

**CHAPTER 5**  
**TRANSPORTATION, CONNECTIVITY, ACCESS, AND PARKING**

**Table of Contents**

**Chapter 5. Transportation, Connectivity, Access, and Parking ..... 1**

**Section 5.01. Purpose and Applicability ..... 1**

    5.01.01. Purpose..... 1

    5.01.02. Applicability ..... 1

**Section 5.02. Transportation and Connectivity..... 1**

    5.02.01. Streets..... 1

    5.02.02. Minimum Right-of-Way and Pavement Widths ..... 2

    5.02.03. Additional Right-of-Way ..... 2

    5.02.04. Connectivity and Interconnectivity ..... 3

    5.02.05. Intersections ..... 3

    5.02.06. Visibility at Intersections ..... 4

**Section 5.03. Access..... 4**

    5.03.01. Vehicular Access ..... 4

    5.03.02. Pedestrian Access..... 4

    5.03.03. Surfacing ..... 5

**Section 5.04. Parking ..... 5**

    5.04.01. Plan Requirement..... 5

    5.04.02. Off-Street Vehicle Parking ..... 5

    5.04.03. Bicycle Parking ..... 10

    5.04.04. Parking Lot Lighting..... 11

    5.04.05. Standards for Handicap Access and Parking ..... 11

    5.04.06. Taxicab Temporary Parking ..... 11

    5.04.07. Off-Street Loading and/or Unloading Space Requirements ..... 11

    5.04.08. Shared Parking and Joint Use of Facilities ..... 12

    5.04.09. Fleet Storage ..... 12

**List of Tables**

Table 5-1: Minimum Right-of-Way Width.....2

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

Table 5-3: Intersection Spacing in Feet.....4

Table 5-4: Parking Ratios.....6

Table 5-5: Parking Space Requirements.....9

Table 5-6: Bicycle Rack Ratios.....10

Table 5-7: Loading and/or Unloading Space Requirements.....11

Table 5-8: Loading Space Dimensional Requirements..... 12

## **Chapter 5. Transportation, Connectivity, Access, and Parking**

### **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, 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 may approve private streets, provided all such streets meet all design and construction criteria of the City, and a condominium or homeowners association 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.
  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 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 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.

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 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.

**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

**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	60	50	50

**Note:** The Land Use Administrator may approve, based upon sound and generally acceptable engineering practices and principles, narrower rights-of-way, provided adequate utility and sidewalk 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.
- 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.
- D. All right-of-way dedications, except easements, shall be conveyed to the City by means of a warranty deed or dedication by plat. 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.

**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. 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 and shall constitute a covenant running with the land.
- B.** All new residential developments of more than fifty (50) dwelling units or 2,500 feet of road length 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 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.
- C.** All developments shall provide for bicycle and pedestrian interconnectivity between residential developments and between residential and adjacent nonresidential developments to reduce traffic on collector and arterial roads. Nonresidential development abutting undeveloped properties shall provide for future bicycle and pedestrian interconnectivity.
- D.** All residential and nonresidential development that abuts an existing or proposed trail system shall provide pedestrian and bicycle links to the trail system.
- 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 for the construction of paved shoulders four (4) feet in width, and all urban arterial and collector sections shall be given consideration 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:**

**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.
- B. Within that portion of a lot or parcel that lies within the clear visibility 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 to seven (7) feet above the average grade at the centerline of the 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.
- D. Trees may be permitted in the triangle area if the foliage is pruned within the heights noted in **Subsection 5.02.06.B**.
- 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 Florida Department of Transportation 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 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 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 the street based on the following standards:
    - 1.** Where sidewalks are present on the abutting local street, a sidewalk shall be provided along the property line connecting the existing sidewalks from one (1) edge of the property to the opposite edge.
    - 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 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 a proposed or planned trail system shall provide an eight (8) foot wide trail pathway (hard or soft surface per City standards) within a ten (10) foot wide right-of-way to provide for the extension of the trail system based upon a rational nexus and rough proportionality analysis.
  - D.** Where development abuts 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 the collector or arterial road. 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.

**Section 5.04. Parking**

**5.04.01. Plan Requirement**

Off-street parking or loading space 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 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 provided for in **Table 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 whole number.

**Table 5 - 4: 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, theaters, auditoriums, arenas, stadiums, civic centers, and facilities with an auditorium, sanctuary, or gathering place, whether fixed seats or open area)	1 space per 4 seats
Bowling alley	3 spaces per lane
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
Day care, child care, private schools	2 spaces per employee on the largest shift For private high schools, add 1 space per 2 students in 11 <sup>th</sup> and 12 <sup>th</sup> 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	1 space per 200 s.f.
Gasoline service stations	1 space per 350 s.f. of floor area devoted to sales 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
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
Home Improvement/Large-Scale Retail Centers <sup>1</sup>	3.5 spaces per 1,000 s.f.
Hospitals and other medical facilities providing overnight accommodations	1.5 spaces per bed
Hotels, motels, and other similar lodging and accommodations establishments, without restaurants or lounges	1.25 spaces per sleeping room
Hotels, motels, apartment hotels, and other similar lodging and accommodations establishments, with restaurants or lounges	1.25 spaces per sleeping room, plus parking required for the eating, drinking, or entertainment establishment
Industrial uses	1 space per 600 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, medical clinics, and veterinary clinics	1 space per 300 s.f.
Miniwarehouse or self-storage facilities	1 space per 300 s.f. of office space
Multifamily dwellings	1 space per efficiency unit 1.5 spaces per 1 bedroom 2 spaces per 2 bedrooms and over Plus 1 space per 4 units for guest parking
Offices (general, professional, or government)	1 space per 300 s.f.
Shopping centers including retail sales and business activities not otherwise specified <sup>1</sup>	1 space per 250 s.f.

Type of use		Minimum Number of Spaces
Single-family dwelling, duplex, and townhouse units		2 spaces per unit
Tennis and racquetball facilities		1.5 spaces per court
Vehicle sales		1 per 3,000 s.f. of open or enclosed sales area
All other nonresidential uses		1 space per 300 s.f.
City Parks and Recreation Facilities (25% is permitted to be on grass with a paved driveway to the grass parking area)	General	3 spaces per acre, plus required parking for other uses on the site, see below
	Concession Building	1 space per concessionaire or employee
	Equipped Playground	10 spaces per site
	Picnic Area	1 space per table
	Jogging/Fitness Trail	2 spaces per trail head
	Basketball Court	5 spaces per court
	Ball fields	10 spaces per field, plus 1 space per 5 seats where benches are used (every 2.5 feet equals 1 seat)
<sup>1</sup> An additional parking space equivalent is required for every 50 parking spaces for shopping cart storage for shopping center 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 by the Land Use Administrator.
3. Multiple Uses. Where a combination of uses is proposed for development, parking shall be provided for each of the uses as prescribed by **Table 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, the maximum permitted number of parking spaces shall not exceed 1.1 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 at the time of the site plan review process.
5. Visual Screening. Visual screening is required for off-street parking spaces in accordance with the **Chapter 11**.
6. Internal Parking Lot Landscaping. For parking lot landscaping requirements see **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 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 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 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 may be considered for periodic overflow parking. Reducing parking requirements shall 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.
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.

### C. Location

1. Each off-street parking space shall be located on the site it services, unless provided otherwise in this Code.
2. Nonresidential off-street parking spaces and driveways shall not be located closer than eight (8) feet to any side property line. A minimum queuing distance of fifty (50) feet is required between the property line and the first parking space unless the Land Use Administrator concludes that a reduced queuing distance will not pose a hazard or interfere with pedestrian and vehicle traffic operations.
3. All required parking stalls shall have direct and unobstructed access from a parking aisle.
4. No parking stall shall directly abut a driveway unless approved by the Land Use Administrator.
5. Parking spaces for single-family, duplex, and townhouse units shall be provided as follows:
  - a. Single-family and duplex residences with less than 1,200 square feet in living area shall have at least a one (1)-car garage and a permanent surface for a second parking space. A two (2) 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 (1)-car garage. The required additional off-street parking space shall be in compliance with **Subsection 5.04.02.C.5.d** below. A two (2) 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 twenty (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 (10) feet wide at the right-of-way line and sixteen (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, 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 of sufficient width to allow for two (2)-way traffic, or one (1)-way driveways connected to aisles, parking areas, or maneuvering areas in such a manner as to permit traffic to simultaneously enter and leave the property. A driveway that is only wide enough for one (1)-way traffic shall be signed for one (1)-way operation.
4. Single-lane driveways shall be a minimum of sixteen (16) feet wide. Two (2)-lane driveways shall be a minimum of twenty-four (24) feet wide, unless a median is provided. Required driveway widths may be increased according to vehicle type or if the number of parking stalls connected to the number of trips generated justifies such increase based upon traffic engineering and safety considerations.
5. Parking spaces shall be designed in accordance with **Table 5-5**.
6. Parking spaces perpendicular to sidewalks and/or walkways shall have wheel stops installed two (2) 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 eighteen (18) feet of pavement with two (2) feet of overhand 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 abutting sidewalk is raised a minimum of six (6) inches and is a minimum of seven (7) feet wide.

**Table 5 - 5: Parking Space Requirements**

Parking Angle (degrees)	Standard Stall Width (feet)	Stall Depth Perpendicular to Aisle (feet)	Curb Length Parallel to Aisle (feet)	Aisle Width One (1)-Way Traffic (feet)	Aisle Width Two (2)-Way Traffic (feet)
0	10	10	23	12	24
45	9	21.2	12.7	14	20*
60	9	22.3	10.4	18	20*
90	9	20	9	24	24

\* Subject to appropriate parking angle application

7. Parking stalls shall be delineated with a white pavement striping that is six (6) inches wide.

8. Off-street parking accessed from the rear of a lot shall only be permitted in the neotraditional development option. On-street parking in the neotraditional development option is permissible on local residential streets, refer to **Chapter 4**.
9. For any nonresidential use providing fifty (50) or more spaces, a maximum of three (3) for every fifty (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 and pavement striping.
10. All off-street parking and loading and/or unloading areas, except for overflow areas, shall be surfaced with brick, asphalt, bituminous concrete, or concrete material and maintained in a smooth, well-graded condition.

**F. Maintenance**

1. All required parking facilities shall be 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. 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.
2. All parking and loading facilities shall be maintained to ensure the desirability and usefulness of the facility. 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.

**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 the equivalent of ten (10) percent of the required vehicular parking spaces.
  2. Nonresidential developments shall provide bicycle rack spaces as follows:

**Table 5 - 6: Bicycle Rack Ratios**

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

- 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.

**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 Access and Parking**

Handicap 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 (1) and a maximum of two (2) 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, or at the time of structural alteration for an increase in 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 use, but shall have the minimum dimensional requirements as displayed in the following tables:

**Table 5 - 7: Loading and/or Unloading Space Requirements**

<b>USE CATEGORY</b>	<b>FLOOR AREA IN SQUARE FEET</b>	<b>NUMBER OF SPACES REQUIRED</b>
Retail Sales and Service, Restaurants, or Similar Uses	1,000 – 20,000	1
	20,001 – 40,000	2
	Each additional 20,000 square feet or fraction	1
Offices, Hotels, Hospitals, Nursing Homes, Adult Congregate Living Facilities, or Similar Uses	30,000 – 100,000	1
	Each additional 100,000 square feet or fraction	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	15,000 – 40,000	1
	40,001 – 100,000	2
	100,000 – 150,000	3
	Each additional 80,000 square feet or fractions	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: Loading Space Dimensional Requirements**

<b>Length or Depth of Space</b>	35 feet *
<b>Width</b>	12 feet
<b>Height or Vertical Clearance</b>	14 feet

\* For tractor-trailer truck, fifty-five (55) foot length is required.

- F. Loading spaces shall not be located within one hundred (100) feet of any residential use or zoning district boundary. Loading spaces shall be located to the rear of the principal structure and screened from view of the public right-of-way or access easement.

**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; 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. Shared parking usage percentages shall be used for calculating parking requirements for multiple uses, see **Table 5-9**.
- C. Handicap 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 following requirements apply to the storage of five (5) 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. 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 use as required in this Code.
3. It is prohibited and unlawful to park an inoperable motor vehicle for any part of a twenty-four (24)-hour period unless the motor vehicle is enclosed within a building or located within an opaque enclosure that is no less than six (6) 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 twenty-four (24)-hour period within areas designated as loading spaces on an approved site plan.