

CHAPTER IV SPECIAL DISTRICTS

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4.01.00 Airport Zoning.

4.01.01 Airport Zones and Airspace Height Limitations.

- A. Applicability. In order to carry out the provisions of this Section, there are hereby created certain zones which includes all of the Land lying beneath the approach, transitional, horizontal and conical surfaces as they apply to a particular Airport. Such zones are shown on the Leesburg, Umatilla and Mid-Florida Zoning Maps which are attached to Ordinance No. 1977-13 and made a part hereof. (Zoning Map A, Leesburg Airport; Zoning Map B, Umatilla; Zoning Map C, Mid-Florida).
- B. Airport Surfaces. The various surfaces are hereby established and described below:
1. Primary Surface. An area longitudinally centered on a Runway, extending two hundred (200) feet beyond each end of that Runway with the width so specified for each Runway for the most precise approach existing or planned for either end of the Runway. No Structure or obstruction will be Permitted within the primary zone, that is not part of the Landing and takeoff area, and is of a greater height than the nearest point on the Runway centerline. The width of the primary zone is as follows:
 - a. Leesburg Municipal:
 - (1) Runways 03, 21 and 13, five hundred (500) feet for Visual Runways having only visual approaches.
 - (2) Runway 31, five hundred (500) feet for nonprecision instrument Runways having visibility minimums greater than three-fourths (3/4) statute mile.
 - b. Umatilla Municipal: Runways 18 and 36, one hundred fifty (150) feet for Utility Runways having only visual approaches.
 - c. Mid-Florida Airport: Runways 18 and 36, two hundred fifty (250) feet for Utility Runways having only visual approaches.
 1. Airports without a paved and/or hard surface, the primary surface ends at each end of that Runway.

2. The width of the primary zone of a Runway will be that width prescribed in this Section for the most precise approach existing or planned for either end of that Runway. No structure or obstruction will be permitted within the primary zone, that is not part of the landing and takeoff facilities and is of a greater height than the nearest point on the Runway centerline.
2. Horizontal Surface. The area around each civil Airport with an outer boundary the perimeter of which is construed by swinging arcs of specified radii from the center of each end of the primary zone of each Airport's Runway and connecting the adjacent arcs by lines tangent to those arcs. The radius of each arc is:
 - a. Leesburg Municipal:
 - (1) Runways 03, 21 and 13, five thousand (5,000) feet for all Runways designated as utility or visual.
 - (2) Runway 31 ten thousand (10,000) feet.
 - b. Umatilla Municipal: Runways 18 and 36, five thousand (5,000) feet for Utility Runways having only visual approaches.
 - c. Mid-Florida Airport: Runways 18 and 36, five thousand (5,000) feet for Utility Runways having only visual approaches.
 - d. The radius of the arc specified for each end of a Runway will have the same arithmetical value. That value will be the highest composite value determined for either end of the Runway. When a five thousand (5,000) foot arc is encompassed by tangents connecting two (2) adjacent ten thousand-foot arcs, the five thousand (5,000) foot arc shall be disregarded on the Construction of the perimeter of the horizontal zone.
 - e. No Structure or obstruction will be Permitted in the horizontal zone that has a height greater than one hundred fifty (150) feet above the Airport height.
3. Conical Surface. The area extending outward from the periphery of the horizontal zone for a distance of four thousand (4,000) feet. Height limitations for Structures in the conical zone are one hundred fifty (150) feet above Airport height at the inner boundary with Permitted height increasing one (1) foot vertically for every twenty (20) feet of horizontal distance measured outward from the inner boundary to a height of three hundred fifty (350) feet above Airport height at the outer boundary.
4. Approach Zone.
 1. The approach zone for public Airports is a zone increasing gradually in width

from two hundred fifty (250) feet (one hundred twenty-five (125) feet either side of the extended Runway centerline), at two hundred (200) feet beyond the ends of each usable Runway, except for turf Runways, to a width of eight hundred fifty (850) feet at a distance of three thousand (3,000) feet outward. A trapezoidal area measuring seventy-five (75) feet either side of the extended Runway centerline at the ends of each usable Runway and extending outward two hundred (200) feet to one hundred twenty-five (125) feet either side of the Runway centerline Shall be clear of obstructions at public Airports.

2. Approach zones Shall be clear of obstructions above a glide path of 20:1 from the ends of each usable Runway. When the approach zone to any Runway crosses a road or railroad, the glide path Shall pass at least fifteen (15) feet above the edge of the nearest traffic lane, seventeen (17) feet above interstate highways and at least twenty-three (23) feet above the nearest rail of the railroad.

5. Approach Surface. An area longitudinally centered on the extended Runway centerline and extending outward from each end of the primary surface. An approach zone is designated for each Runway based upon the type of approach available or planned for that Runway end. In Addition:
 - a. The inner edge of the approach zone is the same width as the primary zone and it expands uniformly to a width of:
 - (1) Leesburg Municipal:
 - (a) Runway 03, 21 and 13, one thousand five hundred (1,500) feet for that end of a Runway with only visual approaches.
 - (b) Runway 31, three thousand five hundred (3,500) feet for all nonprecision instrument Runways other than utility.
 - (2) Umatilla Municipal. Runways 18 and 36, one thousand two hundred fifty (1,250) feet for that end of a Utility Runway with only visual approaches.
 - b. The approach surface extends for a horizontal distance of:
 - (1) Leesburg Municipal:
 - (a) Runways 03, 21 and 13, five thousand (5,000) feet for all utility and Visual Runways. (See Note 1.)
 - (b) Runway 31, ten thousand (10,000) feet for all nonprecision instrument Runways other than utility. (See Note 2.)
 - (2) Umatilla Municipal: Runways 18 and 36, five thousand (5,000) feet for all

utility and Visual Runways. (See Note 1.)

- (3) Mid-Florida Airport: Runways 18 and 36, five thousand (5,000) feet for all utility and Visual Runways. (See Note 1.)

Note 1: At a slope of 20 to 1 for all utility and visual Runways.

Note 2: At a slope of 34 to 1 for all nonprecision instrument Runways.

- c. The outer width of an approach surface to an end of a Runway will be that width prescribed in this Subsection for the most precise approach existing or planned for that Runway end.
 - d. Permitted height limitation within the approach zone is the same as the Runway end height at the inner edge and increases with horizontal distance outward from the inner edge as follows:
 - (1) Leesburg Municipal:
 - (a) Runways 03, 21 and 13, Permitted height increases one (1) foot vertically for every twenty (20) feet horizontal distance for all utility and Visual Runways.
 - (b) Runway 31, Permitted height increases one (1) foot vertically for every thirty-four (34) feet horizontal distance for all nonprecision instrument Runways other than utility.
 - (2) Umatilla Municipal: Runways 18 and 36, Permitted height increases one (1) foot vertically for every twenty (20) feet horizontal distance for all utility and Visual Runways.
 - (3) Mid-Florida Airport: Runways 18 and 36, Permitted height increases one (1) foot vertically for every twenty (20) feet horizontal distance for all utility and Visual Runways.
5. Transitional Surface. The area extending outward from the side of the primary surface and approach zones connecting them to the horizontal surface. Height limits within the transitional surface are the same as the primary surface or approach surface at the boundary line where it adjoins and increases at a Rate of one (1) foot vertically for every seven (7) feet horizontally, with the horizontal distance measured at right angles to the Runway centerline and extended centerline, until the height matches the height of the horizontal surface or conical surface or for a horizontal distance of five thousand (5,000) feet from the side of the part of the precision approach surface that extends beyond the conical surface.

6. Other areas. In addition to the height limitations imposed in Sections 4.01.01(B)(1) through (B)(5) above, no Structure or obstruction will be Permitted within the County that would cause a Minimum Obstruction Clearing Altitude, a Minimum Decent Altitude or a decision height to be raised.

(Ord. No. 1993-19, § 1, 11-16-93)

4.01.02 Airport Land Use Restrictions.

- A. Use Restrictions. Notwithstanding any other provision of this Section, no use may be made of Land or water within any zones established by this Section in such a manner as to interfere with the operation of an airborne aircraft. The following special requirements Shall apply to each Permitted use:

All lights or illumination used in conjunction with Road, parking, Signs or use of Land and Structures Shall be arranged and operated in such a manner that it is not misleading or dangerous to aircraft operating from a public Airport or in vicinity thereof.

- B. Lighting. Notwithstanding Subsection A, the Owner of any Structure over two hundred (200) feet above ground level Shall install lighting in accordance with Federal Aviation Administration Advisory Circular 70-7460-1D as amended from time to time and Amendments thereto on such Structure. Additionally, high intensity white obstruction lights Shall be installed on a high Structure which exceeds seven hundred forty-nine (749) feet above Mean Sea Level. The high intensity white obstruction lights must be accordance with Federal Aviation Administration Advisory Circular 70-7460-1D as amended from time to time.
- C. Hazard Marking and Lighting. Any Permit or Variance granted Shall require the Owner to mark and light the Structure in accordance with FAA Advisory Circular 70-7460-ID as amended from time to time or subsequent revisions. The Permit may be conditioned to Permit the County or the Cities of Leesburg or Umatilla as appropriate at its own expense to install, operate and maintain such markers and lights as may be necessary to indicate to pilots the presence of an airspace hazard if special conditions so warrant.
- D. Airport Noise Zones. No Person Shall sell, lease or offer to sell or lease any Land within the Airport noise zone (100 CNR 85dBA contour) unless the prospective buyer or lessee has been given the following notice in writing:

"Noise Warning this Land lies beneath the aircraft approach and departure routes for Leesburg, Umatilla or Mid-Florida Airport and is subject to noise that may be objectionable."

4.02.00 Rural Village District.

4.02.01 Purpose and Intent. This Section is designed to ensure the Development of open Land along the lines of traditional neighborhoods and rural villages. Its provisions are intended to create enclaves with the following characteristics:

- A. Dwellings, shops and work places, all limited in size, are located in close proximity to each other.
- B. A variety of Roads serve equitably the needs of the pedestrian and the automobile.
- C. Provide places for informal social activity and recreation.
- D. Provide places of purposeful assembly for social, cultural and religious activities, becoming symbols of community identity.

4.02.02 Generally.

A. Traditional and New Rural Villages

1. Traditional Rural Villages. Traditional rural villages are existing villages that have a well-established settlement hiStory in Lake County. The Lake County Comprehensive Plan establishes that the following are traditional rural villages:
 - a. Paisley;
 - b. Lake Kathryn;
 - c. Lake Mack;
 - d. Bay Lake;
 - e. Altoona;
 - f. Ferndale;
 - g. Pittman;
 - h. Astor Park;
 - i. Lake Jem; and,
 - j. Lisbon.
2. New Rural Villages. New rural villages are new Developments that are built to emulate the settlement patterns of the traditional rural village. Development standards for new rural villages are set forth in Section 4.02.04.

4.02.03 Infill Development in Traditional Rural Villages.

- A. Development Design and Resource Protection Standards. Development within traditional rural

villages Shall comply with the standards of Chapter VI (Resource Protection Standards) and Chapter IX (Development Design and Improvements).

B. Residential Density.

1. Development in a traditional rural village Shall not exceed two (2) Dwelling Units/Gross Acre unless central water is provided wherefore the maximum allowable Density Shall not exceed three (3) Dwelling Units/Gross Acre.
2. Setbacks and Impervious Surface Ratios. The required Setback, Impervious Surface ratio, and Floor area ratio for the traditional rural village Shall conform with the requirements for Estate Residential District as set forth in Table 3.02.06.

C. Commercial Development Standards.

1. Permitted Uses. Commercial Land Uses within the traditional rural village Shall be limited to professional office, medical service, and Retail convenience uses.
2. Bulk Regulations. Commercial Land Uses Shall not exceed 50,000 square feet of Building area in a traditional rural village. The maximum Impervious Surface and Floor area ratio Shall conform with the requirements for the C-1 District, as set forth in Table 3.02.06.

D. Expansions of Traditional Rural Villages. Expansions of traditional rural villages Shall be contiguous to the existing urban or rural settlements and Shall not create enclaves or finger-like projections into the surrounding rural area.

E. Compatibility with Surrounding Historic Structures. Structures proposed for Construction adjacent to historically Significant Structures designated on the Florida Master File or the National Historic Register, Shall be particularly sensitive to compatibility. If incompatible, then Additional Buffering and screening Shall be required.

4.02.04 New Rural Villages.

- A. Development as MUQD or PUD. New Rural Villages Shall be required to be Developed as Mixed Use Quality Developments (MUQD) or Planned Unit Developments (PUD) as outlined in Sections 4.03.00 and 4.04.00 of these Regulations.
- B. Density. Development in a new rural village Shall not exceed two (2) Dwelling Units/acre unless central water is provided wherefore the maximum allowable Density Shall not exceed three (3) Dwelling Units/acre.
- C. Location. New rural villages may be located in the following Land Use classifications as established in the Future Land Use Element of the Comprehensive Plan:

1. Rural.
2. Semi-rural future urban.

4.03.00 "PUD" Planned Unit Development District.

4.03.01 Purpose and Intent.

A. Planned Unit Developments Shall be allowed in all Land Use classifications. In the Suburban and Transitional areas PUD's Shall be subject to the Timeliness Criteria as established under 3.03.02. It is the purpose and intent of this Section to establish a Planned Unit Development (PUD) zoning district in effort to:

1. Exercise greater ingenuity and imagination in the planning and Development of Tracts of Land under unified control than generally is possible under these regulations;
2. Allow a diversification of uses, Structures, and Open Space in a manner compatible with both the surrounding, existing and approved Development of Land surrounding and abutting the PUD Site;
3. Provide a means for Land to be used more effectively, and for utilization of smaller networks of utilities and Roads;
4. Detail the natural amenities of Land encouraging scenic and functional Open Space within the PUD;
5. Provide for the reasonable protection of Designated Species of plants and animals;
6. Ensure that Development will occur according to limitation of use, design, Density, and phasing stipulated on an approved Development Plan;
7. Provide reasonable assurance of approval of a PUD application before a Developer expends complete design monies, while providing the County with assurances that the PUD will be Developed according to approved specifications.

(Ord. No. 1995-9, § 1, 5-3-95)

4.03.02 Permitted Uses. The following uses may be Permitted in a Planned Unit Development zoning district when they are designated on the approved Development Plan:

- A. Planned Residential Communities. Complimentary and compatible commercial and industrial uses may be included, if they are compatibly and harmoniously designed into the residential community within a PUD district.
- B. Planned Commercial Communities. Complimentary and compatible residential and industrial uses may be included, if properly designed into the total commercial center within a PUD

district.

- C. Planned Industrial Parks. Complimentary and compatible residential and commercial uses may be included, if properly related to the total industrial park within a PUD.
- D. Any other private, public, or semi-public use complimentary to, and compatible with planned residential, commercial, or industrial Development (including sewer and water utility plants).

4.03.03 General Site Development Standards.

- A. Purpose. Site Development standards are established for PUDs to ensure adequate levels of light, air, and Density, to maintain and promote functional compatibility of uses, to promote the safe and efficient circulation of pedestrian and vehicular traffic, to provide orderly phasing of Development, promote the adequate protection of natural resources, and otherwise protect the health, safety, and general welfare of the public.
- B. Minimum Area. A PUD Shall be at least ten (10) acres in area.
- C. Resource Protection Standards. Development within a PUD Shall comply with the standards and requirements of Chapter VI, Resource Protection Standards.
- D. Development Design and Improvement Standards. Development within a PUD Shall comply with the standards and requirements of Chapter IX, Development Design and Improvement Standards. In Addition, PUDs located within the urban and urban expansion Land Use classifications as established in the Lake County Comprehensive Plan, Shall provide sidewalks in accordance with the Transportation Systems standards (Section 9.04.00).
- E. Traffic Analysis. A preliminary traffic analysis Shall be provided to evaluate the impacts of the proposed Development on area Roadways.
- F. Signs. The erection of Signs or advertising materials Shall comply with Chapter XI, Signs.
- G. PUDs within the Wekiva River Protection Area. A PUD within the Wekiva River Protection Area, as defined in F.S. Ch. 369, Pt. III, Shall utilize the concept of Clustering of units, promote protection of Environmentally Sensitive areas, concentrate units on those portions of a Parcel of Land farthest away from publicly owned Conservation or preservation Lands and from the Surface Waters and Wetlands of the Wekiva River System and Wekiva River Protection Area.
- H. PUDs within the Green Swamp Area of Critical State Concern. A PUD within the Green Swamp Area, as defined in F.S. Ch. 380.0551, should utilize the concept of Clustering of units, promote protection of Environmentally Sensitive areas, and concentrate units on Uplands Tracts.

4.03.04 Residential Development Standards.

- A. Density. The criteria for establishing the residential Gross Density Shall:

1. Be based on the Conservation of natural features and environmental assets of the Site.
 2. Provide for the adequacy of Public Roads, utilities, public services, and facilities required to serve the Development.
 3. Be based on the point rating system established in Chapter VII for PUDs within the Wekiva River Protection Area.
 4. Not be Developed at a Density exceeding five and one-half (5.5) Dwelling Units per net acre in the Mount Plymouth-Sorrento Urban Compact Node.
 5. Not exceed two (2) Dwelling Units per Base Site Area unless central water is provided wherefore the maximum allowable Density Shall not exceed three (3) Dwelling Units per Base Site Area in a designated rural village.
- B. Maximum Height. The maximum height of any residential Structure Shall be forty (40) feet.
- C. Open Space.
1. A minimum of twenty-five (25) percent of the Base Site Area of Land of the PUD Shall be used for Open Space. At least sixty (60) percent of the Open Space for public purpose Shall be common Open Space used for golf courses, passive recreation or parks. The provision of such Open Space may consist of:
 - a. Designation of all such Open Space as a condition of the final PUD plan;
 - b. Conveying the Land to a Public Agency that will, upon acceptance, agree to maintain the common Open Space and any Buildings, Structures, or Improvements that have been placed on it.
 2. No such Parcel of Land dedicated for Open Space Shall be less than one (1) contiguous acre, and all such areas Shall be physically part of the PUD.
- D. Impervious Surface and Floor Area Ratios. The maximum Permitted Impervious Surface ratio (ISR) and Floor area ratio (FAR) Shall be determined at the time of PUD plan approval. However, in no case Shall the ISR or FAR exceed the maximum Permitted for the RM district, as set forth in Table 3.02.06.

4.03.05 Commercial Development Standards.

- A. Open Space. A minimum of twenty (20) percent of the Base Site Area of Land of the PUD Shall be used for Open Space. At the request of the Developer and subject to the approval of the Board of County Commissioners, use of recreational facilities may unless fenced be offered to the general public. All open area Shall be physically part of the PUD.

B. Impervious Surface Ratio and Floor Area Ratio. The maximum Impervious Surface and Floor area ratios Shall not exceed the maximum Permitted in the C-3 district as set forth in Table 3.02.06.

C. Commercial Development within the Wekiva River Protection Area. See Chapter VII.

4.03.06 Industrial Development Standards.

A. Open Space. A minimum of twenty (20) percent of the gross area of Land of the PUD Shall be used for Open Space. All such Open Space areas Shall be physically part of the PUD.

B. Impervious Surface Ratios and Floor Area Ratios. The Impervious Surface ratio and Floor area ratio standards established in the HM industrial zoning district Shall be utilized as a guideline for the PUD district.

C. Industrial Standards. Any industrial use which emits smoke, dust, vapors, fumes or odors, or which causes vibration of the ground, burning of waste products (or debris or causes waste products) to be placed upon the ground, Shall conduct such operations a minimum of two hundred (200) feet from the nearest Right-of-Way line of any Public Road, County Road, state or federal highway, or the adjacent boundary of any property which is owned by others and zoned non-industrial.

D. Industrial Development in the Wekiva River Protection Area. Industrial Development Shall be prohibited within the Wekiva River Protection Area, as defined in F.S. Ch. 369, Pt. III.

4.04.00 Mixed Use Quality Development.

4.04.01 Purpose and Intent. Mixed Use Quality Developments Shall be designated by the County in response to changes in the economic and demographic conditions. MUQD Shall be Developed in areas where public services are available or can be provided, such as Roadways, recreation, Solid Waste collection, stormwater Management facilities, community water and sewer facilities, fire and police protection and emergency medical services.

4.04.02 Permitted Uses. The following uses, as defined in Section 3.01.02, Shall be Permitted within MUQDs:

A. Residential Uses.

1. Single-Family Dwelling Unit 2. Duplex or Two-family Dwelling 3. Multifamily Dwelling

B. Commercial Uses.

1. Automotive Repair.

2. Automotive Service Station.
3. Banking.
4. Bar or Tavern.
5. Hotel or Motel.
6. Marina.
7. Medical Service.
8. Personal Care Services.
9. Professional Office.
10. Research Service.
11. Restaurant, General.
12. Retail, Convenience.
13. Retail, General.
14. Self-Service Laundry.
15. Theater.
16. Wholesale and Warehouse.
17. Other Similar Uses.

C. Industrial Uses.

1. Industrial, Light.

D. Community Facility Uses.

1. Cemetery.
2. College or University.
3. Church.
4. Community Residential Home.

5. Comprehensive Transitional Education Facility.
6. Cultural Institution.
7. Day Care Center.
8. Dormitory.
9. Family Day Care Home.
10. Family Residential Home.
11. Primary or Secondary School.
12. Nursing Home.
13. Utilities, Limited.
14. Other Similar Uses.

E. Outdoor Recreation Uses.

1. Club, Private or Country.
2. Riding Stable or Academy.
3. Hunting and Fishing Resort.
4. Parks and Recreation.
5. Other Similar Uses.
6. Golf Courses.

4.04.03 Site Development Standards.

- A. Allocation of Uses. MUQD Shall contain a mix of uses and be phased to allow for changes in market conditions, Maintenance of adopted L.O.S. standards, and to ensure that the project develops in a balanced nature.
1. A minimum of thirty (30) percent and a maximum of seventy (70) percent of the gross Land Area of a MUQD Shall be permanently allocated to residential uses.
 2. A minimum of five (5) percent and a maximum of fifty (50) percent of the gross Land

Area of a MUQD Shall be permanently allocated to commercial uses.

3. A minimum of five (5) percent of the gross Land Area of a MUQD Shall be allocated to community facility uses.
 4. A minimum of fifteen (15) percent of the gross Land Area of a MUQD Shall be permanently allocated to industrial uses.
 5. A minimum of fifteen (15) percent of the gross Land Area of a MUQD Shall be permanently allocated to Open Space uses.
- B. Resource Protection Standards. Development within a MUQD Shall comply with the standards and requirements of Chapter VI, Resource Protection Standards.
- C. Development Design and Improvement Standards. MUQDs located within the urban and urban expansion Land Use classifications as established in the Lake County Comprehensive Plan Shall be required to Grade each Road for the installation of sidewalks. The sidewalk Shall be installed by the Developer and Shall be constructed in accordance with the Transportation Systems Planning, Design and Construction Standards.
- D. Signs. The erection of Signs or advertising materials Shall comply with Chapter XI, Signs.
- E. Open Space.
1. A minimum of fifteen (15) percent of the gross area of Land of the MUQD Shall be used for Open Space.
 2. Each MUQD Shall contain at least one (1) open common or square no less than one (1) acre or greater than three (3) acres or forty (40) percent of the Open Space requirement (whichever is greater).
 3. The provision of such Open Space may consist of:
 - a. Designation of all such Open Space as a condition of final plan approval.
 - b. Conveying the Land to a Public Agency that will, upon acceptance, agree to maintain the common Open Space and any Buildings, Structures, or Improvements that have been placed on it.
 4. No such Parcel of Land dedicated for Open Space Shall be less than one (1) contiguous acre, and all such areas Shall be physically part of the MUQD.
- F. Impervious Surface Ratio and Floor Area Ratio.
1. Residential Uses. The maximum Permitted Impervious Surface ratio (ISR) and Floor area

ratio (FAR) Shall be determined at the time of preliminary and final MUQD plan approval. However, in no case Shall the ISR or FAR for residential uses exceed the maximum Permitted for the RM district, as set forth in Table 3.02.06.

2. Nonresidential Uses. The maximum Permitted Impervious Surface ratio (ISR) and Floor area ratio (FAR) Shall be determined at the time of preliminary and final MUQD plan approval. However, in no case Shall the maximum ISR or FAR for nonresidential uses exceed the maximum Permitted in the C-3 district as set forth in Table 3.02.06.
- G. Density. The criteria for establishing the residential Gross Density (not including natural water bodies) Shall:
1. Be based on the Conservation of natural features and environmental assets of the Site.
 2. Provide for the adequacy of Public Roads, utilities, public services, and facilities required to serve the Development.
 3. Be based on the Development point rating system established in Chapter 7 within the Wekiva River Area.
 4. Not be Developed at a Density exceeding five and one-half (5.5) Dwelling Units per net acre in the Mount Plymouth-Sorrento Urban Compact Node.
 5. Not exceed two (2) Dwelling Units/Gross Acre unless central water is provided wherefore the maximum allowable Density Shall not exceed three (3) Dwelling Units/Gross Acre in a designated rural village.
- H. MUQDs Within the Wekiva River Protection Area. A MUQD within the Wekiva River Protection Area, as defined in F.S. Ch. 369, Pt. III, Shall utilize the concept of Clustering of units, promote protection of Environmentally Sensitive areas, concentrate units on those portions of a Parcel of Land farthest away from publicly owned Conservation or preservation Lands and from the Surface Waters of the Wekiva River System.

4.05.00 Purchased Development Rights Overlay District (PDR).

4.05.01 Purpose and Intent. The intent of the Purchased Development Rights Overlay (PDR) District is to provide an administrative process for identification of properties where the property owner has sold the Development Rights to another agency, individual, corporation or organization.
(Ord. No. 1996-22, § 1, 3-26-96)

4.05.02 Application of Overlay District.

- A. After the Development Rights have been purchased, the purchaser Shall record the contract Developers agreement and related documentation with the Clerk of the Court of Lake County. A copy of the recorded documents Shall be sent to the County Manager or designee and the

Property Appraiser.

- B. Upon receipt of the recorded documents the County Manager or designee Shall have the property identified in the recorded documents delineated on the Official Zoning Maps of Lake County with the Purchased Development Rights Overlay District.

(Ord. No. 1996-22, § 1, 3-26-96)

4.05.03 Restrictions on Development.

- A. If the property has no Existing Development at the time of the purchase of Development Rights, no approvals for Development Shall be allowed except as allowed in this section.
- B. If the property contains a residence at the time of purchase of Development Rights, one (1) acre surrounding the structure Shall not be subject to the Developers agreement.
- C. Farm Buildings Shall be Permitted anywhere on the parcel including the portions subject to the purchase of Development Rights.
- D. Development will be allowed in accordance with the agreements made in conjunction with the sale of the Development Rights to another agency, individual, corporation or organization consistent with these Land Development Regulations and the Lake County Comprehensive Plan.

(Ord. No. 1996-22, § 1, 3-26-96)

4.05.04 Reserved.(Ord. No. 1996-22, § 1, 3-26-96; Ord. No. 1997-44, § 6, 6-17-97)