structural devices required.

NATURAL BUFFERS

The natural buffers provided between the development areas and wetlands will also be utilized for stormwater treatment in the residential areas adjacent to environmentally sensitive land (wetlands). This method of treatment has been found to be very good for areas, typically residential rear yard areas, where it is difficult to place retention basins or swales due to the lower topography and high ground water. The vegetative natural buffer area shall be engineered in accordance with FDEP standards, however, at a minimum a 50

foot buffer width will be provided. Buffers greater than 60 feet will receive density bonus points. This method of treatment has been found to be an effective best management practice for the control of nonpoint source pollutants. A positive benefit of this method of treatment is high level of compliance. Since the only criteria is that the area remain in its natural vegetated state, the system will not cease to function from lack of maintenance.

PEAK DISCHARGE CONTROL

Stormwater peak discharge control will be provided in accordance with the Walton County Land Development Code (LDC). The LDC references the Florida Department of Transportation criteria for peak discharge control. The criteria generally states that the peak rate of runoff after development shall not be greater than what existed in the predevelopment state for a 100-year storm (a storm with a 1-in-100 chance of occurring in any given year).

For the purposes of this study, average impervious areas have been established for each of the land uses. The values were obtained from the Soil Conservation Service publication Urban Hydrology for Small Watersheds, June 1986. These percentages may vary slightly when the areas are refined during final design. Refer to Exhibit 6 for land use categories.

Land Use	Percent Impervious
Commercial	85
High density residential town homes and apartments	40
Residential	60

D. CONVEYANCE

As mentioned, several drainage ditches and other natural waterways exist throughout the project area. These waterways drain not only the project, but other private parcels within the watersheds. In order to provide adequate drainage at proposed crossings, culverts and bridges shall be designed to carry a minimum of a 100-year design storm. Refer to Exhibit 5 for preliminary culvert sizes at the proposed roadway crossings as well as a summary of the existing drainage structures. All development shall provide storm structures and conveyance piping to convey stormwater from their development to the proposed stormwater facility.

E. SUMMARY AND CONCLUSIONS

The project, although surrounded by diverse hydrologically sensitive areas, can be developed within the guidelines of the land use plan while still meeting the three objectives listed.

It is recommended that the commercial and town center area be treated with wet detention ponds. This method not only provides excellent treatment, but also provides a smooth aesthetic transition to the adjacent wetland areas due to the requirement of providing littoral shelves (man-made wetland areas as part of the lake systems).

Based on preliminary calculations, providing peak discharge control for the various areas poses no unusual problems. The development areas Exhibit no characteristics that would preclude the ability to control rates in accordance with the Walton County LDC. The parcels associated with this project can be designed such that flood rates downstream will not be increased. Detention will be provided in the stormwater treatment lakes and basins. Conveyance of stormwater runoff, especially in the two major waterways associated with this area, is an important consideration for this project. The project affects these areas where the proposed roadways cross the wetland areas to access the individual parcels.

Based upon preliminary design, the construction of culverted crossings will not have an adverse impact on the conveyance of major storms through these waterways. The culvert crossings can be designed to provide positive drainage conveyance of upstream flows from the various areas surrounding the development parcels. Refer to Exhibit 5 for estimated culvert sizes. Most of these crossings occur in man-made ditches. The wetland crossings at the town center appear to occur in a natural stream as opposed to a man-made ditch. In this area, a bridge or bridge culvert may be desired to minimize wetland impact.

CONCLUSION

Based on the preliminary design performed on this project, the town center is a viable, sustainable project. Construction of the various stormwater management systems in harmony with the surrounding properties and wetland areas provides an exciting opportunity in developing a new town center in South Walton County.

Final design of each of the respective areas will be coordinated through applicable committees and planning staff to ensure compliance with the plan. Several parcels may share common stormwater management (and other site design features, such as common parking, etc.) facilities which will provide a cost effective means of treatment and control.

Design of peak discharge control facilities should be based upon the design criteria of the County; however, weight should be given to the ultimate receiving waterways as opposed to the individual parcels. Design should be checked to ensure peak discharge rates in the waterways which drain the project, both man-made and natural, are not increased.

Geotechnical engineering studies of the respective parcels should be performed to obtain detailed information regarding soil types, groundwater depths, permeabilities, and

structural characteristics. Due to the nature of the area, this information is critical to provide a sound design with respect to stormwater management. This information will also be invaluable in the design of structures and pavement systems.

Environmental considerations are a key element of the town center design. All efforts have been made in the design to provide a town center which will be sensitive to the environment. It is recommended that an environmental consultant be a part of the final design team on each of the parcels to ensure the intent of the design to be met.

Best management practices to protect surrounding properties during construction are imperative to prevent degradation of water quality from both point and non-point sources of pollution. These best management practices should include measures to prevent erosion and sediment pollution that will remain in place until the respective phase is complete, the stormwater management facilities are in place and functioning, and vegetation has been clearly established.

Several permitting agencies will be involved in the review and approvals of the final designs of the stormwater management facilities associated with the various parcels and phases of the project. These include the Florida Department of Environmental Protection for both stormwater and wetland permitting, the U. S. Army Corps of Engineers, the Florida Department of Transportation and Walton County. The scrutiny of these agencies will help ensure a system that will be functional as well as compatible with the area.

ENVIRONMENTAL OVERVIEW



Wetland Delineation and Habitat Classification Summary

Introduction

A professional environmental consulting firm was contracted to delineate the wetlands on an approximately 423-acre tract of land located in south Walton County. The property is located north of US Highway 98, east of US Highway 331, and extending to Old Blue Mountain Road 1 Sections 30 and 31, Township 2 South, Range 20 West, Santa Rosa Beach, Walton County, Florida. Several upland and wetland habitats occur on the property. Wetlands within the panhandle region of Florida are regulated by the US Army Corps of Engineers (CE) and some wetlands are also regulated by the Florida Department of Environmental Protection (DEP). The wetland and upland habitats found on the property are further described below.

A. Vegetative Communities

Wetlands

Preliminary estimates indicate that approximately 76.3 acres of the property comprise wetlands regulated by the CE only. The wetlands on-site comprise several different habitat types: wet pine flatwoods, titi sloughs, isolated wet depressions/ponds, cypress domes, and channelized streams. The majority of the wetlands comprise wet pine flatwoods. Vegetation in the canopy of this habitat comprises slash pine (*Pinus elliotti*), scattered sweetbay (*Magnolia virginiana*), scattered bald cypress (*Taxodium distichum*) and pond cypress (*Taxodium ascendens*). Understory and groundcover vegetation comprises sweet gallberry (*Ilex coriacea*), bitter gallberry (*Ilex glabra*), fetterbush (*Lyonia lucida*), titi (*Cyrilla racemiflora*), St. John's wort (*Hypericum chapmanii*), bamboo vine (*Smilax laurifolia*), cinnamon fern (*Osmunda cinnamomea*), yellow-eyed grass (*Xyris* spp.) and meadow beauty (*Rhexia* spp.). The majority of this habitat type is currently in planted pines. The soil has been bedded for pine trees and standing water is common in the furrows between the bedded rows. This habitat type is found throughout the entire project site.

Titi sloughs occur along the eastern and northern portions of the property. This habitat is found along well defined drainages within the property boundaries. Vegetation comprises titi, black titi (*Cliftonia monophylla*), sweetbay, slash pine, black gum (*Nyssa sylvatica* var. *biflora*), red maple (*Acer rubrum*), sweet gallberry, fetterbush, cinnamon fern, black-stemmed chain fern (*Woodwardia virginica*) and other herbaceous species. There is minimal groundcover in this habitat type due to water flow and frequent inundation.

Several isolated wet depressions and/or ponds occur within the project boundaries. These habitats may hold water year round, as is shown in the pond located at the northeast corner of the project site. Vegetation comprises bald and pond cypress, sweetbay, loblolly bay (*Gordonia lasianthus*), red maple, St. John's wort, duck potato (*Sagittaria latifolia*), beakrush (*Rhynchospora* spp.) and yellow-eyed grass. Several large cypress domes are located throughout the property. Vegetation within these domes comprise mature bald cypress and pond cypress, with sweetbay, loblolly bay, black gum and pines scattered throughout. The largest of these domes occur on the western boundary of the property adjacent to Old Blue Mountain Road. This dome drains to the west via a culvert under the road which empties into a large ditch which flows northward.

Within the southeastern corner of the property and along the western portion of the property are several channelized streams. These channels are steeply incised and have been designed to drain water off the property. These channelized streams may function as part of the mosquito control program in south Walton County or may have been a result of tree farming activities on the property.

Uplands

Preliminary estimate indicate that approximately 246.3 acres of the property comprise uplands. Upland habitats on the property comprise upland pine flatwoods, and longleaf pine/turkey oak scrub. The majority of the uplands are pine flatwoods. Dominant canopy

species include slash pine and longleaf pine (*Pinus palustris*) with scattered Southern magnolia (*Magnolia grandiflora*) and live oak (*Quercus virginiana*). Understory and groundcover species include saw palmetto (*Serenoa repens*), bitter gallberry, titi, rusty Lyonia (*Lyonia ferruginea*), blackberry (*Rubus* spp.), catbrier (*Smilax bona-nox*), bracken fern and shiny blueberry (*Vaccinium myrsinites*). Much of this habitat type is located adjacent to the wet pine flatwoods described above. Much of this habitat is bedded and furrowed and some furrows may hold shallow water during the wetter time of the year.

The longleaf pine/turkey oak scrub is found in the northeast corner of the property. Dominant species include longleaf pine, turkey oak (*Quercus laevis*), scrub live oak (*Quercus geminate*), laurel oak (*Quercus hemisphaerica*), slash pine, saw palmetto, gallberry, bracken fern and catbrier. This habitat is well drained with no standing water at anytime of the year.

B. Wetland Jurisdiction and permitting

US Army Corps of Engineers (CE)

CE has jurisdiction over all wetlands, including swamps and broad transitional areas. On this site, CE jurisdiction includes the wet pine flatwoods, tit sloughs, isolated wet depressions/ponds, cypress domes, and channelized streams. The approximate acreage of CE jurisdiction on this property is approximately 1688.5 acres. The majority of the wetlands on this property may be considered above the headwaters or isolated.

Florida Department of Environmental Protection (DEP)

DEP has jurisdiction over all "waters of the State". This includes all rivers, streams, tidal waters, most lakes, and wetland vegetation connected to these water bodies. On this property, DEP has jurisdiction over the titi sloughs, channelized streams and cypress domes, totaling approximately 76.3 acres. All of these wetland types drain off the property, eventually flowing into the Choctawhatchee Bay.

C. Endangered and Threatened Species

A professional environmental consulting firm conducted a thorough pedestrian survey of the entire property during the delineation of wetlands and reviewing this delineation with CE personnel. No plants or animals listed as threatened or endangered by the State or Federal government were noted on this property. No critical habitat required by such a species has been noted, either.

The Florida Natural Areas Inventory (FNAI) has also conducted a review of the property. Their survey identified coyote-thistle aster (*Aster eryngiifolius*) on the property. This plant has a C2 listing by the US Fish and Wildlife Service. This listing indicates that the plant is a candidate for federal listing with some evidence of vulnerability, but for which not enough

information exists to justify listing. The US Fish and Wildlife Service encourages consideration of plants and wildlife with a C2 ranking in environmental planning.



Wildlife that has been observed includes white-tail deer, armadillo, raccoon, rabbit, numerous bird species, both migratory and permanent, eastern diamond back rattlesnake, water moccasin and several non-venomous snakes.