

This instrument prepared by:  
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**ORDINANCE NO. 12-42**

AN ORDINANCE OF THE CITY OF PALATKA, FLORIDA AMENDING ZONING CODE SECTION 94-159 TO ALLOW FOR AVIATION-RELATED MANUFACTURING IN AP-2 (AIRPORT RELATED ZONING DISTRICT) AS PERMITTED PRINCIPAL USE, ALLOW NON-AVIATION-RELATED MANUFACTURING AS CONDITIONAL USE IN THE AP-2 DISTRICT WHEN APPROVED BY AIRPORT ADVISORY COMMITTEE AND AIRPORT MANAGER, AND ADOPT STANDARDS THAT MINIMIZE GLARE AND EXTERIOR LIGHT ON NEW DEVELOPMENT IN THE AP-2 DISTRICT TO ENHANCE AIRPORT SAFETY; PROVIDING FOR SEVERABILITY AND PROVIDING AN EFFECTIVE DATE.

**WHEREAS**, application has been made by the Building and Zoning Department for certain amendments to the Zoning Code of the City of Palatka, Florida, and

**WHEREAS**, all the necessary procedural steps have been accomplished, including a public hearing before the Planning Board of the City of Palatka on August 7, 2012, and two public hearings before the City Commission of the City of Palatka on September 13, 2012, and September 27, 2012; and

**WHEREAS**, the City Commission of the City of Palatka has determined that said amendment should be adopted.

**NOW, THEREFORE, BE IT ENACTED BY THE CITIZENS OF THE CITY OF PALATKA, FLORIDA:**

**Section 1.** Zoning Code Section 94 shall be amended as follows.

Sec. 94-159. - AP-2 airport related zoning district.

(a) Intent.

- (1) The AP-2 district is established to control use of lands within the airport property boundaries which may not be directly involved in routine aircraft ground or flight operations. Exempted from this district and zoned separately are those areas external to the boundary fencing and designated as the airport industrial park.
- (2) This district is intended to promote the growth of not only aircraft-related businesses but also light industrial operations and transient public service operations that are compatible with the operation and safety requirements of the airport's prime mission of aircraft flight operations.

(b) Permitted principal uses and structures.

Permitted principal uses and structures in the

AP-2 district are as follows:

- (1) Airport terminal.
- (2) Aircraft service and maintenance facilities.
- (3) Parking areas for aircraft and motor vehicles.
- (4) Accessory uses related to aviation activities, including aviation-related private businesses and social and civic activities of an aviation nature (e.g., CAP Squadron, Pilot's Association).
- (5) Airport-related utilities.
- (6) Aviation-related light manufacturing, processing (including food processing, but not slaughterhouse), packaging or fabricating in completely enclosed buildings.

(c) Permitted additional uses and structures. (These uses and structures are permissible after review and favorable recommendation by the airport advisory committee and with the written permission of the airport manager. All such uses must be consistent with the currently approved airport master plan and must comply with the maximum occupancy limitation under subsection (d) of this section.) Permitted additional uses and structures in the AP-2 district are as follows:

- (1) Shortterm (maximum of six calendar days) promotional and civic events, and camping and RV parking related to these events.
- (2) Retail and repair establishments for sale and repair of new and used aircraft and aircraft parts and accessories (but not aircraft wrecking or salvage yards).
- (3) Aircraft piloting, vocational, technical, trade or industrial schools and similar uses.
- (4) Miscellaneous uses such as express offices, telephone exchanges, commercial parking lots and parking garages, motorbus, truck or other transportation terminals, and related uses.
- (5) Public accommodations, including service stations, automobile rental agencies, restaurants, motels and similar operations that will benefit both the flying and automotive traveling public.
- (6) Wholesaling, warehousing, storage or distribution establishments and similar uses.
- (7) Government facilities.

(d) Prohibited uses and structures. The following uses and structures are prohibited in the AP-2 district:

- (1) Any use that is not totally compatible with aircraft and/or flight operations by intruding physically either horizontally or vertically into the required aircraft clear zones, or through the emission of smoke or other substances that may interfere with visibility or be hazardous to aircraft equipment or structures, or through electromagnetic radiation that may interfere with aircraft navigational instruments, or through light emission that may interfere

- with air crew night vision or the ready identification of the airport's navigational lights, or through attracting or sustaining birds which may be an air navigation hazard.
- (2) Residences except as specifically allowed in this district.
  - (3) Theaters, churches or other concentrated indoor gathering places of greater than 50-person capacity in a single building, including any of the permitted uses delineated in subsection (c) of this section, due to the inherent hazards that exist within the flight operations zone.
- (e) Conditional uses. (Conditional uses are permissible after public notice and hearing and subject to the provisions of section 94-3. Any conditional use shall be reviewed for compliance with the provisions of the Airport Zoning Law of 1945 (F.S. ch. 333) and applicable FAA safety requirements and recommendations, and shall be reviewed by the city airport advisory committee, and its written recommendations and comments must accompany any application for conditional use.) Conditional uses in the AP-2 district are as follows:
- (1) Residential dwelling units, as defined in section 94-2, for airport security, custodians, maintenance personnel, and owners or employees quartered on the owner's premises. Residences shall include conventional construction and mobile homes.
  - (2) Longterm (one week or more) camping and RV parking for airport-related events.
  - (3) Bulk storage of flammable liquids, subject to the provisions of city or state codes.
  - (4) Service establishments catering to commerce and industry, including freight movers, building trades contractors, communication services, hiring and union halls, and similar uses. The establishment's use of, and need for immediate access to, aircraft and flight operations shall be a major consideration for determining its suitability for location within this district.
  - (5) Parks, recreation facilities and open space.
  - (6) Non-aviation-related light manufacturing, processing (including food processing, but not slaughterhouse), packaging or fabricating in completely enclosed buildings.
- (f) Development standards. Development standards for the AP-2 district are as follows:
- (1) Maximum density: Not applicable.
  - (2) Minimum lot area: 2,500 square feet.
  - (3) Minimum lot width: 50 feet.
  - (4) Maximum lot coverage: Not applicable.
  - (5) Maximum structure height: Determined by Federal Aviation Administration (FAA) flight safety requirements and as established in the currently approved airport master plan. Exceptions to the height requirements may not be granted.
  - (6) Minimum yards:

- a. Front: Five feet.
- b. Side: Five feet.
- c. Back: Five feet.
- (7) Special provisions: All development within the district must be consistent with the currently approved airport master plan. Any proposed modification within the district requires site plan review.
- (8) All construction shall be on continuous perimeter poured concrete footers measuring a minimum of 24 inches wide by eight inches deep. All construction also shall include a continuous masonry enclosure wall from the ground to the bottom exterior of the floor system.
- (8) Exterior lighting shall be shielded and downcast to minimize glare and shall not blink, flash, fluctuate, be intermittent, or change color or intensity.
- (9) Buildings shall be designed, constructed, and operated to prevent hazardous reflection of lighting and glare, including but not limited to such techniques as prohibiting reflective glass and other reflective building materials; and using overhangs, eaves, or shutters to shield windows.
- (g) Permitted signs. (See also chapter 62.) Permitted signs in the AP-2 district are as follows:
  - (1) For structures located adjacent to the flight operations area, wall signs for air crew information and building occupant identification may be located on structure walls facing the flight operations area, provided that any such sign shall not exceed a width of five feet or a height of three feet, and shall not extend above the roof of the supporting structure, and the design thereof must receive prior written approval of the airport manager. Only one such sign shall be permitted per structure for non-municipal buildings.
  - (2) Wall signs and freestanding signs on the property side facing away from the flight operations area and toward the roadways and general public access areas for those structures located immediately adjacent to the flight operations area, and for all sides of structures located not adjacent to the flight operations area, shall be in accordance with chapter 62, article III.

**Section 2.** To the extent of any conflict between the terms of this ordinance and the terms of any ordinance previously passed or adopted, the terms of this ordinance shall supersede and prevail.

**Section 3.** A copy of this Ordinance shall be furnished to the Municipal Code Corporation for insertion in the Code of Ordinances for the City of Palatka, Florida.

**Section 4.** This Ordinance shall become effective immediately upon its final passage by the City Commission.

PASSED AND ADOPTED by the City Commission of the City of Palatka on this 27<sup>th</sup> day of September, 2012.

CITY OF PALATKA

BY:   
Its MAYOR

ATTEST:

  
City Clerk