



City of Palm Coast
Agenda
PLANNING AND LAND
DEVELOPMENT
REGULATION BOARD

City Hall
160 Lake Avenue
Palm Coast, FL 32164
www.palmcoastgov.com

Chair James A. Jones
Vice Chair Glenn Davis
Board Member Sybil Dodson-Lucas
Board Member Christopher Doiney
Board Member Pete Lehnertz
Board Member Jake Scully
Board Member Clinton Smith
School Board Rep David Freeman

Wednesday, April 18, 2018

5:30 PM

COMMUNITY WING OF CITY HALL

RULES OF CONDUCT:

>Public comment will be allowed consistent with Senate Bill 50, codified at the laws of Florida, 2013 – 227, creating Section 286.0114, Fla. Stat. (with an effective date of October 1, 2013). The public will be given a reasonable opportunity to be heard on a proposition before the City's Planning & Land Development Regulation Board, subject to the exceptions provided in §286.0114(3), Fla. Stat.

>Public comment on issues on the agenda or public participation shall be limited to 3 minutes.

> All public comments shall be directed through the podium. All parties shall be respectful of other persons' ideas and opinions. Clapping, cheering, jeering, booing, catcalls, and other forms of disruptive behavior from the audience are not permitted.

>If any person decides to appeal a decision made by the Planning and Land Development Regulation Board with respect to any matter considered at such meeting or hearing, he/she may want a record of the proceedings, including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.

>If you wish to obtain more information regarding Planning and Land Development Regulation's Agenda, please contact the Community Development Department at 386-986-3736.

>In accordance with the Americans with Disabilities Act, persons needing assistance to participate in any of these proceedings should contact the City Clerk's Office at 386-986-3713 at least 48 hours prior to the meeting.

>The City of Palm Coast is not responsible for any mechanical failure of recording equipment

>All pagers and cell phones are to remain OFF while the Planning and Land Development Regulation Board is in session.

Call to Order and Pledge of Allegiance

Roll Call and Determination of a Quorum

Approval of Meeting Minutes

**1 MEETING MINUTES OF THE APRIL 4, 2018 PLANNING AND LAND DEVELOPMENT
REGULATION BOARD SPECIAL MEETING**

Public Hearings

- 2 ORDINANCE 2018-XX RELATING TO TRANSPORTATION, CONNECTIVITY, ACCESS AND PARKING BY AMENDING SECTION 4.09, CHAPTER 5 AND SECTION 14.02 OF THE UNIFIED LAND DEVELOPMENT CODE**

Board Discussion and Staff Issues

Adjournment

City of Palm Coast, Florida Agenda Item

Agenda Date: 4/18/2018

Department	PLANNING	Amount
Item Key	3185	Account
		#
Subject	MEETING MINUTES OF THE APRIL 4, 2018 PLANNING AND LAND DEVELOPMENT REGULATION BOARD SPECIAL MEETING	
Background :		
Recommended Action :	Approve as presented.	



**City of Palm Coast
Minutes
PLANNING AND LAND
DEVELOPMENT
REGULATIONS BOARD**

City Hall
160 Lake Avenue
Palm Coast, FL 32164
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**Chair James A. Jones
Vice Chair Glenn Davis
Board Member Sybil Dodson-Lucas
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A Call to Order and Pledge of Allegiance

Chair Jones called the meeting of the April 4, 2018 Planning and Land Development Regulation Board (PLDRB) to order @ 5:32PM.

B Roll Call and Determination of a Quorum

*Present and responding to roll call were the following:
Planning and Land Development Regulation Board Members:*

Clinton Smith
Christopher Dolney
James A. Jones
Jake Scully
Glenn Davis

Excused:

Sybil Dodson-Lucas
David Freeman

Absent:

Pete Lehnertz

C Approval of Meeting Minutes

1 MINUTES FOR THE PLANNING AND LAND DEVELOPMENT REGULATIONS BOARD MEETING OF FEBRUARY 21, 2018

Mr. Scully initiated a discussion with Staff and the other PLDRB members about his wishes for future applicants to present their motivation for pursuing a variance to the PLDRB in a clear and concise manner. Mr. Scully's comments were based on a review of the minutes of the February 21, 2018 PLDRB meeting, where it appeared to take several minutes for an applicant to clearly communicate that a major reason for pursuing the application to change lot widths was for cost savings. Mr. Tyner explained that staff's role is to ensure that the application meets our Land Development Code and the Comprehensive Plan. He also informed the board members that 3 of the Planning Staff members are AICP (American Institute of Certified Planners) certified which require them to follow ethical standards. Mr. Tyner also stated that rarely does staff get involved in the question of whether or not the project will make a profit or not for the applicant. Mr. Smith discussed with the other board members the cost associated with developing a MPD (Master Planned Development) community.

Pass

Motion made to approve as presented made by Board Member Dolney and seconded by Vice Chair Davis

Approved - 5 - Board Member Christopher Dolney, Chair James Jones, Board Member Jake Scully, Board Member Clinton Smith, Vice Chair Glenn Davis

D Public Hearings

2 APPROVAL OF MASTER SUBDIVISION PLAN REFERRED TO AS APPLICATION NO. 3396 MPC LOTS PARCELS 417 AND 418

Mr. Ray Tyner, Planning Manager introduced this item and gave some history regarding this parcel. He also reviewed the timeline if this item is approved this evening. He also introduced Ms. Ida Meehan, Senior Planner, who gave a presentation which is attached to these minutes.

Mr. Tyner informed the PLDRB members of the importance of this location regarding the drainage system for the City and how the applicant along with City Staff worked to ensure that the City maintained easements over the conservation areas in order to maintain the stormwater system in this area.

Mr. Anthony Robbins, Professional Planner of Prosser Inc., representing the applicant addressed the PLDRB members and was available to answer any questions.

Mr. Dolney: Do you have an idea about how many units for each hotel is proposed? Is it a 70 unit model or a 100 unit model?

ANS: Mr. Robbins: There was a site plan that accompanied the Water Management District (St. Johns River Water Management District) permits and there were some units listed there, I will take a look there Mr. Dolney but off the top of my head I believe it is 200, 2 separate buildings but 200 in total.

Mr. Dolney: This is my point, when people use the right into the Panera, they have to traverse through the Holiday Inn and it creates a bottleneck there and it backlogs. I kind of see something similar happening here because you have a circular flow. Would an access road that runs along the westerly boundary be more beneficial for both ingress and egress and then merging into the main ingress and egress for the southernly hotel?

ANS: Mr. Robbins: It could be, what we have right now is a temporary location for the construction entrance using that westerly entrance from the gas station right now. But the DOT (Department of Transportation) permitting will be required for the SR 100 access. I believe the site plan does have the restaurant at the northern end of it with a way to traverse around it. Not to have to go around the hotel similar to what we have across the interstate with the situation at Panera. You would be able to utilize the restaurant without having to circumnavigate the entire site to come around.

Mr. Dolney and Mr. Robbins discussed specifics regarding access with regard to the submitted site plan. However, Mr. Robbins pointed out that when the "real" technical site plan is submitted and when a "real" tenant comes forward the ingress and egress issues will be fully reviewed and evaluated by staff. He further explained what is on the plans (before the PLDRB) in regard to the hotel locations is based on what was submitted to the Army Corps of Engineers and the Water Management District (St. Johns River Water Management District) for permitting.

Mr. Smith: Have you had discussions with DOT (Florida Department of Transportation) about access, are they going to give you right in, right out?

ANS: Mr. Robbins: I know there has been communication with it (FDOT) as well as our neighbor next door about possibly utilizing the existing one and there has not been any final decision. And again it is interesting in the staff report that the access parallels the access towards the hospital as well. Just with the standard

DOT spacing requirements it is possible that it might be a right in, right out, definitely if a new access is created.

Mr. Smith: Did you discuss about donating the land to the City instead of putting conservation on that piece, just giving it to the City?

ANS: Mr. Tyner: I don't recall, I think we did, Clint. I think what ended up happening about 3 years ago, or maybe longer than 3 years, when we were working with the applicant, that was one of the options. But once we got the easement for the stormwater we were ok with that, why would we want to manage the whole property.

Discussion incurred between the PLDRB members and Mr. Robbins regarding potential traffic problems based on the location of these parcels.

Chair Jones opened this agenda item to public comment @ 6:08PM. Seeing no one approached the podium Chair Jones closed this portion of the meeting to public comment @ 6:09PM.

Pass

Motion made to approve as presented made by Board Member Dolney and seconded by Board Member Smith

Approved - 5 - Board Member Christopher Dolney, Chair James Jones, Board Member Jake Scully, Board Member Clinton Smith, Vice Chair Glenn Davis

E Board Discussion and Staff Issues

Mr. Smith: Are we going to have a meeting in April (referring to the regularly scheduled PLDRB business meeting on April 18th)?

ANS: Mr. Tyner: Yes. Remember Chapter 5 that we workshopped, Mr. Davis was part of that, and we said we would wait until (City) Council is finalizing Transportation Impact Fees to make sure our definitions correlated with that. Well City Council looks to adopt those (new transportation impact fees) a week from Tuesday. I think we will be ready to bring that (Chapter 5 of the Land Development Code) back to you for that meeting.

F Adjournment

The meeting was adjourned at 6:13PM.

*Respectfully Submitted by:
Irene Schaefer, Recording Secretary*

3 ATTACHMENTS

City of Palm Coast, Florida Agenda Item

Agenda Date: 4/18/2018

Department	PLANNING	Amount	
Item Key	3178	Account	
		#	
Subject	ORDINANCE 2018-XX RELATING TO TRANSPORTATION, CONNECTIVITY, ACCESS AND PARKING BY AMENDING SECTION 4.09, CHAPTER 5 AND SECTION 14.02 OF THE UNIFIED LAND DEVELOPMENT CODE		
Background :	<p>Chapter 5 was adopted along with the balance of the Unified Land Development Code in August 2008. It has been modified twice, once in December 2009 and also in May 2012. Along with the other chapters in the LDC, Chapter 5 has been reanalyzed and redrafted much like Chapter 13 on Landscaping. Upon completion of the draft changes, staff met with Flagler County Association of Responsible Development (FCARD) members five times to obtain input from people who utilize the standards in Chapter 5 on a frequent basis. Planning Board Member Mr. Davis joined in those meetings. Last Spring the PLDRB held a workshop on this chapter and those recommendations have been incorporated into this draft. In the meantime Chapter 5 has been updated to align terminology with a recent amendment to the City's Transportation Impact Fees.</p> <p>The proposed changes to Chapter 5 involve the following key items. One change involves relocating and updating the stacking standards for drive-through facilities from Section 4.09 to Chapter 5. In order to minimize the recent number of applications for parking flexibility studies, the parking standards were also reanalyzed and modified for the various types of uses. Parking and driveway standards for single-family homes and duplexes were also updated to reflect current housing trends. Standards for the number, size and location of loading spaces were also modified.</p>		
Recommended Action :	<p>Planning staff recommends the PLDRB recommend the City Council approve Ordinance 2018-XX amending transportation, connectivity, access and parking standards in the Unified Land Development Code.</p>		

ORDINANCE 2018- ____
AMENDING SECTION 4.09, CHAPTER 5, AND SECTION 14.02
OF THE UNIFIED LAND DEVELOPMENT CODE

AN ORDINANCE OF THE CITY OF PALM COAST, FLORIDA, AMENDING UNIFIED LAND DEVELOPMENT CODE SECTION 4.09 - DRIVE-THROUGH FACILITIES, BY RELOCATING IT TO CHAPTER 5 – TRANSPORTATION, CONNECTIVITY, ACCESS, AND PARKING; AMENDING CHAPTER 5 – TRANSPORTATION, CONNECTIVITY, ACCESS AND PARKING; AND AMENDING SECTION 14.02 - GLOSSARY; TO CLARIFY INTENT AND TO REFLECT CURRENT DEVELOPMENT TRENDS; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Legislature of the State of Florida has, in Chapter 166 – Municipalities, Florida Statutes, conferred upon local governments the authority to adopt regulations designed to promote public health, safety, and general welfare of its citizenry; and

WHEREAS, the City Council has determined that due to changing conditions within the City it is warranted to relocate Section 4.09 – Drive Through Facilities to Chapter 5 – Transportation, Connectivity, Access and Parking, to amend Chapter 5 – Transportation, Connectivity, Access and Parking, and to amend Section 14.02 – Glossary of the Unified Land Development Code ; and

WHEREAS, the City’s Planning and Land Development Regulation Board (PLDRB) held a public workshop and a public meeting to hear public input and discuss these proposed revisions, and found the revisions to be consistent with the Comprehensive Plan; and

WHEREAS, at a meeting on April 18, 2018 the PLDRB voted ____ in favor of the proposed revisions; and

WHEREAS, the City Council of Palm Coast finds that these revisions are in the public interest, and do not place a burden on development, but are instead designed to assist developers and citizens in their understanding of transportation related standards and facilitating their implementation.

NOW, THEREFORE, IT IS HEREBY ORDAINED BY THE CITY OF PALM COAST, FLORIDA:

SECTION 1. LEGISLATIVE FINDINGS. The above recitals (whereas clauses) are hereby adopted as the legislative and administrative findings of the City Council.

SECTION 2. AMENDING SECTION 4.09 – “DRIVE-THROUGH FACILITIES” BY RELOCATING IT TO CHAPTER 5 OF THE UNIFIED LAND DEVELOPMENT CODE.

Section 4.09 – Drive-Through Facilities is hereby amended by the following:

Section 4.09. Drive-Through Facilities *(This section is being relocated from Chapter 4 to Chapter 5.)*

4.09.01. Location

A site that contains drive-through facilities shall be located on a collector or arterial road.

4.09.02. Stacking Lanes and Spaces

- A. All uses and facilities providing drive up or drive through service shall provide stacking lanes in compliance with the standards of this section. Stacking lanes shall be a minimum of ten feet in width along a straight portion and 12 feet in width along a curved portion.
- B. Restaurants with drive up or drive through facilities shall provide a minimum of eight stacking spaces to accommodate eight vehicles and one stacking space in front of the service window. Drive-through lanes must be clearly distinguished from parking aisles by acceptable pavement markings and pavement color. A 14 foot wide paved bypass lane is required. A stacking space shall be a minimum of 20 feet in length and ten feet in width.
- C. Banks, financial institutions, and pharmacies shall provide stacking spaces according to the following table. A 14 foot wide paved bypass lane shall be provided. At least one stacking space shall be provided in front of the service window.

Table 4 1: Stacking Spaces for Bank, Financial Institution, and Pharmacy Drive-Through Facilities

Number of Drive-Through Lanes	Total Number of Stacking Space to be Accommodated
1	6
2	10
3 or 4	12
Each additional lane	3 additional stacking spaces accommodated

- D. A six-foot high solid wall or fence shall be provided along all property lines abutting lots or parcels zoned for residential purposes in order to block lights from vehicles in the stacking lanes or drive-through facility.
- E. Stacking lanes shall not be located within a designated delivery area or area designated for loading spaces.
- F. Within the COM 1 and OFC 1 Districts, drive-through facilities may have only a single lane with a single service window. A second lane is permissible if it is serviced by the same single window, or if it is serviced by an automated device (e.g. ATM). A 14-foot wide paved bypass lane is required.

4.09.03. Drive-through menu boards and speakers

Menu boards and speakers shall be set back a minimum of 100 feet from the property line of adjacent properties zoned SFR 1, SFR 2, SFR 3, SFR 4, SFR 5, MFR, and DPX Districts. The Land Use Administrator may require sound attenuation walls, landscaping, or other mitigation measures. (See Chapter 12 for maximum number of menu boards allowed and location.)

SECTION 3. AMENDMENT TO CHAPTER 5. – “TRANSPORTATION, CONNECTIVITY, ACCESS AND PARKING” OF THE UNIFIED LAND DEVELOPMENT

CODE. Chapter 5. - “Transportation, Connectivity, Access and Parking” of the City of Palm Coast Unified Land Development Code is hereby amended as follows:

Section 5.01. Purpose and Applicability

5.01.01. Purpose

The purpose of this chapter is to establish requirements for a transportation system that operates by moving people and goods efficiently, safely, and provides a balance between mobility and accessibility.

5.01.02. Applicability

All development shall provide transportation, access, parking, loading, stacking, bicycle, and pedestrian facilities in compliance with the standards of this chapter. All facilities shall be maintained as long as the principal use continues.

Section 5.02. Transportation and Connectivity

5.02.01. Streets

A. All proposed developments, except for sites developed with utility facilities such as cable substations, communication towers, etc., shall front on a paved street or paved access easement. This street, if not already paved, shall be paved by the developer from the entrance of the development to the nearest public paved street(s). The character, width, grade, and location of all streets shall conform to City standards and shall be considered in their relation to existing and planned streets, to topographical conditions, to public convenience and safety, and in their appropriate relation to the proposed uses of the land to be served by such streets. Construction and material specifications for streets shall conform to the Florida Department of Transportation Standard Specifications for Road and Bridge Construction and the following:

1. All newly platted streets intended to serve residential uses shall be public. The ~~Land Use Administrator~~ City Council may approve developer proposed private streets in residential areas via a plat, provided all such streets meet all design and construction criteria of the City, and a condominium or homeowners association or equivalent is created with all duties and powers necessary to ensure perpetual maintenance of such private streets. All streets shall be constructed to the exterior property lines of the development unless they are permanently terminated by a cul-de-sac or an intersection with another street. Public streets shall not be gated.
2. Newly platted streets intended to serve business or industrial uses may be private if approved by the City Council. In such cases, all streets shall meet the design and construction criteria of the City for public streets unless overriding conditions, such as sharing entrances or parking areas, require different design criteria ~~as determined by the Land Use Administrator~~. A property owners’ association or equivalent shall maintain such streets.

B. The arrangement of streets in a development shall:

1. Provide efficient and orderly hierarchy of streets.
2. Conform to official plans and maps of the City.
3. Be integrated with the existing and planned street system of the surrounding area in a manner that is not detrimental to existing neighborhoods.
4. Ensure that the use of local streets by through or nonresidential traffic is discouraged.
5. ~~Provide at least two (2) separate and remote entrances to a development, unless other provisions, such as easements, are made for emergency ingress and egress, and provided such entrances will not adversely affect the overall street system and meet the required twenty four (24) foot right of way width.~~ (This language is already in Section 5.02.04.B.)

- 6. Facilitate and coordinate with the future development of adjoining property of a similar character, and provide for local circulation and convenient access to neighborhood facilities.
- 7. Local streets shall be patterned in such a way that continuous traffic from a collector road to another collector or arterial road is discouraged.

5.02.02. Minimum Right-of-Way and Pavement Widths

The following are the minimum right-of-way widths required for streets within the City. Developers shall dedicate sufficient land to meet the right-of-way requirement resulting from the development in accordance with a rational nexus and rough proportionality analysis. A minimum cul-de-sac radius does not preclude the developer from having a landscaped island within its center as long as the developer can demonstrate that the island does not impede safe turning movements for larger vehicles.

Table 5 - 1: Minimum Right-of-Way Width

Functional Classification	Minimum Right-of-Way (ft.)
Principal Arterial	200
Minor Arterial	120
Collector / Minor Collector	100 / 80
Local Streets	50

Note: The Land Use Administrator may approve, based upon sound and generally acceptable engineering practices and principles, narrower rights-of-way, provided utilities and sidewalks can be accommodated.

Table 5 - 2: Required Right-of-Way and Pavement Width

Street Type	Right-of-Way In Feet		Pavement In Feet	
	Urban	Rural	Urban	Rural
Local (> 75 lots)	50	80	24	24
Residential (Up to 75 lots)	50	70	24	24
Cul-de-sac (radius)	60 <u>62</u>	60 <u>62</u>	50 <u>52</u>	50 <u>52</u>

Note: The Land Use Administrator may approve, based upon sound and generally acceptable engineering practices and principles, narrower rights-of-way, provided ~~adequate utility~~ utilities and sidewalks ~~easements~~ can be accommodated and granted to the City.

5.02.03. Additional Right-of-Way

- A. Within the area of the setbacks required by this Land Development Code, additional right-of-way may be required to promote public safety and convenience or to ensure adequate access, circulation, and parking based upon a rational nexus and rough proportionality analysis.
- B. Whenever a street is programmed for improvement (in the adopted budget and the Capital Improvements Element of the Comprehensive Plan) and the need for the improvement is due to development being approved, as determined in a rational nexus and rough proportionality analysis, necessary right-of-way shall be required to be conveyed to the City by the owner of the development.
- C. Where a proposed subdivision or site development abuts an existing street of inadequate right-of-way, and the need for additional right-of-way is rationally related to the development being approved, additional right-of-way shall be dedicated based upon a rational nexus and rough proportionality analysis by the owner of the development.
- D. All right-of-way dedications, except easements, shall be conveyed to the City by means of a warranty deed or dedication by plat at the City's discretion. Easements shall be conveyed to the City in a form acceptable to the City.

- E. All right-of-way dedications are subject to acceptance by the City Council or the Land Use Administrator. ~~The City Attorney shall review all right-of-way dedications and dedication of easements.~~
- F. The following requirements shall be adhered to regarding right-of-way for corner clip radius:
 1. On any corner parcel with access to at least one (1) adjacent road classified as a collector or above, additional right-of-way shall be dedicated to the City if needed to accommodate intersection radius improvements.
 2. Property lines at street intersections shall be rounded with a minimum radius of twenty-five (25) feet. A greater radius shall be required at an angle of intersection of less than seventy-five (75) degrees, as determined by the Land Use Administrator based upon sound and generally accepted engineering practices and principles.
- G. Right-of-way donations/dedications may be eligible for transportation impact fee credits if the donation or dedication is in accordance with City requirements.

5.02.04. Connectivity and Interconnectivity

- A. When nonresidential developments are proposed to front on public streets, the City shall require the use of joint driveways and/or cross-access easements in order to minimize the number and maximize the spacing of access connections unless determined not feasible due to very unique configuration of the properties or substantial environmental constraints. Whenever cross-access corridors or coordinated or joint parking designs are provided to accomplish access management, each applicant for development approval shall provide such easements or agreements as may be necessary to ensure that adjoining properties shall be appropriately connected in order to implement a unified system allowing general cross-access to and from the other properties in the affected area. Such easements or agreements shall be recorded in the Public Records of Flagler County by the developer at developer's expense and shall constitute a covenant running with the land. When a future cross-access is provided to an undeveloped adjoining property a temporary curb shall be provided at the end of the pavement to ensure drivers do not use the cross-access until the adjoining property is developed. Nonresidential developments shall provide a second means of ingress when required by the Florida Fire Prevention Code.
- B. All new residential developments of more than fifty (50) dwelling units or which use as access a street that is 2,500 feet or more in length from another roadway shall provide a minimum of two (2) vehicular entrances from a public right-of-way, with at least one (1) of the vehicular entrances connecting to a public collector or arterial road, but both directly connecting to a public road. A deviation to the requirement that at least one (1) of the vehicular entrances connect to a public ~~connector~~ collector or arterial road may be granted by the Land Use Administrator if it is determined by a traffic study administered by a licensed engineer that the additional traffic will not exceed the capacity of surrounding local streets at build-out of the surrounding area, or if the entrance connects to a private roadway meeting City standards, which then connects to a public roadway.
- C. All developments shall provide for bicycle and pedestrian interconnectivity to promote the use of bicycles and walking and as a means to reduce traffic on collector and arterial roads.
- D. All residential and nonresidential development that abuts an existing or proposed trail system shall provide pedestrian and bicycle links to the trail system unless not feasible for safety purposes.
- E. All new roads, except those where bicyclists are unlawful, such as controlled access highways, shall be designed and constructed for the provision of bicycle access. Bicycle safe design practices shall be followed including, but not limited to, safe drainage grates, railroad crossings, smooth pavements, and signals responsive to bicycles. In addition, the desirability of adding facilities such as bicycle lanes, bicycle routes, shoulder improvements, and wide curb lanes shall be considered.

- F. To the fullest extent practicable, all rural arterial and collector sections within one (1) mile of an urbanized area shall be ~~given consideration~~ considered for the construction of paved shoulders four (4) feet in width, and all urban arterial and collector sections shall be ~~given consideration~~ considered for either a curb lane fourteen (14) feet in width or an undesignated lane four (4) feet in width. Generally, such facilities shall not be marked to attract bicycle traffic.

5.02.05. Intersections

- A. Streets shall intersect at an angle of ninety (90) degrees, unless unique circumstances justify a lesser angle of intersection as ~~determined by the Land Use Administrator~~, based upon sound and generally accepted engineering practices and principles.
- B. Spacing of street intersections shall be ~~in accordance with Table 5-3~~ determined based upon Florida Department of Transportation rules for Access Management Standards and Classifications.

Table 5-3: Intersection Spacing in Feet

Street Type	Collector	Arterial	T-type Intersection with a Collector
Local	330	660	330
Collector	660	1320	N/A
Arterial	N/A	N/A	N/A

5.02.06. Visibility at Intersections

- A. Sight triangles and sight distance requirements shall meet, ~~at a minimum, Florida Department of Transportation Design Standards Section 11.03.01.L. including Table 11-3 – Sight Triangle Dimensions Along Driveways and Roadways.~~
- B. Within that portion of a lot or parcel that lies within the ~~clear visibility~~ sight triangle, as defined in Chapter 14, nothing shall be erected, placed, planted, or allowed to grow in such a manner as to materially obstruct vision between a height of ~~twenty four (24) inches~~ two (2) feet to seven (7) feet above the average grade at the centerline of the adjoining road right of way, ~~provided, however, that in case of a conflict, Subsection 5.02.06.A shall prevail over this requirement.~~
- C. ~~The requirements of this section shall not be deemed to prohibit any necessary retaining wall. Low-growing shrubs, annual and other lower vegetation may be utilized within sight triangles or other areas to ensure visibility is not reduced.~~
- D. Trees may be permitted in the sight triangle area, at the discretion of the Land Use Administrator, if the trees have a single-trunk and foliage is ~~pruned within the heights noted in Subsection 5.02.06.B~~ kept trimmed between two (2) feet and seven (7) feet.
- E. ~~Streetlights and street name signposts may be permitted if illuminating fixtures or nameplates are not located within the prescribed clear space.~~

Section 5.03. Access

5.03.01. Vehicular Access

- A. Access management, location, design, and construction of driveway connections to the City’s road network shall, ~~at a minimum~~, follow criteria and standard practices as established by the City, based upon Florida Department of Transportation’s Access Management Standards and Classifications rules ~~Design Standards and the City.~~
- B. All development sites shall provide permanent access from a paved street to each lot or parcel within the development in accordance with City standards.
- C. Cutting or altering a curb on a public street is prohibited without a permit issued by the City in accordance with Chapter 9.

- D. In addition to City approval, approval from Florida Department of Transportation for state roads, or Flagler County for county roads, is also required for any access onto a such road.
- E. All driveways shall be designed and constructed to comply with all drainage standards as outlined in Chapter 9 and shall be constructed utilizing an approved paving material in accordance with City standards.

5.03.02. Pedestrian Access

- A. All development shall provide paved sidewalks, meeting the latest ADA (Americans with Disabilities Act) and City standards, ~~along both abutting sides of a~~ whenever the development fronts on a collector or arterial street. An alternate design to provide a twelve (12) foot wide paved multipurpose pathway abutting on one (1) side and a four (4) foot wide sidewalk on the opposite side of a collector street may be proposed to the City and is subject to approval by the Land Use Administrator based upon public benefit.
- B. All proposed development fronting a local street shall provide a five (5)-foot wide paved sidewalk(s) along the entire ~~length of side(s) abutting~~ frontage with the local street, except as outlined below, based on the following standards:
 1. Where sidewalks are present ~~on the abutting~~ along frontage with a local street, a five (5)-foot wide paved sidewalk shall be provided ~~along the property line connecting the existing sidewalks from one (1) edge of the property to the opposite edge. connecting the existing sidewalk to the principal building(s).~~ Where development has frontage on more than one local street, five (5)-foot wide paved sidewalks shall connect the principal building(s) to each local street.
 2. Where no sidewalks are present, a sidewalk shall be provided. The City shall determine the location and size of the sidewalk based on the characteristics of the right-of-way.
 3. If the construction of a sidewalk is not currently feasible or practical ~~at the time~~, the Land Use Administrator may allow the developer to make a payment into the Palm Coast Sidewalk Improvement Trust Fund in lieu of sidewalk construction.
- C. All new residential and nonresidential development ~~that abuts~~ adjacent to a proposed multi-use path, or planned trail system consistent with the Bicycle/Pedestrian Master Plan, shall provide an eight (8)-foot to ten (10)-foot wide trail pathway (hard or soft surface per City standards) within a ~~ten (10) foot wide~~ the right-of-way or in an easement to provide for the extension of the trail system based upon a rational nexus and rough proportionality analysis.
- D. Where development ~~abuts~~ fronts on a collector or arterial road, a five (5)-foot paved sidewalk shall be provided to connect the public sidewalk to the principal building(s) with the sidewalk ~~abutting~~ along the collector or arterial road. Where development fronts on more than one collector and/or arterial roadways, sidewalks shall connect the principal building(s) to each collector/arterial roadway. Five (5)-foot paved sidewalks shall also be provided to connect to adjacent properties.
- E. All new nonresidential and multifamily residential development shall provide safe pedestrian access and connectivity throughout the site.

5.03.03. Surfacing

Access to any project or development shall require a hard surface driveway apron meeting City engineering standards connecting the driveway to the pavement of a public street.

5.03.04. Single-family, Duplex and Townhouse Driveway and Garage Standards *(Previously these were in Item Section 5.04.02.C.5. but have been moved here and modified.)*

- A. Parking spaces for single-family, duplex, and townhouse units shall be provided as follows:
 1. Single-family homes shall have at least a two-car attached garage unless specifically allowed by another provision of this Code. Duplexes with less than 1,300 square feet in living area per

unit shall have at least a one-car attached garage and a permanent surface for a second parking space per unit. Duplexes with 1,300 or greater square feet in living area per unit shall have at least a two-car attached garage per unit.

2. A townhouse less than 1,300 square feet in living area shall have at least a one-car garage. A two-car garage is required for a townhouse with 1,300 or greater square feet in living area.
3. Off-street parking is prohibited adjacent to either side of the dwelling, except when it provides access to a garage.

B. Driveways for single-family, duplex, and townhouse units shall be provided as follows:

1. Driveways shall be completely paved. However, on one-acre or larger lots where the garage is located at least one hundred (100) feet from the right-of-way the pavement area can be limited as follows. In these cases only the twenty (20) feet closest to the garage, the driveway apron area within the right-of-way, and any other portion of the driveway that is visible from the right-of-way and within one hundred (100) feet of the right-of-way is required to be paved. The area unpaved shall be of a stabilized material that will support emergency vehicles and meet City standards, such as graded and compacted asphalt milling. Pervious and permeable pavers and pavement which meet City standards are allowed and also are acceptable Green Building materials.
2. Garages must have a driveway extending for a minimum of twenty (20) feet in front of each garage door. The driveway shall be at least the width of the garage door(s) with a minimum width of ten (10) feet for a one-car garage to allow for safe access. Two-car garages shall have a minimum driveway width of sixteen feet and three-car or larger garages a minimum driveway width of twenty-four feet for the twenty feet closest to the garage.
3. Residential driveways entering the public right-of-way shall be a minimum of ten feet wide at the right-of-way line and sixteen (16) feet wide at the roadway edge. On corner lots driveways shall not enter the right-of-way within twenty-five (25) feet of where the two rights-of-way lines would intersect if extended.
4. Driveways shall either lead to a garage (standard driveway) and/or be a circular driveway. Except for corner lots, one approach of a circular driveway shall double as the standard driveway.
5. A standard driveway may also have a flare where the driveway widens to provide for an additional lane for vehicle parking. Additionally, standard driveways may have a turnaround so residents may avoid backing out onto the street. Driveway flares and turnarounds shall be located solely on the homeowner's property and not within rights-of-way and in side yards shall not encroach into side yard easements and shall not be located within five (5) feet of side property lines.
6. Maximum driveway widths internal to the lot shall be eighteen (18) feet for circular driveways and turnarounds; and for standard driveways including any flares they shall be limited to thirty-six (36) feet for a two-car garage, forty-two (42) feet for a three-car garage and forty-eight (48) feet for a four-car garage. For circular driveways that merge with standard driveways only the standard driveway area may exceed the maximum width of eighteen (18) feet.
7. When unique circumstances exist for a property owner making it difficult to meet these standards, the applicant may propose an alternative driveway layout by demonstrating the lot area in front of the home's building façade will have a minimum of 25% landscaped planting area, a maximum of 75% of impervious area and that the new layout would still provide an attractive view from neighboring properties and adjacent right-of-ways. The Land Use Administrator may approve or conditionally approve the alternative driveway layout if it meets these criteria.

8. Construction of driveways, driveway aprons and culverts beneath driveways shall conform to City design and permitting standards.
9. Owners proposing to utilize pavers as pavement on the driveway portion in the City right-of-way shall execute a Right-of-Way Utilization Agreement prior to City final approval.

Section 5.04. Parking

5.04.01. Plan Requirement

Off-street parking, ~~or~~ loading space and drive-through facility plans shall be submitted and approved during the site plan review process as outlined in Chapter 2.

5.04.02. Off-Street Vehicle Parking

Off-street parking and loading facilities shall be provided for any new use established, for any addition or enlargement of an existing use, or any change of occupancy or manner of operation that would result in additional parking. See Chapter 1 for nonconforming uses and the remodeling threshold. Additional parking may be required only for such addition, enlargement, or change, and not for the entire building or use, unless it is determined ~~that the conformity with the required parking is such that,~~ based on the historical function of the use or similar such uses, there is a need for additional parking. ~~The Land Use Administrator shall evaluate the applicability for requiring additional parking spaces resulting from the addition, remodeling, or expansion of a use.~~

A. Off-Street Parking Spaces Required

1. **Minimum Number Required.** The required number of off-street motor vehicle spaces and any special requirements that may apply is ~~are~~ provided ~~for~~ in Table 5-3 ~~5-4~~. When the number of off-street spaces required by this Code results in a fractional space, the number shall be rounded ~~up~~ to next the nearest whole number. Where parking is based on seating and seating is provided on benches or pews, then each twenty-four (24) lineal inches of the bench or pew shall be considered one (1) seat.

Table 5 – 4 3: Parking Ratios

NOTE: Unless otherwise noted, all square footages (s.f.) are based on the gross floor area of the unit or building.

Type of use	Minimum Number of Spaces
Adult entertainment	1 space per 100 s.f.
Assembly places (houses of worship/religious institutions , funeral homes, schools , movie theaters, auditoriums, arenas, stadiums, civic centers, and non-religious facilities with an auditorium, sanctuary , or gathering place, whether fixed seats or open area)	1 space per 4 seats
<u>Banks and credit unions</u>	<u>1 space per 200 s.f.</u>
<u>Barber shops and beauty salons</u>	<u>1 space per 250 s.f.</u>
Bowling alley	3 spaces per lane
<u>Call centers and contact centers</u>	<u>1 space per 115 sq. ft.</u>
<u>Churches, houses of worship/religious institutions</u>	<u>1 space per 3 seats in the sanctuary or worship hall</u>
Civic clubs and lodges (including fraternities, sororities, and other civic membership organizations)	1 space per 4 seats plus 2 spaces per 100 s.f. of area devoted to public assembly without seats
<u>Colleges, universities and business/technical schools</u>	<u>1 space per 3 on-site school population (students, faculty and staff but excluding online students)</u>
<u>Convenience store (with or without fueling stations)</u>	<u>1 space per 200 s.f. + 1 space per 2 seats for food patrons</u>
Day care, child care, private schools (<u>k-12</u>)	2 spaces per employee on the largest shift. For private high schools, add 1 space per 2 students in 11 th and 12 th grade
Drive through establishments	1 space per 60 s.f.
Eating, drinking, or entertainment establishments (without drive through facilities)	1 space per 4 seats plus 2 spaces per 100 s.f. of area devoted to public assembly without seats
Fitness center/ <u>health club/dance studio</u>	1 space per 200 <u>125</u> s.f.
<u>Furniture/mattress store</u>	<u>1 per 700 s.f.</u>
<u>Gasoline service stations/vehicle service and repair facilities</u>	1 space per 350 <u>250</u> s.f. of area devoted to sales or customer lounges, plus sufficient area to accommodate vehicles at pumps without interfering with other parking, plus 3 spaces per service bay
Golf course	4 spaces per hole; plus 1 space per 250 s.f. of clubhouse
<u>Golf driving range/putting greens</u>	<u>1 space per 2 driving tees/putting greens + parking for any structures</u>
<u>Golf, miniature</u>	<u>1.25 spaces per hole + parking for any structures</u>
<u>Grocery/supermarket¹</u>	<u>1 space per 200 s.f.</u>

Type of use	Minimum Number of Spaces
Group lodging, including nursing homes, rest homes, convalescent homes, assisted care facilities, and other similar facilities	1 space per 2 beds or 0.75 space per unit
<u>Home Improvement/Building Materials and Garden Centers</u> Large Scale Retail Centers ¹	3.5 spaces per 1,000 s.f.
Hospitals and other medical facilities providing overnight accommodations	4.5 <u>2</u> spaces per bed
Hotels, motels, and other similar lodging and accommodations establishments, without restaurants or lounges <u>open to the public</u>	4.25 <u>1.15</u> spaces per sleeping room
Hotels, motels, apartment hotels, and other similar lodging and accommodations establishments, with restaurants or lounges <u>open to the public</u>	4.25 <u>1.15</u> spaces per sleeping room, plus parking required at 50% of normal rates for the eating, any restaurant or drinking, or entertainment establishment
<u>Independent living units (associated with a continuing care retirement community)</u>	<u>1.25 spaces per unit</u>
<u>Industrial, manufacturing and production uses</u>	1 space per 600 <u>750</u> s.f.
Marinas	1 space per 3 boat berths (wet slip or dry storage), plus 1 space per employee on the largest shift
Medical or dental offices, medical or dental laboratory, and medical clinics, and veterinary clinics	1 space per 300 <u>250</u> s.f.
<u>Mini-warehouse or self-storage facilities including boat and recreational vehicle storage</u>	4 <u>2</u> spaces per 300 s.f. of office space <u>100 storage units and vehicle/boat storage spaces with a minimum of 4 spaces</u>
Multi-family dwellings	1 space per efficiency unit 1.5 spaces per 1 bedroom 2 spaces per 2 bedrooms and over <u>Plus 1 space per 4 units for guest parking</u>
Offices (general, professional, or government)	1 space per 300 <u>250</u> s.f.
<u>Plant nursery</u>	<u>1 space per 250 s.f. of building area + 1 space per 2000 s.f. of display areas open to the public</u>
<u>Restaurants (with or without a drive-through), drinking establishments</u>	<u>1 space per 50 s.f. of areas open to the public + 1 space per 75 s.f. of outdoor eating/drinking areas</u>
<u>Shopping centers, including retail sales and business activities not otherwise specified discount superstores, and multi-tenant retail centers</u> ¹	1 space per 250 s.f.
<u>Retail including pharmacies and business services</u>	<u>1 space per 250 s.f.</u>
Single-family dwelling, duplex, and townhouse units	2 spaces per unit
<u>Tennis, bocce ball, pickle ball, shuffleboard and racquetball facilities</u>	1.5 spaces per court
Vehicle and boat sales/dealership	1 per 3,000 s.f. of open or enclosed sales area
All other nonresidential uses <u>Warehouse</u>	1 space per 300 <u>1,200</u> s.f.

¹ An additional parking space equivalent is required for every 50 parking spaces for shopping cart storage for shopping center or retail development exceeding 50,000 s.f.

2. Uses Not Listed. The required number of spaces for any use not specifically mentioned shall be the same as the use most similar to the proposed use, as determined based on data provided by the Institute of Transportation Engineers in Parking Generation or similar studies by the Land Use Administrator.
3. Multiple Uses. Where a combination of uses is proposed for development exclusive of a multi-tenant retail center or shopping center, parking shall be provided for each of the uses as prescribed by Table 5-3 5-4, unless a shared parking agreement acceptable to the City is reached by the property owner(s) (see Subsection 5.04.08).
4. Maximum Parking Permitted. For all land uses, except for single-family and two-family residences, the maximum permitted number of parking spaces shall not exceed ~~4.1~~ 1.2 times the minimum parking required by this section unless the Land Use Administrator finds that exceeding the maximum is justified based upon sound and generally accepted land use planning practices and principles as demonstrated within a Parking Flexibility Study at the time of the site plan review process.
5. Screening. ~~Visual~~ Screening is required for off-street parking spaces in accordance with Section 11.03.04.A the Chapter 11.
6. Internal Parking Lot Landscaping. For parking lot islands and their related landscaping requirements see Section 11.03.04.B. ~~Chapter 11.~~

B. Flexibility

1. The Land Use Administrator may authorize an adjustment in the total parking requirements where it is demonstrated that the application of the parking ratios is inappropriate ~~to~~ for a proposed use due to the mix of existing or proposed uses ~~with consideration being afforded toward calculating net floor area when demonstrated.~~ A request for adjustment may require the submission of a site plan, traffic and/or parking study, and floor plan, which address the rationale for reducing or increasing parking requirements. Considerations and approval shall be contingent upon the continued operation of like or similar uses as identified under the approved plan. A change in the use category of parking shall require separate consideration. Pervious surface materials ~~shall~~ may be utilized when increasing parking requirements where feasible and may include pervious pavement, brick pavers, or other permanent pervious materials supported by Green Building principles. Stabilized grass parking with paved parking aisles may be considered where feasible for periodic overflow parking. Reducing parking requirements ~~shall~~ may require additional pervious areas and adequate stormwater capacity to accommodate potential future parking spaces per Code.
2. The Land Use Administrator may approve de minimis variations of parking lot design or standards if it is found that a substantial public benefit would be attained. This may include reducing the required number of parking spaces, application of alternative surface materials, or required design standards when specimen or historic trees could be saved, difficult utility conflicts can be avoided, or where architectural aesthetics can be improved.
3. ~~Large scale commercial and home improvement centers providing more parking spaces than the required minimum shall be constructed of a pervious surface up to the maximum spaces as set forth in this chapter. Pervious surface materials may include pervious pavement, brick pavers, stabilized grass parking, or any other permanent pervious materials supported by Green Building principles. Up to thirty-three (33) percent of required parking for not-for-profit and non-profit groups, City recreational facilities, and clubs that only use the parking periodically (one day or less per week except for occasional special events), may be provided as stabilized grass parking, with approval of the Land Use Administrator, where those spaces are served by paved parking aisles and are generally located further from the use being served than the paved spaces. Landscaped islands are required with stabilized grass parking (see Section 11.03.04.B.3.b). Stabilized grass parking spaces shall be appropriately graded and computed~~

as impervious areas for water management purposes and stabilized grass parking spaces that are utilized more often than periodically as defined above shall be paved as determined by the Land Use Administrator.

4. All of the overflow parking (exceeds the minimum number of required spaces) for not for profit groups and clubs that only use the parking on an occasional basis may be provided as stabilized grass parking and stabilized grass drive aisles, with approval of the Land Use Administrator, where those spaces are generally located furthest from the use being served. Landscaped islands are required with stabilized grass parking spaces (see Section 11.03.04.B.3.b). Stabilized grass parking spaces and stabilized grass drive aisles shall be appropriately graded and computed as impervious areas for water management purposes.

C. Location

1. Each off-street parking space shall be located on the site it services, unless provided otherwise in this Code.
1. Nonresidential off-street parking spaces and ~~driveways~~ access ways shall not be located closer than eight feet to any side property line unless both adjoining properties are part of a master plan, share an access way, or similar circumstances exist. A minimum queuing distance of ~~50 feet~~ 20 feet is required ~~between~~ from the property line of 20 feet along a local public roadway, 35 feet along a collector roadway, or 50 feet along an arterial roadway to and the first parking space or parking aisle unless the applicant demonstrates, Land Use Administrator concludes based on a traffic study that a reduced queuing distance will not pose a hazard or interfere with pedestrian and vehicle traffic operations. However under no circumstance shall traffic from a proposed development be allowed to stack back onto a public right-of-way under typical peak hour operating conditions.
2. All required parking stalls shall have direct and unobstructed access from a parking aisle.
3. ~~No parking stall shall directly abut a driveway unless approved by the Land Use Administrator.~~
4. Parking spaces for single family, duplex, and townhouse units shall be provided as follows:

(The items in 5.04.02.C.5. were relocated to Section 5.03.04 and modified.)

 - a. ~~Single family and duplex residences with less than 1,200 square feet in living area shall have at least a one car garage and a permanent surface for a second parking space. A two car garage is required for single family or duplex residences with 1,200 or greater square feet in living area.~~
 - b. ~~A townhouse less than 1,500 square feet in living area shall have at least a one car garage. The required additional off street parking space shall be in compliance with Subsection 5.04.02.C.5.d. A two car garage is required for a townhouse with 1,500 or greater square feet in living area.~~
 - c. ~~The use of pavers, and permanent pervious pavement, which is an acceptable Green Building material, is allowed.~~
 - d. ~~Attached and detached garages must have a driveway extending for a minimum of 20 feet from the garage door to the property line or common sidewalk. The width of the driveway shall be the same as the garage to allow for safe access.~~
 - e. ~~Off street parking is prohibited adjacent to either side of the dwelling, except when it provides access to a garage.~~
 - f. ~~Residential driveways entering the City of Palm Coast public right of way shall be a minimum of ten feet wide at the right of way line and 16 feet wide at the roadway edge.~~

D. Off-Street Circulation

1. Internal circulation patterns, and the location and traffic direction of all access ~~drives ways and parking aisles~~, shall be designed and maintained in accordance with accepted principles of traffic engineering and traffic safety, and clearly marked as required by the City.
2. Vehicular circulation shall be completely contained within the property and vehicles located within a portion of the development must have access to all other portions without using the adjacent street system.

E. Parking Facility Design

1. All parking facilities shall be graded and provided with permanent storm drainage facilities meeting the construction specifications set by the City. Surfacing, curbing, and drainage improvements shall be sufficient to preclude the free flow of water onto adjacent properties or public streets or alleys, and to provide adequate drainage.
2. ~~Off street parking, loading areas, and pedestrian and bicyclist circulation facilities shall be designed to be safe and convenient.~~
3. Any off-street parking facility shall have ~~either driveway approaches~~ access ways of sufficient width to allow for two-way traffic, or one-way ~~driveways~~ access ways connected to parking aisles, parking areas, or maneuvering areas in such a manner as to permit traffic to simultaneously enter and leave the property. An access way driveway that is only wide enough for one-way traffic shall ~~be signed~~ have signage designating it for one-way operation.
4. Single-lane ~~driveways~~ one-way access ways shall be a minimum of ~~16~~ 14 feet wide. Two-lane ~~way driveways~~ access ways shall be a minimum of 24 feet wide, ~~unless a~~ exclusive of any median is provided. Required ~~driveway~~ access way widths may be increased according to vehicle types and number of vehicles expected to use the facility, or if the ~~number of parking stalls connected to the number of trips generated~~ current Fire Prevention Code justifies such increase based upon traffic engineering and safety considerations.
5. Parking spaces and parking aisles shall be designed in accordance with Table 5-5.
6. ~~Parking spaces perpendicular to sidewalks and/or walkways shall have wheel stops installed two feet from the abutting sidewalk/walkway to prevent vehicle encroachment.~~ Applicants are encouraged to reduce paved areas by reducing the perpendicular depth of standard parking spaces to 18 feet of pavement with two feet of ~~overhand~~ overhang area, subject to the following conditions:
 - a. Continuous curbing shall be used at the overhang.
 - b. The overhang will not interfere with the healthy growth of adjacent landscaping material.
 - c. ~~The~~ Any abutting sidewalk is raised a minimum of six inches and is a minimum of seven feet wide. A sidewalk located at least two feet from the front of curb does not need to meet these standards.

Table 5 – ~~5~~ 4: Parking Space Requirements

Parking Angle (degrees)	Standard Stall Width (feet)	Stall Depth Perpendicular to Aisle (feet)	Curb Length Parallel to Aisle (feet)	Parking Aisle Width One-Way Traffic (feet)	Parking Aisle Width Two-Way Traffic (feet)
0 (parallel)	10	10	23	12	24
45	9	21.2	12.7	14	20* <u>24</u>
60	9	22.3	10.4	18	20* <u>24</u>
90	9	20	9	24	24

* ~~Subject to appropriate parking angle application~~ Parking spaces are measured from the center-line of painted stripe to edge of curb or center-line of painted stripe.

7. ~~Reserved.~~
8. Parking stalls shall be delineated with a white pavement striping that is six inches wide.
9. ~~Off street parking accessed from the rear of a lot shall only be permitted in the neo traditional development option. On street parking in the neo traditional development option is permissible on local residential streets, refer to Chapter 4.~~
10. For any nonresidential or multi-family use providing 50 or more spaces, a maximum of three for every 50 required spaces may be reduced in size and designed to accommodate parking for motorcycles. When provided, motorcycle parking shall be clearly identified by a sign, be at least 4.5 feet wide, surfaced with concrete, and have pavement striping. Motorcycle spaces may count towards required vehicular parking spaces.
11. All permanent off-street parking and loading and/or unloading areas; ~~except for overflow areas as permitted under Sections 5.04.02.B.3 and 5.04.02.B.4,~~ shall be surfaced with brick, pavers, asphalt, ~~bituminous concrete,~~ or concrete with all materials meeting City design standards and maintained in a smooth, well-graded condition.

F. Maintenance

1. All required parking facilities shall be properly maintained in perpetuity by the property owner or appropriate property owners association. Such facilities shall be used exclusively for the temporary parking of motor vehicles.
2. Parking facilities shall not be used for the sale, display, or storage of merchandise, for the storage or repair of vehicles or equipment, or activities other than providing public and employee parking unless the other activity has been approved on a site plan.
3. All parking and loading facilities shall be properly maintained to ensure the desirability and usefulness of the facility including the maintenance of finished and stabilized surfaces, parking stripes and required signage. Parking stripes that are faded shall be repainted and faded or missing required signage shall be replaced. Such facilities shall be maintained free of pot holes, refuse, debris, or other accumulated matter and shall at all times be available for the off-street parking or loading use consistent with applicable development approvals.
4. Landscaping materials located within sight triangles shall be properly trimmed and maintained.

5.04.03. Bicycle Parking

- A. All developments (except for single-family and duplex platted lots) requiring off-street parking shall provide parking for bicycles in accordance with the following standards:
 1. Multifamily development shall provide bicycle parking spaces to the equivalent of ten percent of the required vehicular parking spaces.
 2. Nonresidential developments shall provide bicycle rack spaces as follows:

Table 5 – 6 5: Bicycle Rack Ratios for Nonresidential Developments

Required Number of Automobile Parking Spaces	Minimum Number of Required Bicycle Rack Spaces
1-40	2
41-60	3
61-80	4
81-100	5

Over 100	5 plus 1 for each 20 automobile parking spaces over 100, provided that the maximum number of required bicycle spaces shall not exceed 20
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B. Bicycle rack facilities shall meet the following standards:

1. Shall be designed to allow each bicycle to be secured against theft.
2. Shall be installed in a permanent manner to resist removal.
3. Shall be installed to resist damage by rust, corrosion, or vandalism.
4. Shall accommodate a range of bicycle shapes and sizes and allow easy locking without interfering with adjacent bicycles.
5. Shall not interfere with pedestrian or vehicular movement.
6. Shall be located within 200 feet of the building entrance(s) they are intended to serve.

5.04.04. Parking Lot Lighting

The lighting design for new and redevelopment sites shall meet the lighting requirements set forth in **Chapter 9**.

5.04.05. Standards for Handicap Americans with Disabilities Act for Access and Parking

~~Handicap~~ Accessible parking shall comply with Florida Department of Transportation Design Standards and Chapter 17 of the Florida Americans with Disabilities Act Architectural Barrier Removal and Compliance Manual, 2005 Edition, as amended. The total number of parking spaces required in this chapter includes the minimum number of ~~handicap~~ accessible parking spaces required.

5.04.06. ~~Taxicab~~ Temporary Parking

The Land Use Administrator may require new nonresidential uses to provide a minimum of one and a maximum of two parking spaces for temporary ~~taxicab~~ pick-up and drop-off based on the size and use of the development. The temporary ~~taxicab~~ parking space(s) shall be located near the primary building entrance. ~~Taxicab~~ temporary parking shall count towards the total required parking spaces.

5.04.07. Off-Street Loading and/or Unloading Space Requirements

- A. At the time of construction of any of the ~~following~~ categories of buildings listed in Table 5-6, or at the time of structural alteration for an increase in their size or capacity, off-street loading and/or unloading spaces with adequate means of ingress and egress from a public street or access way shall be provided without interfering with the public use of streets, off-street parking spaces, or taxi stands. Off-street parking spaces ~~and taxi stands~~ shall not be used to meet off-street loading requirements.
- B. The dimensions, design, and location of all off-street loading spaces shall meet the requirements as outlined in this Code.
- C. Loading spaces shall not block streets, alleys, driveways, or sidewalks. Loading spaces shall not impair the movement of vehicles or pedestrians on streets, alleys, or sidewalks. Loading areas shall not use a public right-of-way or adjacent property as part of a maneuvering area, or use a public right-of-way or adjacent property as part of a temporary or permanent parking area for loading or unloading.
- D. The minimum number of off-street loading and/or unloading spaces and the design shall meet the needs of the proposed use and reasonably expected future uses ~~and, but~~ shall have the minimum dimensional requirements as displayed in the following tables:

Table 5 – 7 6: Loading and/or Unloading Space Requirements

USE CATEGORY	FLOOR AREA IN SQUARE FEET	NUMBER OF SPACES REQUIRED
Retail Sales and Service, Restaurants, or Similar Uses	1,000 <u>5,000</u> - 20,000	1
	20,001 - 40,000 <u>20,001 - 50,000</u>	2
	Each additional 20,000 <u>25,000</u> square feet or <u>major fraction thereof</u>	1
Offices, Hotels, Hospitals, Nursing Homes, Adult Congregate Living Facilities, <u>Multi-Family Project</u> or Similar Uses	30,000—100,000	1
	Each additional 100,000 square feet or <u>major fraction thereof</u>	1
Arenas, Auditoriums, Stadiums, Convention Centers, Exhibition Halls, Museums, or Similar Uses	10,000—50,000	1
	50,001—100,000	2
	Over 100,000	4
Any Industrial Use and any Wholesale, Retail, and Nonresidential Storage Facility (<u>Not Required for a Self-Storage Facility</u>)	15,000—40,000 <u>5,000 – 25,000</u>	1
	40,001 - 100,000 <u>25,001 – 55,000</u>	2
	100,000 – 150,000 <u>55,001 – 85,000</u>	3
	Each additional 80,000 <u>30,000</u> square feet or <u>major fractions thereof</u>	1

- E. Every loading space shall demonstrate adequate turning radius and movement based upon the requirements of the delivery truck and meet the following minimum dimensions:

Table 5 – 8 7: Loading Space Dimensional Requirements

Length or Depth of Space	35 30 feet*
Width	12 feet
Height or Vertical Clearance	14 feet

* For tractor-trailer trucks, a 55-foot length is required. Retail and industrial buildings having at least 50,000 square feet of retail area shall have at least one loading space for tractor-trailer trucks and buildings having at least 100,000 square feet of retail area shall have at least two loading spaces for tractor-trailer trucks unless the applicant demonstrates a standard size loading space will suffice for one or both spaces based on the nature of the use.

- F. Loading spaces for tractor trailer trucks shall not be located within 100 feet of any residential use or zoning district boundary. ~~Loading and~~ these spaces shall be located to the rear of the principal structure and screened from view of the public right-of-way or access easement.
- G. Uses Not Listed. The required number of loading spaces for any use not specifically mentioned shall be the same as the use most similar to the proposed use or be guided by requirements for such use in other jurisdictions or by data provided by the Institute of Transportation Engineers or from other studies.
- H. An adjustment in the loading requirements may be approved where it is demonstrated that the application of the loading ratios is inappropriate for a proposed use due to specific site or use conditions. A request for adjustment may require the submission by the applicant of a site plan and operational analysis, which address the rationale for reducing or increasing loading requirements. Considerations and approval shall be contingent upon the continued operation of like or similar uses as identified under the approved plan. A change in the use category of loading shall require separate consideration.

5.04.08. Shared Parking and Joint Use of Facilities

- A. The Land Use Administrator may permit the required off-street parking spaces for a use to be shared as required parking spaces for another use upon finding that:
 - 1. The shared parking spaces are in close proximity and readily accessible to the uses served thereby;
 - 2. The uses served thereby have different peak periods or are excessive for one use; and
 - 3. The design of the parking area in terms of traffic circulation, vehicular and pedestrian access, stormwater management, landscaping, open space preservation, and public safety meets the requirements of this Code.
- B. ~~A s~~Shared parking usage ~~percentages~~ analysis shall be used for calculating parking requirements for multiple uses, ~~see Table 5-9.~~
- C. ~~Handicap~~ Accessible spaces shall be based on the single use parking requirement. The shared parking methodology shall only reduce the general parking requirement.
- D. Upon a finding by the Land Use Administrator that shared parking is appropriate, the Land Use Administrator shall issue a development order or approve an agreement for shared parking, which shall be recorded in the public records, and shall be enforceable by the City.

5.04.09. Fleet Storage

A. General Requirements

~~The~~ In all zoning districts except industrial zoning districts or industrial type uses in the PSP Zoning District the following requirements apply to the storage of five or more operable and inoperable motor vehicles which are owned (includes ownership under another corporate entity for which vehicles serve the business establishment located at the site) or leased by a business establishment located on the site on which the motor vehicles are located, excluding lawful and permitted businesses that inherently require the display of motor vehicles, trailers, heavy commercial vehicles, and construction equipment (i.e. automobile dealerships, tractor dealerships, etc.).

- 1. Areas specifically designated for fleet vehicles shall be screened from public view using a Tall Screen Planting described in Table 11-4 ~~Screening shall comply with the landscaping and buffer requirements~~ in this Code.
- 2. Fleet vehicle parking spaces and areas shall not be used to satisfy the required off-street parking for its land use as required in this Code.
- 3. It is prohibited and unlawful to park an inoperable motor vehicle for any part of a 24-hour period unless the motor vehicle is enclosed within a building or located within an opaque enclosure that is no less than six feet in height.
- 4. ~~Fleet vehicles shall be clearly marked with the business' name or logo.~~
- 5. Fleet vehicles shall be used solely for the purpose of conducting activity associated with the business establishment (licensed by applicable federal, state, and local agencies) at the location where the motor vehicles are parked.
- 6. A business with fleet vehicles desiring to locate into an existing building in an appropriately zoned district shall establish a designated area for the fleet vehicles in compliance with this section if such area is not already established. A site plan shall be submitted to the Land Use Administrator to determine compliance.

B. Exemptions

This section does not apply to commercial motor vehicles parked during active loading and unloading for any part of a 24-hour period within areas designated as loading spaces on an approved site plan or vehicles that are automobiles or sport utility vehicles.

5.04.10. Boat and Recreational Vehicle Commercial Storage Facilities

Where boats or recreational vehicles are commercially stored outside they shall only be stored on pavement located behind buildings or preserved wooded areas so they are primarily hidden to the public along rights-of-way unless specifically allowed by another provision of this Land Development Code.

5.04.11. Drive-Through Facilities *(This Section is being relocated from Chapter 4. Updates have also been made.)*

5.04.11.01. Location

- A. A site that contains drive-through facilities shall be located on a collector or arterial road.
- B. Drive-through facilities for an automated teller machine (ATM) shall only be located on sites in conjunction with a financial institution or within a shopping center where the ATM drive-through facilities can be demonstrated that they will not interfere with the safe movement of traffic at the shopping center.

5.04.11.2. Stacking Lanes and Spaces

- A. All uses and facilities providing drive-through service shall provide stacking lanes in compliance with the standards of this section. A stacking space shall be a minimum of ten feet in width and 20 feet in length and measured commencing ten feet behind the pickup window.
 - 1. Drive-through lanes must be clearly distinguished from parking aisles by acceptable pavement markings or pavement color.
 - 2. On-site stacking spaces shall be sufficient to accommodate stacking demand under typical A.M and P.M Peak-Hour conditions of adjacent roadways.
 - 3. A twelve feet wide paved bypass lane (11 feet if the stacking lane is increased to a width of 11 feet) shall be provided for drive-through facilities unless determined not necessary due to unique site conditions.
- B. Restaurants with drive-through facilities shall provide a minimum of nine total stacking spaces. The bypass lane for restaurants shall serve customers at least until they have traveled past the point where their orders have been taken.
- C. Banks, financial institutions, dry cleaners, and pharmacies shall provide a total minimum of four stacking spaces per lane except for automated teller machines which shall have three spaces per lane.
- D. An automated car wash and a manned or unmanned gatehouse or entry control structure shall provide a minimum of three stacking spaces per service lane.
- E. A six feet high solid decorative wall shall be provided along all property lines abutting lots or parcels zoned for residential purposes in order to block lights and noise from vehicles in the stacking lanes or drive-through facility.
- F. Stacking lanes shall not be located within a designated delivery area or area designated for loading spaces.
- G. Within the OFC-1 District, drive-through facilities may have only a single lane with a single service window. A second lane is permissible if it is serviced by the same single window, or if it is serviced by an automated device (e.g. ATM).
- H. Uses Not Listed. The required number of stacking spaces for any use not specifically mentioned shall be the same as the use most similar to the proposed use or be guided by requirements for such use in other jurisdictions or data provided by the Institute of Transportation Engineers in Parking Generation or similar studies.

- I. An increase or reduction in the stacking requirements may be approved where it is demonstrated that the application of the stacking number is inappropriate for a proposed use due to other factors such as the property configuration, specific nature of the use, or traffic flow patterns.
 1. A request for modification may require the submission of a site plan and traffic study, which addresses the rationale for reducing the stacking requirements.
 2. Considerations and approval shall be contingent upon the continued operation of like or similar uses as identified under the approved plan.
 3. A change in the use category for stacking shall require separate consideration.

5.04.11.03 Drive-Through Menu Boards and Speakers

Menu boards and speakers shall be set back a minimum of 100 feet from the property line of adjacent properties zoned SFR-1, SFR-2, SFR-3, SFR-4, SFR-5, MFR, and DPX Districts or MPD intended for residential units.

SECTION 4. AMENDMENT TO SECTION 14.02. – “GLOSSARY” OF THE UNIFIED LAND DEVELOPMENT CODE. Section 14.02. - “Glossary” of the City of Palm Coast Unified Land Development Code is hereby amended as follows:

Section 14.02. Glossary *(All related definitions have been included on the initial draft. Those not being modified will be removed later.)*

Access: The street system providing access to a parking facility, sometimes involving several streets, particularly if one-way.

Access way: The place, means, or way by which pedestrians and/or vehicles shall have safe, adequate, and usable ingress and egress to a property, use, or parking space.

Aisle, ~~driving~~ drive: The traveled path through a parking facility between one or two rows of parked vehicles.

Bypass lane: See Lane, bypass.

Clear visibility triangle: ~~A triangle at the intersection of two public rights of way, defined by the intersection of the rights of way lines extended, and a line joining points on those lines 25 feet from said intersection.~~

Collector road: A route providing service that is of relatively moderate average traffic volume, moderately average trip length, and moderately average operating speed. Such a route also collects and distributes traffic between local roads or arterial roads and serves as a linkage between land access and mobility needs.

Continuing care retirement community: An integrated residential development designed to let senior adults age in place by providing independent living units and an assisted living facility where assistance on personal care is provided and/or a nursing home providing long-term skilled nursing.

Convenience store with fueling stations: A retail store selling convenience goods that may include prepared foods with seating for on-site consumption, and having pumps for the fueling of automobiles and pickups.

Discount superstore: A very large retail store greater than 100,000 square feet in size that is usually part of a chain, offering a wide variety of merchandise for sale at prices typically below the market price.

Driveway: A private roadway providing access for vehicles to a parking space, garage, dwelling, or other structure. A standard driveway is one leading to a garage for a single-family, two family, or town house residence.

Gasoline service station: A business having at least one bay for automotive services, pumps for the fueling of automobiles and pickups, and may include limited retail sales of convenience goods.

Independent living unit: A senior adult detached or attached housing unit that is an element of a continuing care retirement community that provides optional services for residents to receive their choice of meals, personal services, medical services, housekeeping, transportation services, and organized social/recreational activities.

Lane: A strip of roadway or vehicular use area specifically designated to accommodate a single line of vehicles; a narrow way or passage for a specific use such as bicycles, pedestrians, etc.

Lane, bypass: An alternative channel, passage, or route.

Large-scale commercial center: A commercial facility intended to function as a unit with a large-scale retailer as the anchor with shared services of other commercial uses. At least one anchor unit shall contain a minimum of 60,000 square feet.

~~*Large-scale retailer:* A retail or wholesale user, who occupies no less than 75,000 square feet of gross floor area, typically requires high parking to building ratios, and has a regional sales market. Regional retail/wholesale sales can include, but are not limited to, membership warehouse clubs that emphasizes bulk sales, discount stores, and department stores.~~

Loading space, off-street: A space logically and conveniently located for pickups or deliveries or for loading or unloading, scaled to the size of the delivery vehicles expected to use it and accessible to such vehicles when required off-street parking spaces are occupied.

Local road: A route providing service that is of relatively low average traffic volume, short average trip length or minimal through-traffic movements, and high land access for abutting property.

Multi-Tenant Retail Center shall mean retail uses in one or more buildings consisting of two or more individual, unaffiliated tenants. Multi-Tenant Retail Centers include shared access connections to external roads, shared internal circulation, parking and external signs and master stormwater management areas. Multi-Tenant Retail Centers do not include outparcels.

Non-vehicular access easement: An easement that limits or precludes legal access for any lot, tract, or parcel onto a street or adjacent property or between subdivision boundaries.

Off-street loading space: See Loading space, off-street.

Outdoor display: An outdoor arrangement of objects, items, products, or other materials, typically not in a fixed position and capable of rearrangement, designed and used for the purpose of advertising or identifying a business, product, or service.

Parking angle: The angle formed by a parking stall and the wall or centerline of the facility, ranging from 90 degrees (perpendicular) to 45 degrees.

Parking design: The layout and design of a parking facility based on standard criteria.

Parking lot: A surface area for parking off the street or beyond the right-of-way.

Parking, parallel: Spaces designed parallel to the curb of a street, a lot, or a parking structure wall.

Parking, shared: The approved use of the same off-street parking space for two or more distinguishable uses where peak-parking demand of the different uses occurs at different times of the day.

~~*Parking space:* An individual parking stall. All required parking spaces shall be used for the parking of licensed/insured motorized vehicles which consist only of automobiles, trucks, vans or motorcycles associated with the residential use. Parking of nonresidential, recreational or similar use vehicles will be allowed in required spaces only if they do not displace the previously mentioned motorized vehicles. Additional spaces over the required number may be utilized or added with a site plan modification in order to provide parking for said residential, nonresidential or similar use vehicle. A surfaced area reserved for temporary storage of one motor vehicle and connected to a street by a driveway.~~

Parking space, off-street: An off-street parking space shall consist of an area adequate for parking an automobile with room for opening doors on both sides, together with properly related access to a street or alley and maneuvering room, but shall be located totally outside of any street, alley right-of-way, or highway.

Parking stall: The area, usually marked with distinguishing lines, in which one vehicle is to be parked; a parking space.

Peak period: The period of maximum parking activity, this can be by the hour, day of week, or seasonal.

Pedestrian: A person whose mode of transportation is on foot, including a person "walking a bicycle."

Recreation, indoor: An indoor public or private establishment designed and equipped for the conduct of sports and leisure time activities except for electronic game promotions. Some examples include bowling alleys, game rooms, theaters, gymnasiums, pool halls, and skating rinks.

Recreation, outdoor: Any site where the principal use is the provision of outdoor amusements, sports, games, athletic facilities, or other outdoor recreational facilities and/or services. This term includes botanical gardens, zoological gardens, skeet and gun clubs, golf driving ranges, miniature golf, go-cart tracks, drive-in theaters, aquatic centers, and water parks, but does not include golf courses or public parks and recreational facilities.

Restaurant, fast-food/fast-casual: An eating establishment where customers order and receive their food and/or beverages at a counter, select individual items prepared in front of the person, serve themselves buffet style, a drive-in window, or via drive-up service. Customers may or may not consume the food or beverages on-site.

Restaurant, sit-down: An eating establishment where food and/or beverages are served by waitresses or waiters to patrons seated at booths or tables. ~~or are served cafeteria or buffet style~~ A sit-down restaurant may also provide accessory drive-through and walk-up services. If the business also sells alcoholic beverages, the sale of food products must represent at least 51 percent of the facility's total sales, or the business shall be considered a drinking establishment.

Retail fulfillment distribution center: A building where an e-commerce retailer can quickly deliver their merchandise to online shoppers for pickup or where the merchandise is transferred to a retailer operated or local delivery service for rapid delivery to shoppers' homes or businesses.

Shopping center: An integrated group of primarily retail-oriented commercial establishments that is planned, developed, owned and managed as a unit.

Seat: For purposes of determining the number of off-street parking spaces for certain uses, the number of seats is the number of seating units, installed or indicated, for each 24 lineal inches of benches, pews, or space for loose chairs.

Service station, motor vehicle: ~~Any building or land used for retail sale and dispensing of motor vehicle fuels or oils; may furnish supplies, equipment and minor services to motor vehicles, but only incidental to the sale and dispensing of motor vehicle fuels and oils.~~

Sight triangle: A triangular-shaped area at intersections that provides a clear line of sight for drivers at a vertical level between two feet and seven feet above the average grade at the centerline of the right-of-way. Two sides of the triangle shall be the edges of pavement along each roadway from their intersection with their lengths based on the type of roadways, and the third side being a line connecting the ends of the first two lines.

Spite strip: A private easement that limits or precludes legal access for any lot, tract, or parcel onto a street or adjacent property or between subdivision boundaries.

Stall: The area, usually marked with distinguishing lines, in which one vehicle is to be parked; a parking space.

Striping: Painted lines delineating stalls and circulation patterns.

Traffic circulation: A traffic flow pattern, such as a two-way or a one-way, for an on-street system or off-street parking facility.

Traffic control devices: Signs, pavement markings, and signal lights designed and installed to aid in safe and effective flow of motor vehicles across roads and parking lots.

Traffic flow: The pattern of traffic movement through an area or through a parking facility.

Use, service: An establishment where the principal use is the provision of services for individuals, business, and government establishments, and other organizations; as opposed to the selling of goods or merchandise. This term includes automotive services, business services, major vehicle service, and personal services, but does not include retailing uses, restaurants, residential social service facilities, or any industrial uses.

(1) *Service, automotive:* Where the provision of services is focused on the repair and maintenance of automobiles and pickups. Examples of automotive services include detailing, mechanical or interior repair, tune-ups, tire sales and service, and stand-alone car washes, and similar uses. ~~For the purpose of this Code, motor vehicle service stations are considered separately from automotive services.~~

(2) *Service, business:* Where the provision of services is focused on support to professional office establishments. Some examples include copy centers, secretarial service, computer rental-repair service, internet service, and similar uses.

(3) *Service, major:* Vehicle or machinery service activities that do not meet the definition of automotive service shall be classified as major service. Examples include bus, truck or train terminal/maintenance facilities, commercial or industrial machinery repair shops, and body and paint shops.

(4) *Service, personal:* A service use primarily engaged in providing services involving the care of a person, his or her apparel, pets, or small appliances. Some examples include barbershops, beauty shops, dance studios, funeral homes, pet grooming, laundromats, dry cleaners (drop-off and pick up only), health and fitness clubs, caterers, window tinting, video tape/disc rentals, consumer goods rental and service centers, and similar uses.

Vehicle: Any device or conveyance for transporting persons or property over the public streets, including, but not limited to, any automobile, motorcycle, motor truck, trailer, van, semi-trailer, tractor-trailer combination, commercial vehicle or trailer, recreational vehicle or trailer, golf cart, and boat or boat trailer but it shall not include tractors, construction equipment or machinery, or any other device used to perform a job except as stated above.

Wheel stop: A bumper or block placed at the head of a parking stall to restrain the vehicle from moving or overhanging any pedestrian access way.

Vehicle fueling position: A location next to a pump island at a service station or convenience store where a single vehicle may obtain fuel simultaneously while other vehicles are being fueled. Typically, one fuel dispenser will provide two vehicle fueling positions located on opposite sides of the pump island.

SECTION 5. APPLICABILITY. For the purposes of jurisdictional applicability, this ordinance shall apply in the City of Palm Coast, Florida. This ordinance shall apply to all applications for development, including building permit applications and subdivision proposals, submitted on or after the effective date of this ordinance.

SECTION 6. SEVERABILITY. It is hereby declared to be the intention of the City Council that the sections, paragraphs, sentences, clauses and phrases of this Ordinance are severable, and if any phrase, clause, sentence, paragraph or section of this Ordinance shall be declared unconstitutional by the valid judgment or decree of a court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this Ordinance.

SECTION 7. CODIFICATION. It is the intention of the City Council of the City of Palm Coast, Florida, and it is hereby ordained that the provisions of this Ordinance shall become and be made a part of the Unified Land Development of the City of Palm Coast, Florida; that the Sections of this Ordinance may be renumbered or re-lettered to accomplish such intention; that the word, “Ordinance” may be changed to “Section,” “Article,” or other appropriate word.

SECTION 8. CONFLICTS. All ordinances or parts of ordinances in conflict with this Ordinance are hereby repealed.

SECTION 9. EFFECTIVE DATE. This Ordinance shall become effective immediately upon its passage and adoption.

APPROVED on first reading this 15th day of May, 2018.

ADOPTED on second reading after due public notice and hearing this 5th day of June, 2018.

CITY OF PALM COAST, FLORIDA

ATTEST:

MILISSA HOLLAND, MAYOR

VIRGINIA SMITH, CITY CLERK

APPROVED AS TO FORM AND LEGALITY

WILLIAM E. REISCHMANN, JR. ESQ.
CITY ATTORNEY