

CITY OF CLERMONT
ORDINANCE No. 2015-78

AN ORDINANCE OF THE CODE OF ORDINANCES OF THE CITY COUNCIL OF THE CITY OF CLERMONT, LAKE COUNTY, FLORIDA, AMENDING THE CODE OF ORDINANCES, CHAPTER 54 STREETS, SIDEWALKS AND OTHER PUBLIC PLACES, SECTION 54-78 DRIVEWAY CONSTRUCTION STANDARDS; CHAPTER 98 PARKING AND VEHICULAR USE AREAS, SECTION 98-9 ACCESS, SECTION 98-10 DRIVEWAY CONSTRUCTION STANDARDS; CHAPTER 110 SUBDIVISIONS, SECTION 110-274 ILLUSTRATIONS; PROVIDING FOR CODIFICATION; SEVERABILITY; EFFECTIVE DATE; AND PUBLICATION.

WHEREAS, pursuant to the provisions of Chapter 163, Florida Statutes, the City of Clermont Planning and Zoning Commission, acting as the Local Planning Agency of the City, has held a public hearing on November 3, 2015 and following such hearing found this Ordinance to be in the best interest of the City of Clermont, and recommended that the City Council adopt this Ordinance; and

WHEREAS, the City Council of the City of Clermont desires to amend Chapter 122 Zoning, of the City of Clermont's Code of Ordinances;

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Clermont, Florida as follows:

SECTION 1.

The City Council of the City of Clermont has the authority to adopt this Ordinance pursuant to Article VIII of the Constitution of the State of Florida and Chapter 163 and 166, Florida Statutes.

SECTION 2.

The Land Development Code of the City of Clermont Code of Ordinances is hereby amended to read as follows:

Section 54-78 - Driveway construction standards.

- (a) Driveways constructed below street grade must rise to an elevation at least to the top of the curb height on City rights-of-way before reaching the owner's property line. Driveways constructed above the street grade should not exceed a grade of one inch per foot from the top of the curb to provide for vehicular clearance, unless otherwise approved by the City Engineer.

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- (b) The maximum width of a residential driveway access to an off-street parking or other vehicular use area shall be 20 feet for two-way vehicular movement and ten feet for one-way vehicular movement. For commercial and industrial uses, the maximum width for accessways shall be two times that for residential uses. No more than one two-way accessway shall be permitted for any street frontage up to 100 lineal feet. Single family residential structures with three vehicular garage openings may allow driveway adjustments for front loaded garages as indicated in the table below. Such standards shall be applicable to any property under one ownership. Where such ownership involves over 100 feet of street frontage, one additional two-way or two additional one-way drives may be permitted for each additional 100 feet of frontage or major fraction of such frontage. The City has the right to require owners who rebuild or rehabilitate substandard driveways to reconstruct them to meet the requirements of this division.

Table 1: SINGLE FAMILY RESIDENTIAL DRIVEWAY WIDTH STANDARDS

LOT WIDTH	MAXIMUM DRIVEWAY (FT)	DRIVEWAY APRON WITH FLARES (FT)
Less than 60 ft.	20	26
Greater than 60 ft.	30	36

Section 98-9 - Access.

All off-street parking, loading, unloading and service area space shall have vehicular access to a street, frontage road, or reverse frontage road and shall be subject to the following provisions:

- (1) Nonresidential uses.
- a. There shall be only one vehicular access point, not to exceed 40 feet in width, or two vehicular access points, not to exceed 20 feet in width each, located on any one street, frontage road, or reverse frontage road to serve the premises in question. One additional vehicular access point; not to exceed 40 feet in width, or two additional vehicular access points; not to exceed 20 feet in width each, shall be permitted for every 400 feet of parcel frontage on a single street, frontage road, or reverse frontage road. All access facilities shall require the approval of the Development Review Committee for design or redesign and location.
 - b. All vehicular access points shall be located at least 100 feet, or two-thirds the distance of the parcel frontage on a street, whichever is greater, from the intersection of any right-of-way lines of streets.

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- c. All vehicular access points serving corner lots or tracts with less than 200 feet of frontage on only one street that is classified as an arterial, collector, or local collector in the Traffic Circulation Element of the Comprehensive Plan shall be located on the street that intersects the arterial, collector or local collector roadway in question.
- d. A minimum distance of at least 50 feet shall be required between any two vehicular access points located on any one street adjacent to and serving the premises in question.
- e. All vehicular access points shall have a minimum width of at least 12 feet per lane of traffic.

(2) Residential uses.

- a. The maximum width of a residential driveway access to an off-street parking or other vehicular use area shall be 20 feet for two-way vehicular movement and ten feet for one-way vehicular movement. Single family residential structures with three vehicular garage openings may allow driveway adjustments for front loaded garages as indicated in the table below. No more than one two-way access way shall be permitted for any street frontage up to 100 lineal feet, such standards to be applicable to any property under one ownership. Where such ownership involves over 151 feet of street frontage, one additional two-way or two additional one-way drives may be permitted.

Table 1: SINGLE FAMILY RESIDENTIAL DRIVEWAY WIDTH STANDARDS

LOT WIDTH	MAXIMUM DRIVEWAY (FT)	DRIVEWAY APRON WITH FLARES (FT)
Less than 60 ft.	20	26
Greater than 60 ft.	30	36

- b. Where such ownership involves over 251 feet of street frontage, one additional two-way or two additional one-way drives may be permitted for each additional 100 feet of frontage.
- c. The City has the right to require owners who rebuild or rehabilitate substandard driveways to reconstruct them to meet the requirements of this Chapter and other requirements of this Land Development Code.

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Section 98-10 - Driveway construction standards.

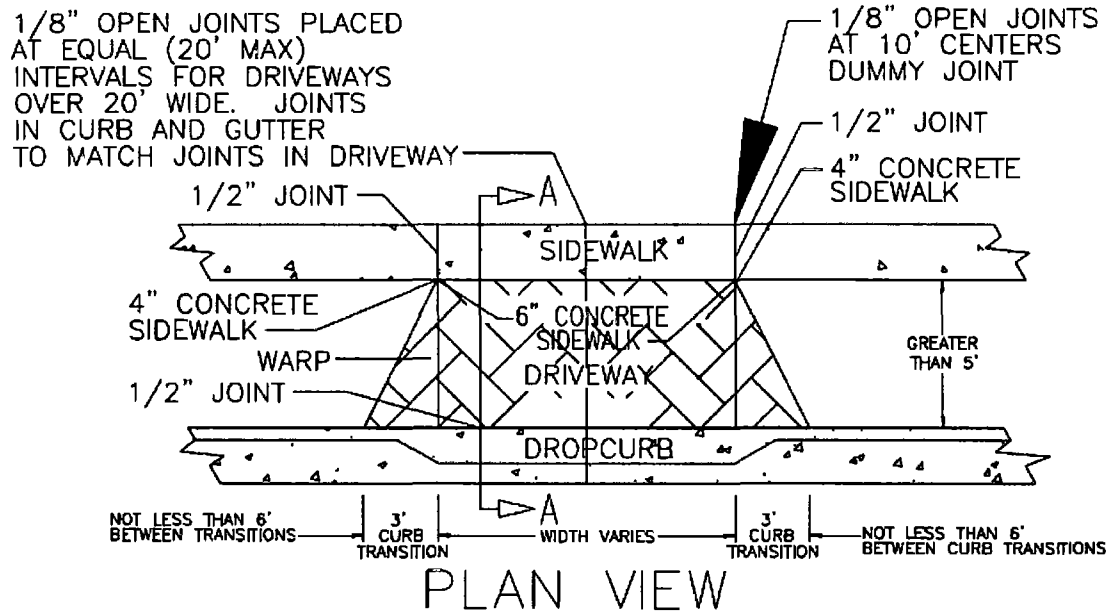
Driveways constructed below street grade must rise to an elevation at least to the top of the curb height on City right-of-way before reaching the owner's property line. Driveways constructed above the street grade should not exceed a grade of one inch per foot from the top of the curb to provide for vehicular clearance, unless otherwise approved by the City Engineer. Sidewalks located within driveways shall be constructed in conformance with standards established by Chapter 110, pertaining to subdivisions. All driveways and sidewalks shall be constructed in accordance with adopted City standards.

Section 110-274 – Illustrations.

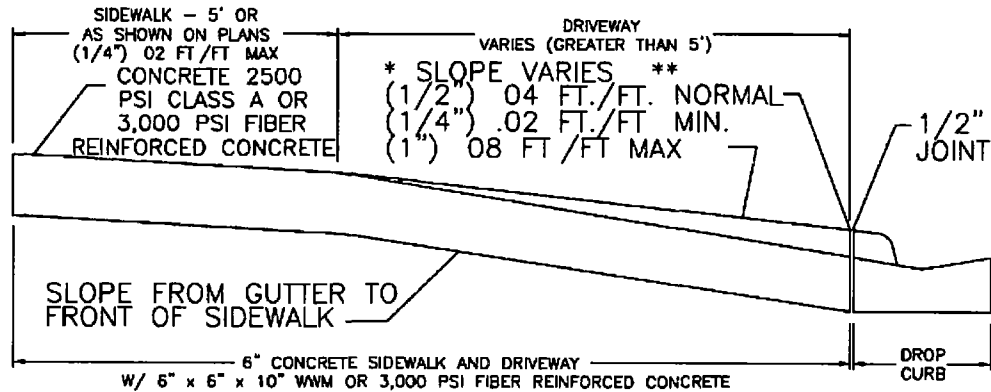
The following illustrations depict certain construction details relevant to this Chapter.

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Figure 110-274A. Detail of Sidewalk and Paved Driveway Construction



WHEN DISTANCE BETWEEN CURB AND SIDEWALK IS GREATER THAN 5 FEET

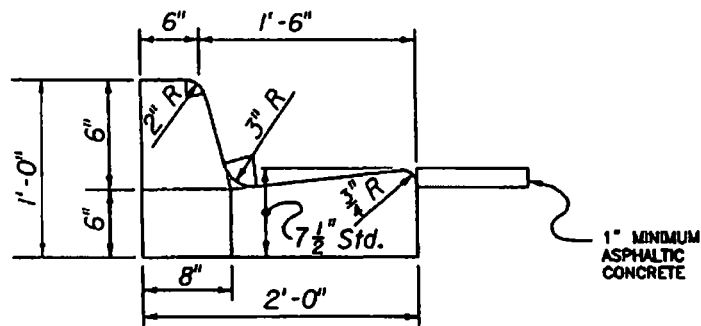
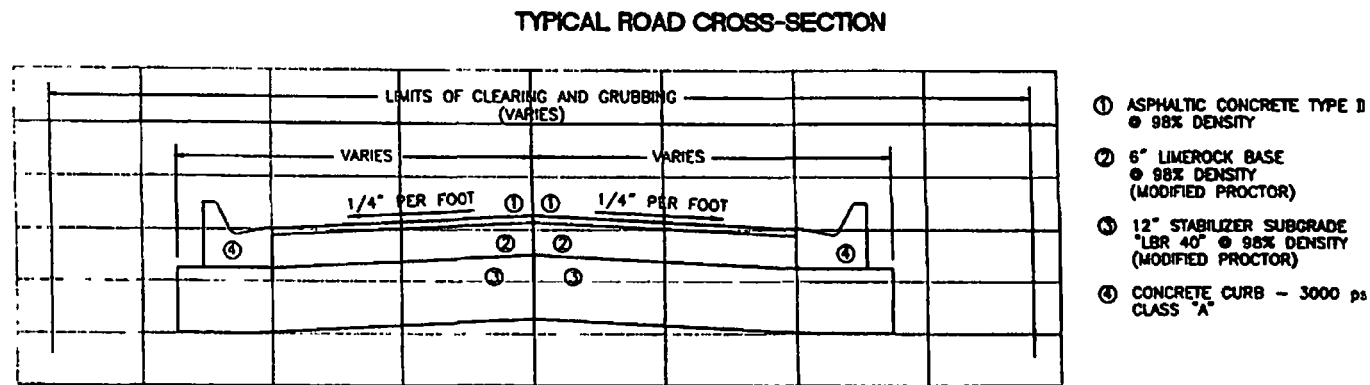


SECTION A-A

- * SLOPES CAN BE ADJUSTED WITHIN THE RANGES SHOWN TO IMPROVE TIES TO ADJACENT PROPERTY AND ARE TO BE TRANSITIONED TO AVOID DISTORTION IN SIDEWALK CONTINUITY
 - ** SPECIAL PERMISSION MAY BE OBTAINED TO INCREASE OR DECREASE SLOPE OF DRIVEWAY TO IMPROVE TIES TO SIDEWALK AND GUTTER GRADE
- NOTE: DRIVEWAYS AND SIDEWALKS THROUGH DRIVEWAYS SHALL REQUIRE 6" x 6" REINFORCEMENT WIRE OR 3,000 PSI FIBER REINFORCED CONCRETE.

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Figure 110-274B. Typical Curb and Gutter and Road Cross Section Details



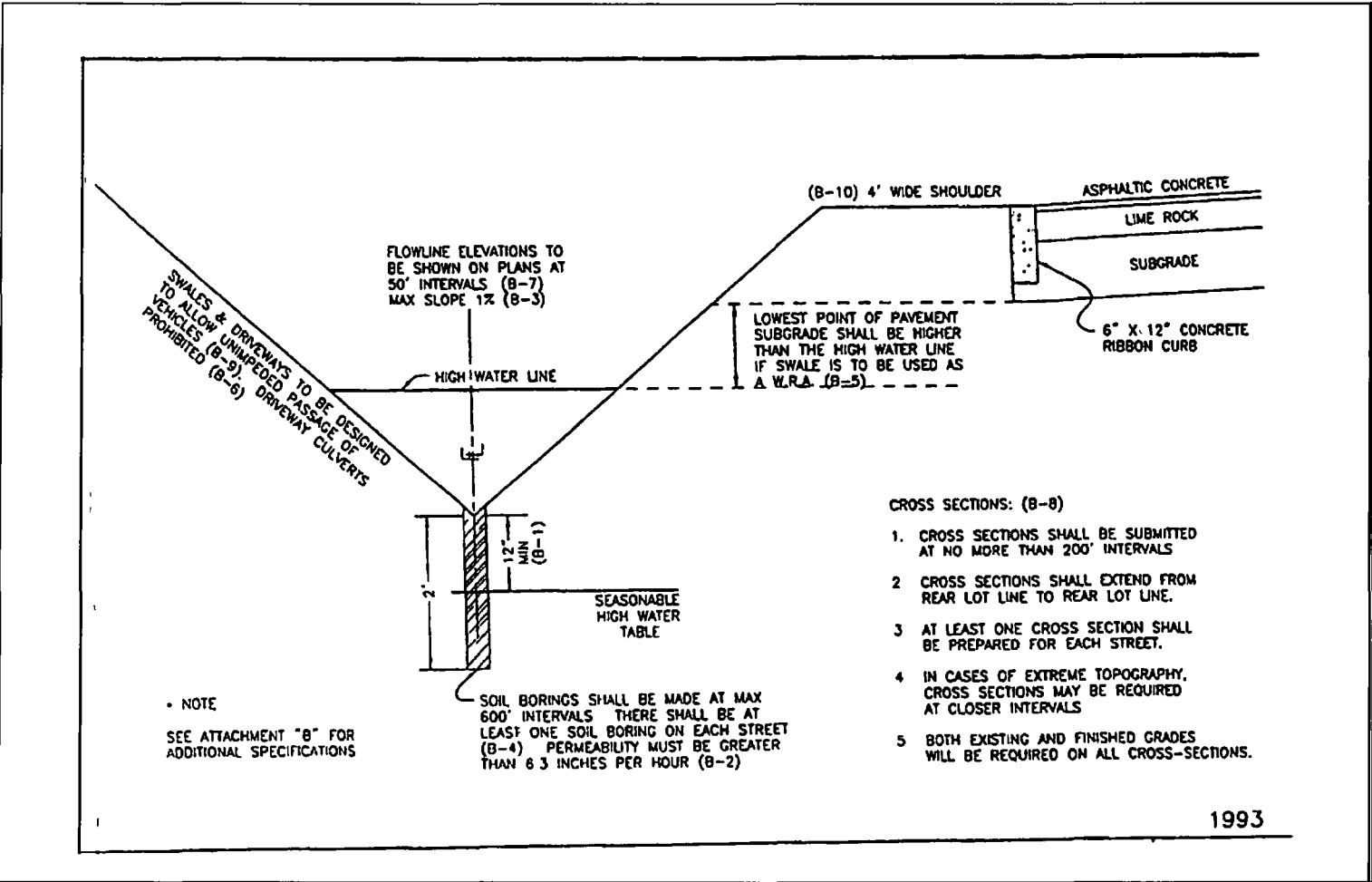
NOT TO SCALE

TYPICAL CURB AND GUTTER

1993

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Figure 110-274C. Swale Details
(Not to Scale)



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REQUIREMENTS FOR SWALE ROADWAYS

B-1 Lowest portion of swale must be more than 12 inches above the seasonal high-water table.

B-2 Soil must have a permeability greater than 6.3 inches per hour.

B-3 Slope of swale flow line shall not exceed a one percent gradient.

B-4 Soil borings shall be made at 600-foot intervals to a depth of two feet below the design swale flow line. There shall be at least one soil boring on each street swale.

B-5 When the swale is to be used as part of a water retention system, the high water line shall be below the lowest point of the pavement sub-base.

B-6 Driveway culverts are prohibited.

B-7 A complete subdivision grading plan shall be submitted. The grading plan shall show design swale flow line elevations at 50-foot intervals to facilitate setting driveway elevations.

B-8 Cross sections at 200-foot intervals along each street shall be submitted. Cross sections shall extend from rear lot line to rear lot line. At least one cross section shall be prepared for each street. In cases of extreme topography, cross sections may be required at closer intervals. Cross sections shall show existing and finished grades.

B-9 Swales and driveways shall be designed to allow for passage of vehicles without striking the underside.

B-10 A four-foot-wide established grass shoulder shall be constructed between the edge of pavement and swale.

SECTION 3.

If any portion of this Ordinance is declared invalid, the invalidated portion shall be severed from the remainder of the Ordinance, and the remainder of the Ordinance shall continue in full force and effect as if enacted without the invalidated portion, except in cases where such continued validity of the remainder would clearly and without doubt contradict or frustrate the intent of the Ordinance as a whole.

SECTION 4.

All ordinances or parts of ordinances in conflict with any of the provisions of this Ordinance are hereby repealed.

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SECTION 5.

The text of Section 2 of this Ordinance shall be codified as a part of the Clermont City Code. The codifier is authorized to make editorial changes not effecting the substance of this Ordinance by the substitution of "Article" for "Ordinance", "Section" for "Paragraph", or otherwise to take such editorial license.

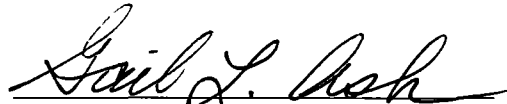
SECTION 6.

This Ordinance shall be published as provided by law and it shall become law and shall take effect immediately upon its Second Reading and Final Passage.

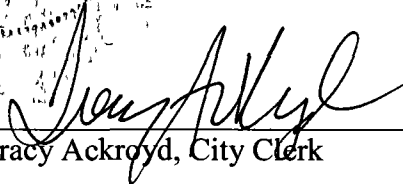
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PASSED AND ADOPTED by the City Council of the City of Clermont, Lake County,
Florida on this 8th day of December, 2015.

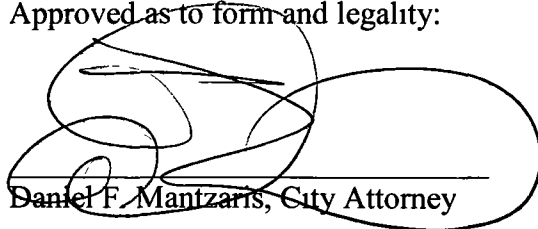
CITY OF CLERMONT


Gail L. Ash, Mayor


ATTEST


Tracy Ackroyd, City Clerk

Approved as to form and legality:


Daniel F. Mantzaris, City Attorney