

# CITY OF GREEN COVE SPRINGS PLANNING & ZONING BOARD MEETING

321 WALNUT STREET, GREEN COVE SPRINGS, FLORIDA  
TUESDAY, MARCH 25, 2025 – 5:00 PM



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## AGENDA

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### GENERAL INFORMATION

Anyone wishing to address the Planning and Zoning Board regarding any topic on this evening's agenda is requested to complete a card available at the Clerk's desk. Speakers are respectfully requested to limit their comments to three (3) minutes.

The Planning and Zoning Board prohibits the use of cell phones and pagers which emit an audible sound during all meetings with the exception of Law Enforcement, Fire and Rescue, or Health Care Professionals on call. Persons in violation will be requested to leave the meeting.

### ROLL CALL

### APPROVAL OF MINUTES

1. Approval of the Minutes of the February 25, 2025

### PUBLIC HEARINGS

2. Ordinance No. O-5-2025 regarding Affordable Housing Related Land Development Code Changes *Michael Daniels*

### ACTION ITEMS

### BOARD BUSINESS

Board Discussion / Comments

Staff Comments

### ADJOURNMENT

**NEXT MEETING:** TUESDAY, APRIL 22, 2025 AT 5:00PM

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Minutes of the Planning & Zoning Board Meeting can be obtained from the City Clerk's office. The Minutes are recorded, but are not transcribed verbatim.

Persons requiring a verbatim transcript may make arrangements with the City Clerk to duplicate the recordings, or arrange to have a court reporter present at the meeting. The cost of duplication and/or court reporter will be at the expense of the requesting party.

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### ADA NOTICE

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In accordance with Section 286.26, Florida Statutes, persons with disabilities needing special accommodations to participate in this meeting should contact the City Clerk's office no later than 5:00 p.m. on the day prior to the meeting.

### **EXPARTE COMMUNICATIONS**

Oral or written exchanges (sometimes referred to as lobbying or information gathering) between a Planning and Zoning Board member and others, including staff, where there is a substantive discussion regarding a quasi-judicial decision by the Planning and Zoning Board. The exchanges must be disclosed by the Planning and Zoning Board.

# CITY OF GREEN COVE SPRINGS PLANNING & ZONING BOARD MEETING

321 WALNUT STREET, GREEN COVE SPRINGS, FLORIDA  
TUESDAY, FEBRUARY 25, 2025 – 5:00 PM



## MINUTES

The meeting was called to order by Chairman Danley at 5:00pm.

### ROLL CALL

Board members present: Board Member Justin Hall, Board Member Phil Vetter, Vice Chairman Joshua Hobbs, Chairman Josh Danley

Board members absent: Board Member Henrietta Francis

Staff present: Lyndie Knowles, Development Services Representative, Gabriel Barro, Planner 1, Michael Daniels, Development Services Director, Mike Null, Assistant City Manager, Steve Kennedy, City Manager

### APPROVAL OF MINUTES

1. Approval of the Meeting Minutes of the January 25, 2025 Meeting

**Motion was made to approve the minutes of the January 25, 2025 meeting.**

Motion made by Board Member Hall, Seconded by Vice Chairman Hobbs.

Voting Yea: Board Member Hall, Board Member Vetter, Vice Chairman Hobbs, Chairman Danley

*Motion passed.*

### PUBLIC HEARINGS

2. Ordinance O-36-2024 PUD Rezoning request for approximately 4.16 acres located at 200 N Vermont Avenue.

Zoning Amendment: from: R-2, Residential Medium Density  
to: PUD, Planned Unit Development

**Item #2 was withdrawn by the applicant prior to the start of the meeting.**

3. Modification of Special Exception Application for Alcohol Sales at 618 N Orange Avenue for Sunrise to Sunset

Gabriel Barro, Planner 1, presented the application for modification of the Special Exception for Alcohol Sales at 618 N Orange Avenue for Sunrise to Sunset. Sunrise to Sunset is asking to be allowed to serve alcohol at their outside seating for which they were approved in December of 2024. Their Special Exception to serve alcohol was previously approved with the condition that all alcohol sales would contained to inside the building.

Chairman Danley opened the public hearing and with no public coming forward, he closed the public hearing.

Board discussion followed.

**Motion was made to approve the modification of special exception subject to the following conditions:**

**the following conditions:**

**1. Shall secure amended state alcohol license within 30 days of Special Exception approval and shall not serve outside until the state license is issued.**

**2. Alcoholic beverage consumption shall be limited to the inside of the restaurant and outdoor seating areas only.**

Motion made by Vice Chairman Hobbs, Seconded by Board Member Vetter.

Voting Yea: Board Member Hall, Board Member Vetter, Vice Chairman Hobbs, Chairman Danley

*Motion passed*

4. Ordinance O-03-2025 amending the future land use for parcel 017678-000-00 located on N Pine Ave.

Future Land Use Amendment

From: Neighborhood

To: Public

Gabriel Barro, Planner 1 presented both items 4 and 5 regarding Ordinance O-03-2025 amending the future land use from Neighborhood to Public and Ordinance O-04-2025 rezoning from Residential Professional Office to Institutional for parcel 017678-000-00 located on N Pine Avenue. The applicant intends to use this parcel as an extension of their existing parking lot.

Chairman Danley opened the public hearing and with no public coming forward, he closed the public hearing.

Board discussion followed.

**Motion was made to recommend to City Council the approval of Ordinance O-03-2025 amending the future land use for parcel 017678-000-00 located on N Pine Avenue from Neighborhood to Public.**

Motion made by Board Member Hall, Seconded by Vice Chairman Hobbs.

Voting Yea: Board Member Hall, Board Member Vetter, Vice Chairman Hobbs, Chairman Danley

*Motion passed*



5. Ordinance O-04-2025 amending the zoning for parcel 017678-000-00 located on N Pine Ave.

Zoning Amendment  
(RPO) To: Institutional (INS)

From: Residential Professional Office

The presentation for this item was provided with the previous item.

Chairman Danley opened the public hearing and with no public coming forward, he closed the public hearing.

Board discussion followed.

**Motion was made to recommend to City Council the approval of Ordinance O-04-2025 amending the zoning for parcel 017678-000-00 located on N Pine Avenue from Residential Professional Office to Institutional.**

Motion made by Board Member Hall, Seconded by Vice Chairman Hobbs.

Voting Yea: Board Member Hall, Board Member Vetter, Vice Chairman Hobbs, Chairman Danley

*Motion passed*

## BOARD BUSINESS

Michael Daniels, Development Services Director, gave an update on the comprehensive plan. This must be evaluated every 7 years. It was updated in 2022 so the City doesn't anticipate any major changes. In 2023, the legislature changes the planning period requirements to 10/20 years. Mr. Daniels is working on clarification and will report back if changes need to be made.

He also gave information on approved, in progress and upcoming site plans including the Knight Center, Northeast Florida Pool Services, and the Preserve and provided a brief update on the progress of the Rookery development.

There will also be a review of an affordable housing ordinance presented soon that would give some incentives to those whose development would be considered affordable housing.

Vice Chairman Hobbs asked about the proposed development surround the Gustafson house. Mr. Daniels let the board know that the plans have been submitted for the Walnut Plaza, comments have been sent to the applicant and the City is waiting on resubmittal. Mr. Daniels also mentioned a few multi-family projects.

Vice Chairman Hobbs also asked about the planned unit development at SR16 and US 17. The applicant has mentioned to Council that he would like to get access to Hall Park Road and he currently exploring those options.

## ADJOURNMENT

Chairman Danley adjourned the meeting at 5:25pm.

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**NEXT MEETING:** Tuesday, March 25, 2025 at 5:00pm

CITY OF GREEN COVE SPRINGS, FLORIDA

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Joshua Danley, Chairman

Attest:

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Lyndie Knowles, Development Services Rep.



# STAFF REPORT

## CITY OF GREEN COVE SPRINGS, FLORIDA

**TO:** City Council **MEETING DATE:** March 25, 2025

**FROM:** Michael Daniels, AICP, Development Services Director

**SUBJECT:** Ordinance No. O-5-2025 regarding Affordable Housing Related Land Development Code Changes *Michael Daniels*

### BACKGROUND

Pursuant to the Mayor's direction at the December City Council meeting, staff has put together a list of potential code changes regarding incentivizing affordable housing. These proposed changes are consistent with Comprehensive Plan Policy 3.1.4:

**Policy 3.1.4.** Through amendments to the LDC, the City shall provide the following incentives for the development or redevelopment of affordable housing, as recommended in Florida Statutes Section 420.9076:

- a. Density bonuses.
- b. Modification of street requirements.
- c. Permitting affordable accessory dwelling units.
- d. Preparation of a printed inventory of locally owned public lands suitable for affordable housing.
- e. Support of development near transportation hubs, major employment centers, and mixed-use developments.

### Proposed Ordinance Changes

- Allow Accessory Dwelling Units (Mother in law suites) for all zoning districts that approve single family development subject to specific development criteria.
  - See attached requirements for accessory dwellings
- Exempt enclosed garage requirements (Sec. 117-5) for new or redevelopment of existing single family homes for affordable housing project.
- Reduce minimum building size requirements in residential zoning districts to 900 square feet. Current code requires a minimum of a 1,250 square feet of living area with a 200 square foot garage, and R-2, requires a minimum of 1,000 square feet of living area with a 200 square foot garage.
- Modification of Street Requirements to allow for narrower right of ways to allow for a greater density of development.
- Currently, the City/County do provide waiver/deferral options for impact/mobility fees for affordable housing projects.

Attachments Include:

- Roadway Design Flexibility Technical Assistance from the Florida Housing Coalition
- Regulatory and Land Use issues affecting Affordable Housing presented by the Florida Housing Coalition
- Proposed Roadway Design for Green Cove Springs
- Orlando Alternative Housing Transportation Standards

## STAFF RECOMMENDATION

Staff recommends approval of Ordinance No. O-5-2025, amending City Code Chapters 101 and 113

**Motion:** To recommend to City Council approval of Ordinance No. O-5-2025, amending City Code Chapter 113 Article II, Chapter 117 Article I, II, and establishing Chapter 117, Article XI, Section 117-798 Accessory Dwelling Units.

## Section 117-798. Accessory Dwelling Units

**Residential accessory dwelling units shall be a permitted use in all residential zoning districts subject to the following criteria:**

1. Accessory dwelling units may only be located on property that is subject to an existing homestead exemption or on property that meets the requirements for a homestead exemption which the property owner has applied for through the Clay County Property Appraiser's Office with the expectation that the exemption will be granted.
2. The unit shall be developed in conjunction with or after development of the principal dwelling unit and the owner of the property must reside within either the principal or the accessory dwelling unit.
3. Accessory dwelling units shall provide additional parking to the primary residence pursuant to the parking requirements for single family homes as set forth in Sec. 113-157 Off Street Parking requirements matrix in the City Land Development Code.
4. No accessory dwelling unit shall be sold separately from the principal dwelling unit.
5. The air-conditioned floor area of the accessory dwelling unit shall not exceed 25 percent of the air-conditioned floor area of the principal structure, The accessory dwelling unit shall be no less than 200 square feet of air-conditioned floor area.
6. The accessory dwelling unit can be attached or detached to the primary residence. Accessory dwelling units attached to the principal structure shall be physically separated from said structure so as to prevent direct, internal access between the primary structure and the accessory dwelling units. Detached accessory dwelling units shall be behind the primary structure adjacent to all roadway frontages and comply with the setback requirements for a primary residence in the underlying zoning district and shall not exceed the height of the primary structure.
7. The accessory dwelling unit combined with the primary residence and other structures shall meet the density requirements of the underlying zoning district.
8. The accessory dwelling unit shall be serviced by centralized water and wastewater.
9. An accessory dwelling unit shall be treated as a townhome unit for impact fees.
10. A certification in the permit application for requests to construct an accessory dwelling units shall be provided that requires the applicant to certify whether their property is part of a deed restricted community or subject to a homeowner's, neighborhood or master association and, if answered in the affirmative, that the applicant has confirmed an accessory dwelling units are allowed under the deed restrictions and/or rules of the homeowner's, neighborhood or master association, as applicable.



# Road Design Flexibility Technical Assistance

*Memorandum produced by the Florida Housing Coalition | October 23, 2023*

**Introduction:** The City of Green Cove Springs requested technical assistance on approaches to road design flexibility generally to promote affordable housing, as well as flexibility related to a specific case of a proposed shared driveway. The following provides resources and examples starting with general guidance and moving to more specific driveway examples that may be instructive.

This work is made possible by the Florida Housing Finance Corporation's Affordable Housing Catalyst Program.



FHC team dedicated to this effort:

- Ali Ankudowich, Technical Advisor, [ankudowich@flhousing.org](mailto:ankudowich@flhousing.org)
- Dayna Lazarus, Technical Advisor, [lazarus@flhousing.org](mailto:lazarus@flhousing.org)
- Kody Glazer, Chief Legal and Policy Officer, [glazer@flhousing.org](mailto:glazer@flhousing.org)

## General Street Design Guidance

The City may want to review its street design standards comprehensively to evaluate adjustments/reduced requirements that reduce costs or increase the amount of available land that can be dedicated to livable square footage, while still maintaining transportation safety, to promote housing in general or affordable housing developments specifically.

The City should evaluate constraints and opportunities in view of standards approval by FDOT (Sec. 113-69(a), Green Cove Springs Code of Ordinances). For roadways under the State's jurisdiction, there is an opportunity to establish a community design element in the Comprehensive Plan with a roadway design vision to facilitate coordination with FDOT, in accordance with Fla. Stat. 336.045(6).

The following resources include holistic street design, including in more urban contexts. Note that these will not necessarily have a specific lens for promoting affordable housing (e.g., maximizing number of units), and they may base guidance on additional priorities, such as transportation connectivity.

**SmartCode Version 9.2:** <https://transect.org/codes.html>

**Additional annotation for calibration available here:** <https://transect.org/modules.html>

This resource is an open-source form-based code that, from a transportation standpoint, aims to prioritize pedestrians in more urban contexts. It includes street design and connectivity standards such as block perimeter, curb and turning radii, road configurations and widths by design speed, parking configurations and lane widths by design speeds all by context (rural through urban core and special district contexts). It shows how these components might fit together in conjunction with the local land use context. Reviewing how the options align with the City's aspired land use context and existing roadway design standards may be a starting point for possible adjustments.

**NACTO Urban Street Design Guide:** <https://nacto.org/publication/urban-street-design-guide/>

This comprehensive guide for street design focuses on an urban context, without land use included.

**Robert Steuteville, Philip Langdon, and Special Contributors, *New Urbanism Best Practices Guide*, 4<sup>th</sup> Ed. (2009)**

The following are highlighted topics summarized from additional best practice guidance on street design specifications in Chapter 8 Streets, with additional comments on considerations for affordable housing development in view of the city's current standards. See the text for full details and roadway design examples by roadway type.

- **Travel lane width:**
  - Research in this chapter suggests 10-foot to a maximum of 11-foot travel lanes enhances safety. “[Dan Burden of Glattig Jackson Kercher Anglin] says that research by Robert B. Noland, examining 24 years of data on all roadway types in all 50 states, ‘concludes that 10-foot lanes for major roads (other than interstates) are safer than their wider-lane counterparts’” (p 136).
  - Consider lane width with street hierarchy and connectivity to disperse traffic and create small blocks for more options and destinations for pedestrians.
  - With regards to fire response, a street grid with ample connections and narrower streets in an urban context may support more timely response than in suburban areas presumably with wider roads. Grid connections may provide additional approaches to a site for fire response that may reduce the need for wider lanes for two trucks to pass each other (as needed on a cul-de-sac road).
  - The City of Green Cove Spring's moving lane widths range from 11 to 12 feet; this is an opportunity to evaluate narrower moving lane widths and whether that will reduce costs or otherwise facilitate housing and affordable housing development.
- **Street parking:**
  - Allowing street parking in addition to narrow lane widths supports “shared street mode” as opposed to free flow traffic, resulting in reduced travel speeds.
  - The City's street standards appear to indicate no parking accommodated in the street classification standards in Sec. 113-66, Code of Ordinances. If this is enforced operationally with signs, etc., consider whether allowing street parking could not only enhance safety, but address parking needs currently met on-site or reduce costs of roadway provision by housing and affordable housing developments.
- **Connectivity:**

- Promoting connectivity does not require a uniform grid, and many places promoting connectivity still allow cul-de-sacs where there are topographical barriers, for example.
- Historic grid city patterns make use of 400-by-200-foot blocks, with some blocks ranging up to 200 feet longer.
- The City's block length and width regulations call for consistency with adjacent areas, with a maximum of 2,200 feet and a minimum of 400 feet in length. Consider connectivity needs in conjunction with narrowing street widths; evaluate potential cost and land availability impacts of these factors for housing and affordable housing development relative to current standards.
- **Curb return radii:**
  - See SmartCode range of curb return radii: 5 to 20 feet in urban contexts.
- **Pedestrian streetscape elements and planted medians:**
  - Pedestrian streetscape elements and planted medians can also slow speeds and increase safety. Walkability expert Dan Burden is quoted in this chapter: "As a general rule, the width of the right-of-way of any street should be split 50/50 between walking and driving. The 50 percent of the physical space that serves pedestrians includes on-street parking buffers, tree lawns, and walkways" (p 151).
  - Consider how pedestrian streetscape and planted median requirements add to the cost of development. In view of safety and walkability benefits, evaluate opportunities to share costs of these elements for affordable housing rather than reduce or remove requirements.

**Florida Housing Coalition SHIP Catalyst Training – Regulatory & Land Use Planning Issues Affecting Affordable Housing, Part II: Regulatory Reform for Affordable Housing (June 10, 2021):**

[https://www.flhousing.org/wp-content/uploads/2021/07/Land-Use-Planning-Workshop-2\\_Regulatory-Reform-for-Affordable-Housing.pdf](https://www.flhousing.org/wp-content/uploads/2021/07/Land-Use-Planning-Workshop-2_Regulatory-Reform-for-Affordable-Housing.pdf)

Habitat for Humanity of Pinellas and West Pasco Counties presented information on sidewalk costs in development. Evaluate opportunities to share these costs for affordable housing developments.

## Policy Examples of Transportation Design Flexibility for Affordable Housing

The following are excerpts of code language allowing street design or other technical flexibility for affordable housing projects, along with additional comments where available in correspondence with staff.

**Hillsborough County:** Sec. 6.02.08.C, Land Development Code: *Sidewalks shall be constructed on each side of internal subdivision streets, except as follows... 3. In Affordable Housing developments where sidewalks are required on only one side of internal subdivision streets.*

**Brevard County:**

- Sec. 62-6310(d), Code of Ordinances: *For developments providing a minimum 30 percent of affordable, or 15 percent workforce housing units, the following requirements may be reduced for private right-of-way widths, road widths, driveway widths, drive aisle widths, and turn radii*



*provided they are consistent with American Association of State Highway and Transportation Officials (ASHTTO) guidelines, or other similar guidelines or best practices for context sensitive design solutions, acceptable to the county for low volume traffic conditions and speeds.*

- Evaluate opportunity to reference a more urban-context street design standard such as NACTO (see previous section).
- Correspondence with planning and zoning staff did not result in examples of affordable housing projects that had used this flexibility.

#### **City of Tampa:**

- Sec. 27-153.2.25, Code of Ordinances: *Exceptions to the requirements of these procedures may be made for subdivisions which have been certified by the city as affordable housing subdivisions and have been underwritten through the Mayor's Challenge Fund or other bona fide housing programs administered through the community redevelopment agency as follows... (b) Affordable housing subdivisions may also be exempt from subdivision technical requirements if the project incorporates or is an innovative design.*
- Correspondence with planning staff at the City of Tampa indicated projects using flexibility in the realm of reduced parking requirements. Based on prior experience, staff also indicated limitations to street design flexibility due to FDOT standards informing local street design standards. For larger developments where streets will be eventually turned over to the City, there may possibly be sidewalk width and curb adjustments, but it is unlikely. Note that there will be cost sharing with those improvements.
- Cost sharing may be an approach to consider as opposed to modifying the design standards themselves, as noted in the previous section.

**City of Orlando:** The City provides alternative housing transportation standards, including roadway typical section, in its Code of Ordinances section on alternative development standards for low- and very low-income housing projects, including roadway typical sections. See Sec. 67.606. - Alternative Housing Transportation Standards, Code of Ordinances (provided in separate document).

## Shared Driveway Access

Regarding technical specifications of shared driveway access, townhomes may provide some useful parallels. The following are two examples from the City of Tampa (site construction plans are provided separately).

- 532 W. Plaza Place: rear-loaded townhomes with 15-foot alley access to driveways; note that this example has an access point on either end of the alley to local roads.
- 40 Bering Street: rear-loaded townhomes off a shared drive with only one access point to a local road; note that this drive is not an extension of a local road.

In deciding whether to permit a shared drive for residences as a dead end of a local street, considerations in addition to the technical specifications may include but are not limited to:

- The number of additional units that may be immediately gained if a design creates more buildable site area;
- The effect on connectivity and traffic dispersion if a road stub is not provided and a future connection is made more difficult or impossible to the adjacent parcel; this factor might also be



considered with effects on block sizes (i.e., is the block size still relatively small and connected even without the future road connection?);

- The effect on future redevelopment options to allow/add more density if a roadway connection is not made; and
- Options for accommodating parking on the street as opposed to on-site if on-street parking were to be allowed in the future, particularly if additional density were eventually allowed/added as part of redevelopment.

Regarding legal considerations in the private realm for shared access: ensure an agreement for use, maintenance, etc. of the shared asset.

# Regulatory & Land Use Planning Issues Affecting Affordable Housing

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## Part II: Regulatory Reform for Affordable Housing June 10, 2021





## AFFORDABLE HOUSING CATALYST PROGRAM

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Florida Housing Finance Corporation



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# Presenters

**Kody Glazer,**  
Florida Housing Coalition  
Legal Director  
[Glazer@flhousing.org](mailto:Glazer@flhousing.org)

**William Killingsworth,**  
City of Jacksonville  
Director of Planning and Development  
[billk@coj.net](mailto:billk@coj.net)

**Matthew Wyman,**  
Leon County  
Housing Services Manager  
[wymanm@leoncountyfl.gov](mailto:wymanm@leoncountyfl.gov)

**Blaise Denton,**  
Florida Housing Coalition  
Research Manager  
[Denton@flhousing.org](mailto:Denton@flhousing.org)

**Sean King,**  
Director of Government Relations & Advocacy  
Habitat for Humanity of Pinellas and West Pasco Counties  
[Skin@habitatpwp.org](mailto:Skin@habitatpwp.org)



# Webinar Logistics

- All participants are on mute
- Please type in your questions and comments into the question box on the side panel
- We will not identify who has asked a question
- Webinar is recorded
- PPT is provided as a handout
- For follow-up information or problems downloading handouts, please contact [glazer@flhousing.org](mailto:glazer@flhousing.org)



# Agenda

- I. Overview of Florida Housing Data
- II. Local Government's Role in Making Housing Affordable
- III. Basics of Land Use Planning & Affordable Housing
- IV. Best Practices for Regulatory Reform
- V. Utilizing the Affordable Housing Advisory Committee (AHAC)



# Before we get into the weeds...

- This is a high-level overview of each of these policies and concepts. Each of these ideas could be an hour-long training.
- These slides are intended to give you some ideas for how to engage with affordable housing best practices locally.
- The work will need to be done locally to understand existing planning policies, development patterns, and community needs.
- For any questions, contact Kody Glazer at [glazer@flhousing.org](mailto:glazer@flhousing.org)







# I. Overview of Florida Housing Data

# Regulatory reform starts with local data

- Understanding local housing needs data will help guide regulatory reform for affordable housing
- Look for the following data points to start:
  - Cost burden
  - Shimberg Center's data on surplus/deficits of affordable housing
  - Home sale prices (existing and new homes)
  - Building permits (type of unit, number of units, location)
  - Household demographics (race, income, size)
- For example, knowing that your community has a relatively small household size may encourage you to allow smaller housing types.
- Knowing that your community has the greatest shortage of affordable units at 50% AMI may help you craft incentive programs to this need.



Single Family  
Home Sales Way  
Up Since the  
Beginning of the  
Pandemic

Single Family Homes: Pre-Pandemic to Today					
	Total Sales	Paid in Cash	Median Sales Price	Days to Contract	Months of Supply of Inventory
<b>Apr-21</b>	33,264	9896	\$335,526	11	1.1
<b>Feb-20</b>	20,693	5703	\$270,000	49	3.3
<b>Percent Change</b>	61%	74%	24%	-78%	-67%
Florida Realtors April 2021 Single Family Home Sales					

Multi-Family  
Owner Sales and  
Prices Up Higher  
as a Percentage  
than Single Family,  
but Still Lower  
Overall

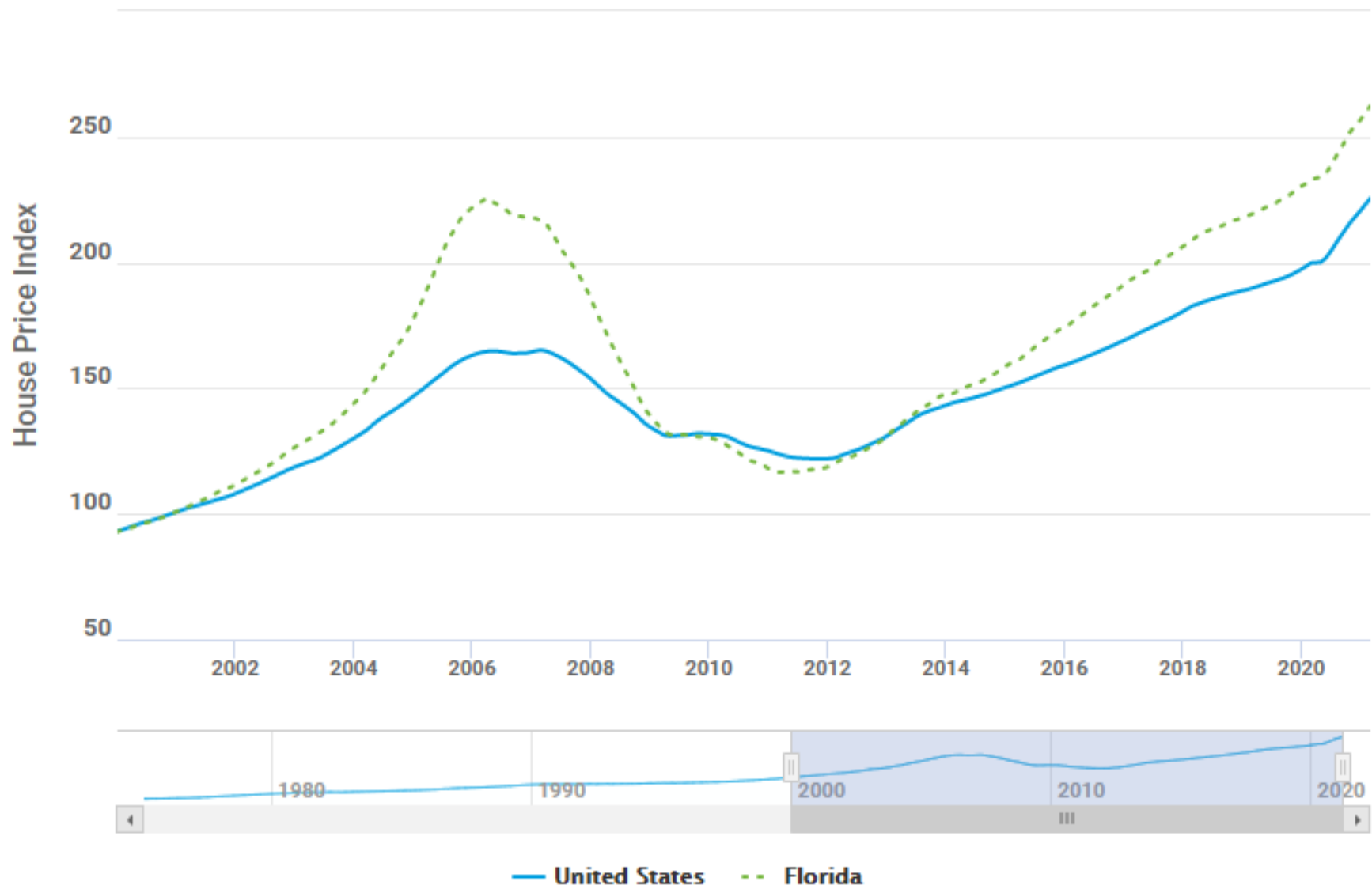
### Townhomes and Condo: Pre-Pandemic to Today

	Total Sales	Paid in Cash	Median Sales Price	Days to Contract	Months of Supply of Inventory
<b>Apr-21</b>	17,330	8770	\$250,000	24	2.3
<b>Feb-20</b>	8,842	4690	\$200,000	94	5.4
<b>Percent Change</b>	96%	87%	25%	-74%	-57%

Florida Realtors April 2021 Townhouses and Condo Sales



# Freddie Mac House Price Index



# Percentage of Cost Burdened Households by MSA (FL) - 2019 EST (Cost Burden Threshold - 30%)

Item # 2.

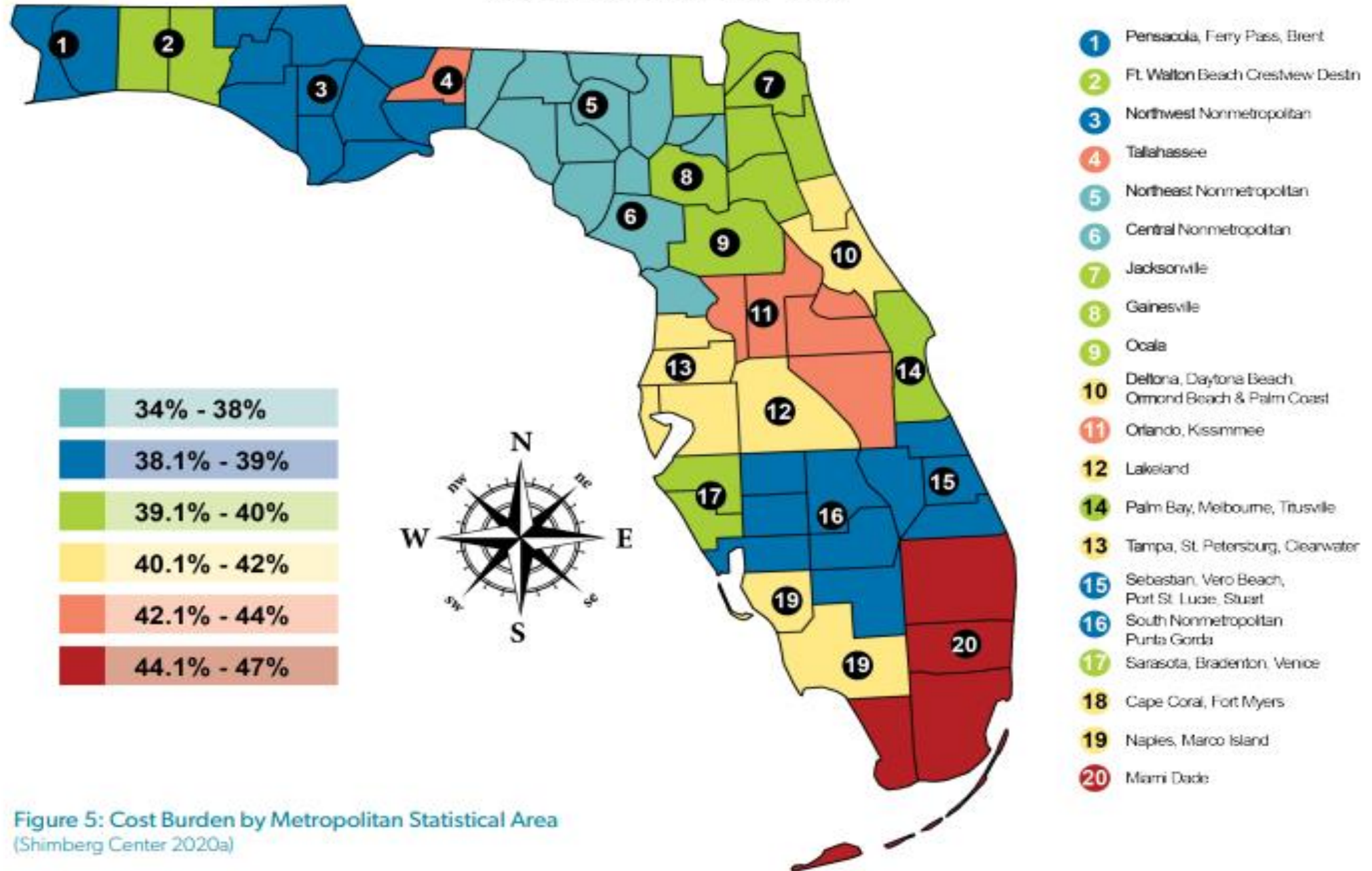


Figure 5: Cost Burden by Metropolitan Statistical Area  
(Shimberg Center 2020a)

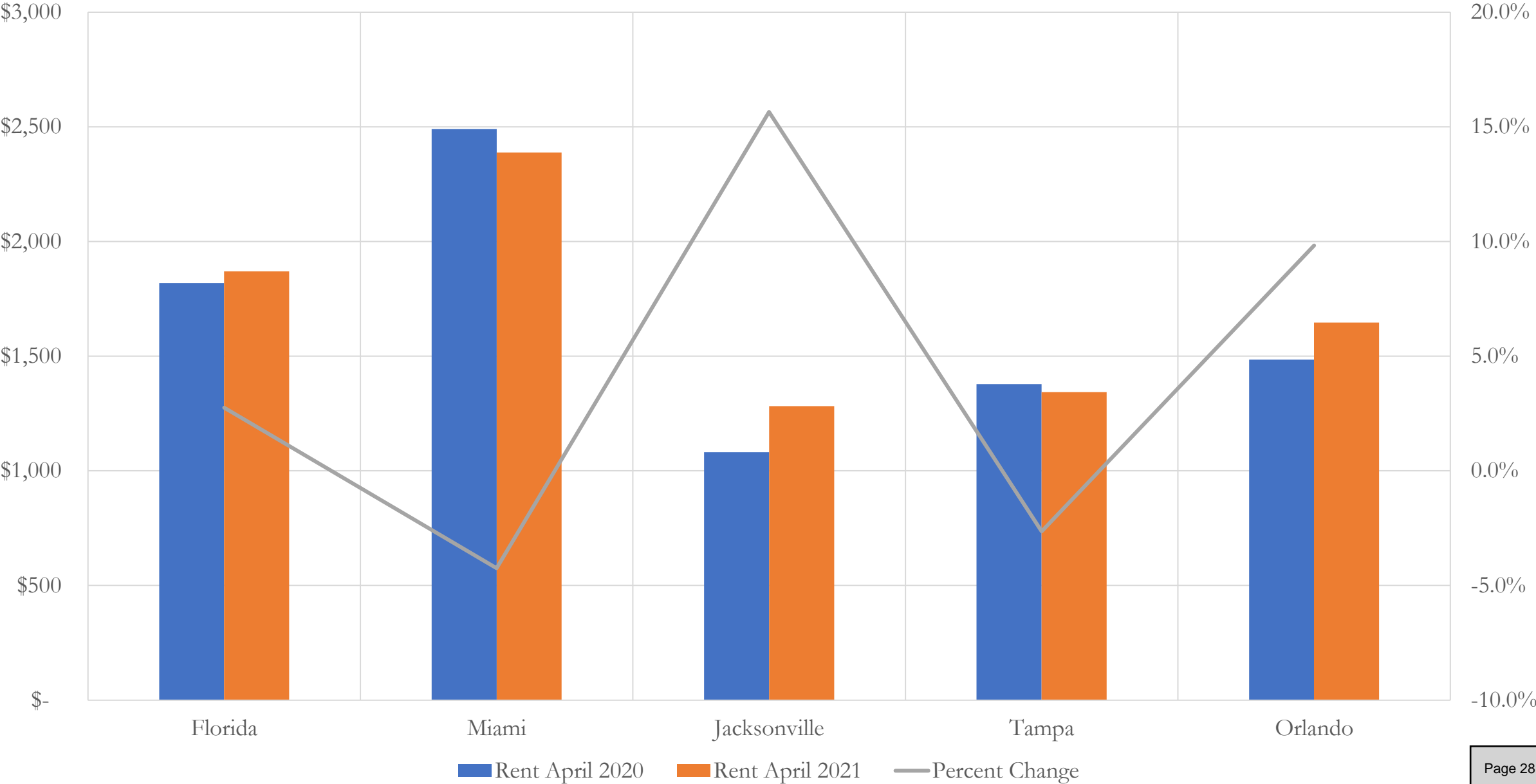
Affordable  
housing supply  
shortages differ  
across the state

## Supply/Deficit of Affordable/Available Units by Income

Item # 2.

Geography	0-30% AMI	0-50% AMI	0-80% AMI	0-120% AMI
Gainesville MSA	-3,928	1,874	5,935	12,813
Ft. Lauderdale	-33,335	-65,565	-65,683	-8,852
Daytona Beach MSA	-9,237	-13,124	-6,389	2,357
Jacksonville MSA	-29,100	-36,869	-4,181	13,043
Miami-Dade MSA	-60,193	-109,305	-147,284	-69,818
Orlando MSA	-40,220	-76,534	-39,916	23,900
Tampa MSA	-60,227	-92,640	-31,583	11,499
Tallahassee MSA	-6,081	-3,685	4,503	5,561

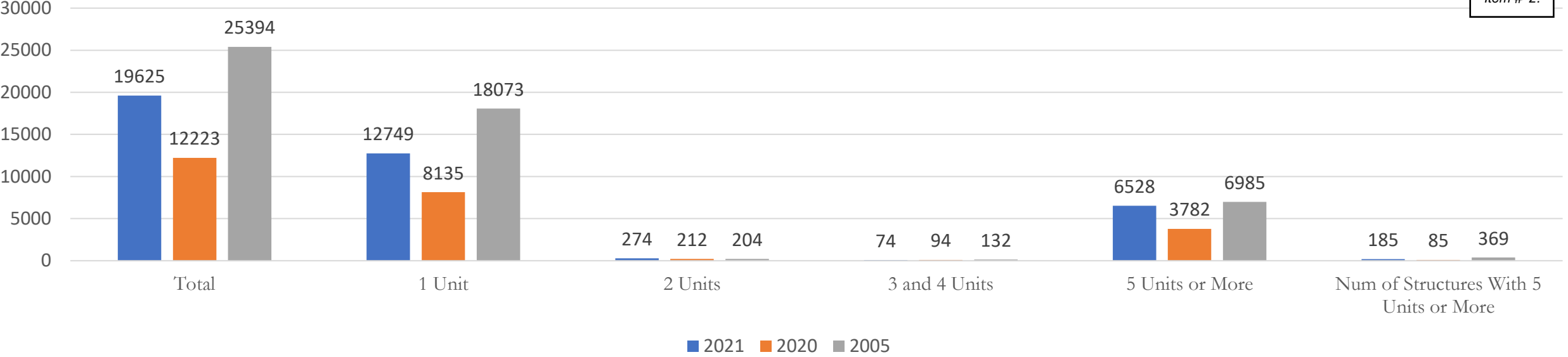
Rental Price Change: Florida and Major Cities



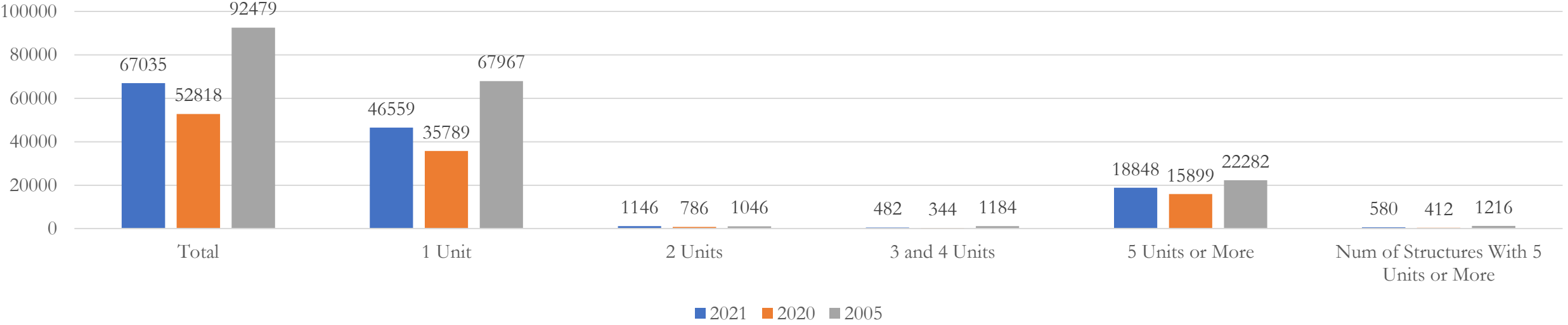


April Permits: 2021, 2020, 2005

Item # 2.



Year to Date Permits: 2021, 2020, 2005



# Conclusions

- Understanding local housing data is key to shaping local housing policies. In most communities, there is lack of affordable housing for households making up to 80% AMI.
- Florida is currently in a dramatic home price build up and housing supply crunch. While this benefits existing homeowners, renters and new, younger households will have more difficulty become first-time homeowners.
- More housing supply needs to be built to keep up with demand and rising home prices.



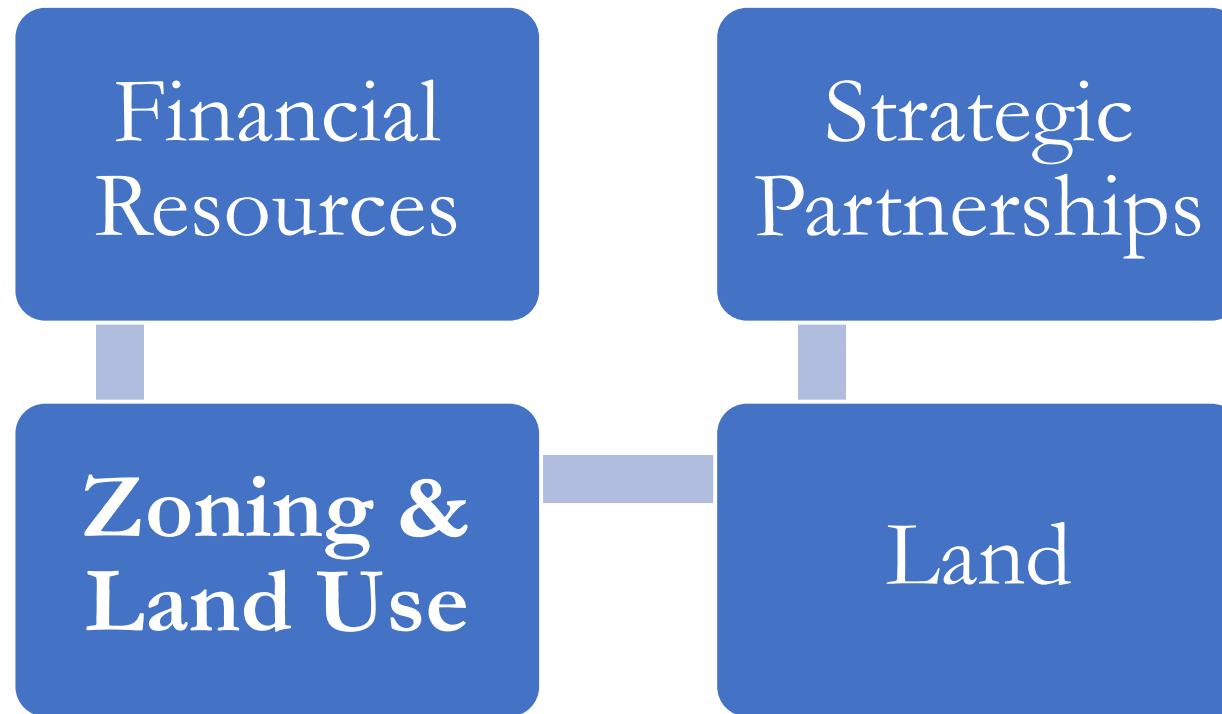
## II. Local Government's Role in Making Housing Affordable

# Housing Element of the Comprehensive Plan

- Required element of the local Comp Plan. Fla. Stat. § 163.3177(6)(f)(1).
- Requires local governments to plan for the “provision of housing for all current and anticipated future residents” and the “provision of adequate sites for . . . housing for [lower income] families.”
- Local government is not required to build *all* the affordable housing needed in a community, but it is required to create an environment **conducive** for the private sector to produce affordable housing.
- Public sector uses its land use planning and financing tools to ensure the private sector will produce housing that is affordable.
- **Task:** read your local government’s housing element, ask if it is being implemented, and use it as a catalyst for innovative policies



# Local Government role in affordable housing



# How should local government be involved?

- Local government cannot deed restrict or monitor *every* unit of affordable housing needed in a community long-term.
- Yet, local government can use the land use planning process to **require**, **facilitate**, and **encourage** the production of enough affordable housing units to make a measurable impact on the community.
- A successful comprehensive approach includes
  - Deed-restricted units
  - Preserving and encouraging naturally occurring affordable units (units without subsidy)
  - Boosting housing supply in general



# The Three Acts – Land Use Planning for Affordable Housing

## 1. “Require” – to claim or ask for by right and authority

- Local governments can use their zoning and land use authority to require the production of affordable housing.
- Examples: inclusionary zoning, negotiated development rights, financial resources

## 2. “Facilitate” – to make an action or process easy or easier

- Local governments can aid the production of affordable housing by facilitating partnerships, lowering development costs, and easing development standards.
- Examples: expedited permitting, zoning flexibility, fee waivers, government-owned lands

## 3. “Encourage” – to attempt to persuade

- Local governments can encourage market-rate developers to produce affordable units.
- Examples: density bonuses, zoning incentives

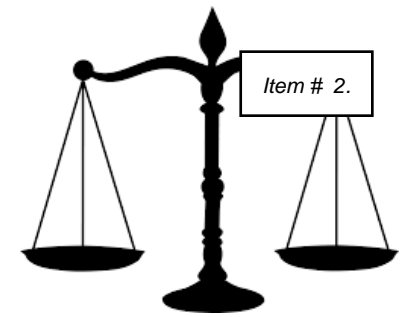




### III. Basics of Land Use Planning & Affordable Housing



# Deed-restrictions? Free market? Both?



- Housing prices are set at whatever the market will bear
- Increasing housing supply alone will not produce **all** the affordable units needed, particularly for ELI and VLI households (up to 50% AMI) and all households in more populated counties
- Consider population growth, housing demand, and housing supply.
- Greater need = more justification for deed restricted housing

# Impact of zoning & land use policies on housing

Zoning and land use policies impact the:

- 1) **cost** of development
- 2) **number** of housing units that can be legally produced in a jurisdiction
- 3) **types** of housing allowed
- 4) **location** of different uses
- 5) **infrastructure capacity** of new development
- 6) **willingness** of the private sector to produce affordable housing

**Goal:** structure land use policies to require, facilitate, and encourage affordable development & to increase housing supply generally



# Land use policies to start with for regulatory reform

1. Zoning & future land use maps
2. Allowable uses & densities
3. Parking, setback, & lot arrangement requirements
4. Permitting, inspection, & other fees
5. Permitting process
6. Financial incentives & land resources

# 1. Zoning & future land use maps

- Study zoning and future land use maps to understand community design
- Land use planning documents set a legal cap on the number of housing units that can be developed and the location for different types of housing
- Ask things like:
  - How much/what percentage of buildable land is zoned for low-density, single-family only housing?
  - What is the zoning around transportation corridors, employment centers, and other areas of opportunity?
  - Does our zoning code match community needs for housing?





# Idea: Direct staff to provide yearly analysis of “zone stats”

- Understanding the scope of buildable land dedicated to different uses can help shape affordable housing policy.
- Sample table to use. Include all zone districts and local stats.

Zone	Zone Description	# of Parcels	% of Parcels	Land Area	% of Land Area
R-1	Single-family residential				
R-2	Multi-family residential				
C-1	Low-intensity Commercial				
A-1	Agricultural				



## 2. Allowable uses & densities

- Understand the allowable housing types and densities in your community's zoning code and where certain housing types are allowed
- This analysis could lead your community to increase densities and allow more flexible housing types to match housing needs
- **Best practices:**
  - Allow ADUs and missing middle housing types (duplexes, triplexes, townhomes, etc.) by right in more areas of the community
  - Allow increased densities around transit and employment for affordable housing developments
  - Promote mixed-use opportunities



### 3. Parking, setback, and lot arrangement requirements

- Flexibility in these requirements can help lower development costs and ensure that more buildable land is available for housing development.
- **Parking:** Study existing parking requirements and identify areas where standards can be waived or amended for affordable housing units. For example, if on-street parking is available, requiring multiple off-street parking spaces can be burdensome.
- **Setbacks/lot arrangements:** Flexibility in setback and lot arrangement requirements can allow more smaller units to be developed on a single parcel or allow smaller lots to contain homes. Beneficial for “missing middle” and accessory dwelling units (ADUs). Includes standards such as:
  - Setbacks
  - Maximum lot coverage
  - Minimum lot size
  - Open space requirements
  - Zero-lot-line development





## 4. Permitting, inspection, & other fees

- Study local government fees and identify fees that can be waived or modified for projects certified as affordable
- Impact fees are the main type of fee that may be modified for affordable housing units.
- **Consider:** Charge by square footage rather than by unit type.
- Fla. Stat. § 163.31801(9): local governments may “provide an exception or waiver for an impact fee for the development or construction of housing that is affordable, as defined in s. 420.9071. If a [local government] provides such an exception or waiver, it is not required to use any revenues to offset the impact.”



## 5. Permitting process

- Time is money! Assess how long it takes for an affordable development to be approved.
- Tools for facilitating and encouraging affordable housing :
  - Expedited permitting
  - Clearly defining the steps of the process (see House Bill 1059 from 2021 Session)
  - Designate a staff person(s) responsible for shepherding individual projects through the process
  - Whenever feasible, delegate approval authority from public hearing to administrative staff review



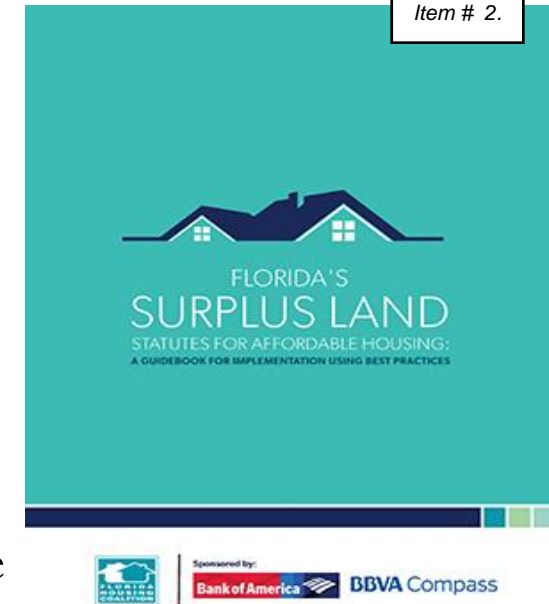
## 6. Financial incentives & land resources

- Study how your local government uses its federal, state, and local funds for affordable housing, including:
  - State Housing Initiatives Partnership (SHIP)
  - General Revenue
  - Community Development Block Grant (CDBG)
  - Community Redevelopment Agency (CRA)
  - Infrastructure Surtax
  - Bonds
  - Philanthropy



## 6. Financial incentives & land resources

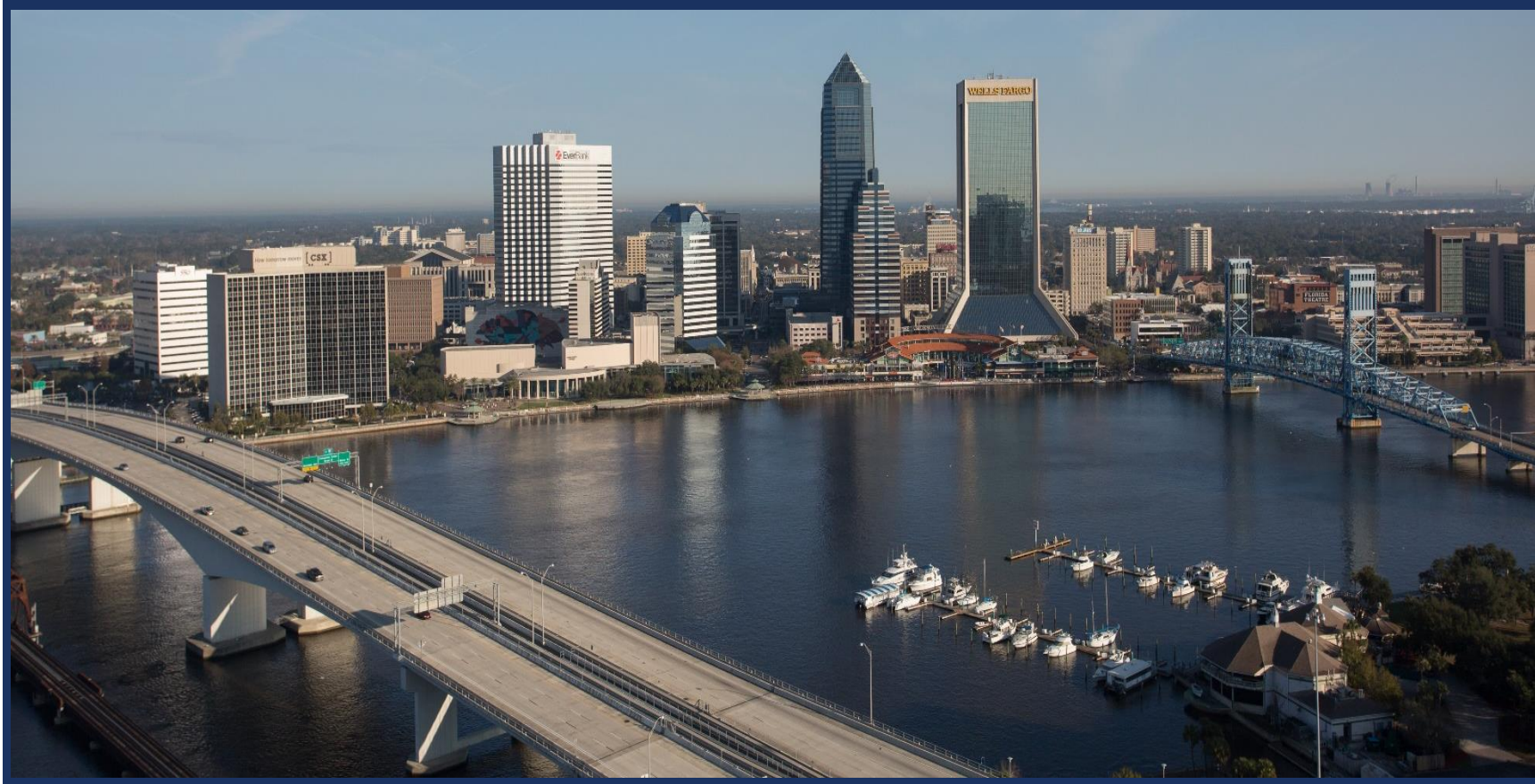
- Leveraging government-owned land can be a great boon for affordable housing.
- Look at your surplus land policies
  - Fla. Stat. §§ 125.379 and 166.0451 require an inventory of government owned lands “appropriate for use as affordable housing”
  - If it is appropriate for market-rate housing, it is appropriate for affordable housing
- School board land (Fla. Stat. § 1001.43)
- Explore using available funds to purchase land for affordable housing
- Create an RFP for developers to build housing on government-owned land – local government can control outcomes on the land it owns through deed restrictions







# Jacksonville's Regulatory Reforms



June 10, 2021

# CHANGE

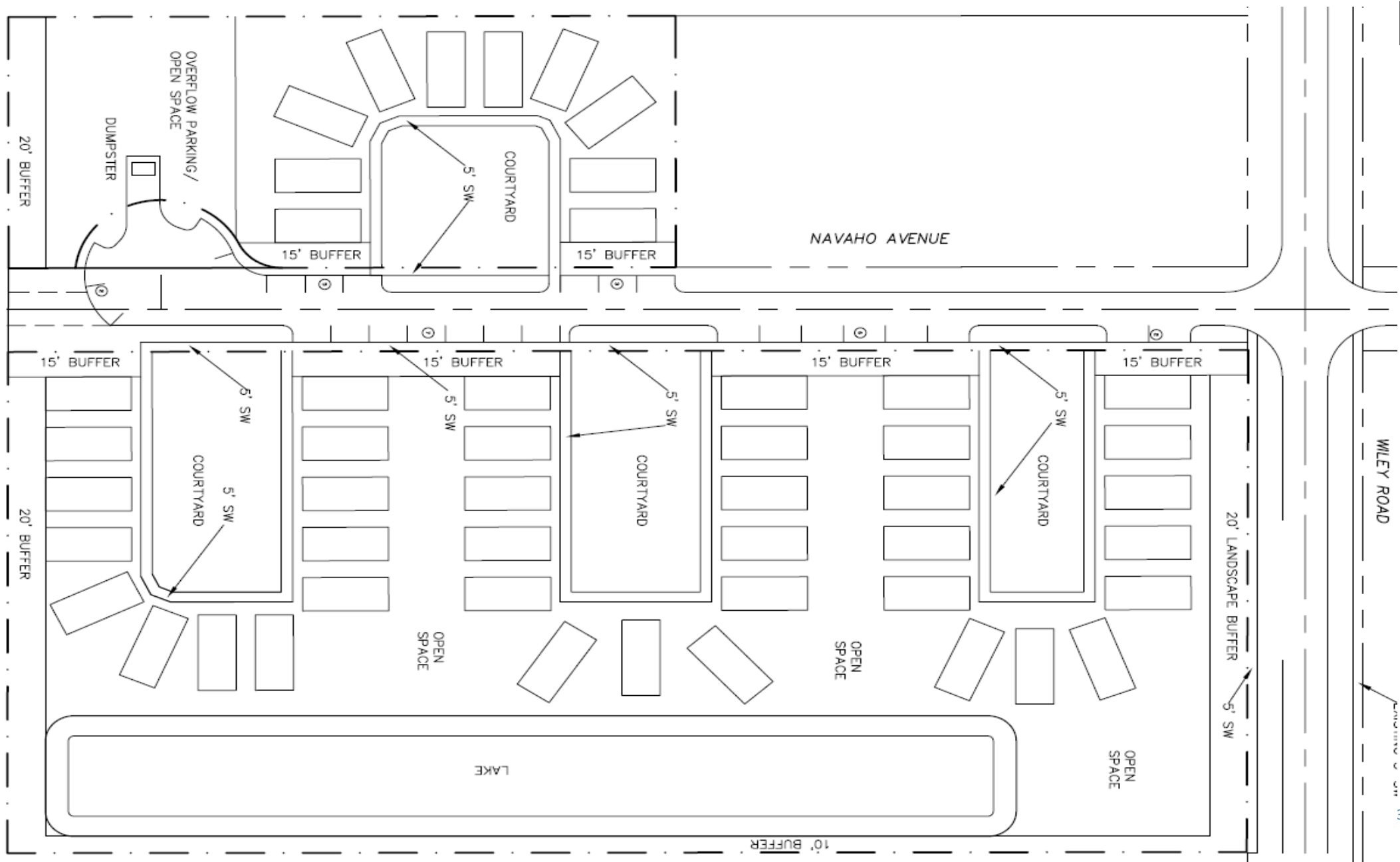
## Jacksonville changes:

- Pocket Neighborhoods
- Community Land Trusts
- Tiny Houses
- Small Lot Subdivisions
- Accessory Dwelling Units

# POCKET NEIGHBORHOODS

## Does the code allow for them?

- Is the land held in common ownership?
- Houses become condos or rental
- Tiny houses fee simple not allowed
- Enter the Planned Unit Development
- A path to fee simple pocket neighborhoods



















# COMMUNITY LAND TRUSTS

## How to support them?

- Amend our property disposition ordinance to include non-profit community land trusts to be on the same level as a city agency.
- Work with local non-profits to establish CLT
- Nurture and financially support CLT start-up

# TINY HOUSES

## Does the code allow for them?

- Currently no; the code sets a minimum size of 850 sq ft
- Set to adopt State appendix for tiny houses
  - Allow by right as a principle structure in RMD-A
  - Allow by right as an accessory dwelling unit in RLD-X
- Require Planned Unit Development or;
- Small lot subdivisions
  - Similar to town home criteria
  - Similar to our test case pocket neighborhood

# ACCESSORY DWELLING UNITS

## Comprehensive Plan

- Permits accessory dwelling units by right in LDR
- Established that accessory dwelling units do not count against density caps

## City Ordinance

- Permits accessory dwelling units by right in RLD zoning district.
- Establish criteria based on historic districts.
  - Located behind principle structure
  - Visual relationship to principle structure
  - Limited to 25% of principle structure or 750 sq ft, whichever is less
  - Max height is limited to principle structure height



# Questions?







# Housing Goals

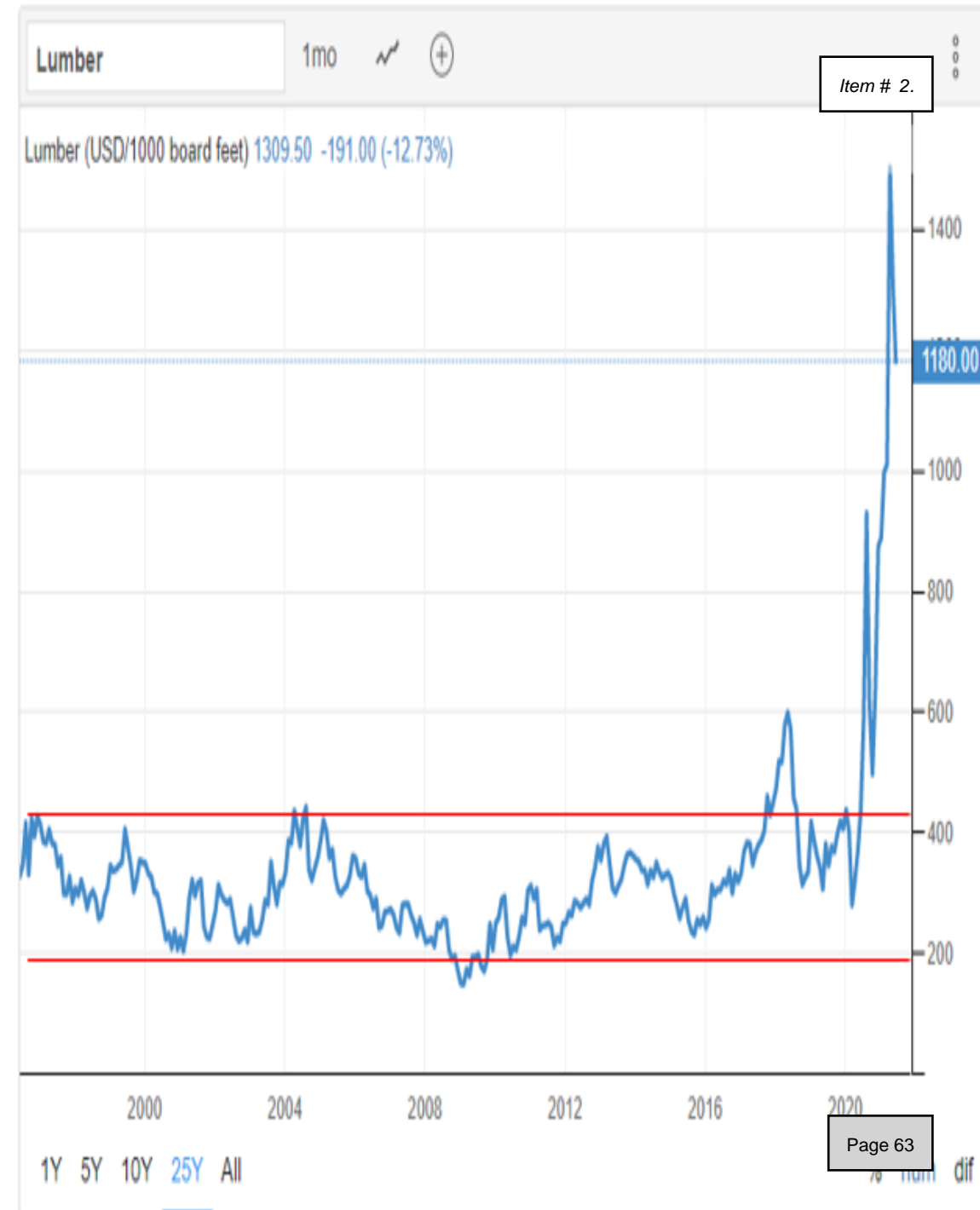
- ✓ Safe
- ✓ Decent
- ✓ Affordable



# Current Market Conditions

## Rising Costs

Data released in April from the National Association of Home Builders (NAHB) reports the cost to build a single-family home has surged by more than **\$36,000** per home and **\$13,000** per apartment since April of 2020



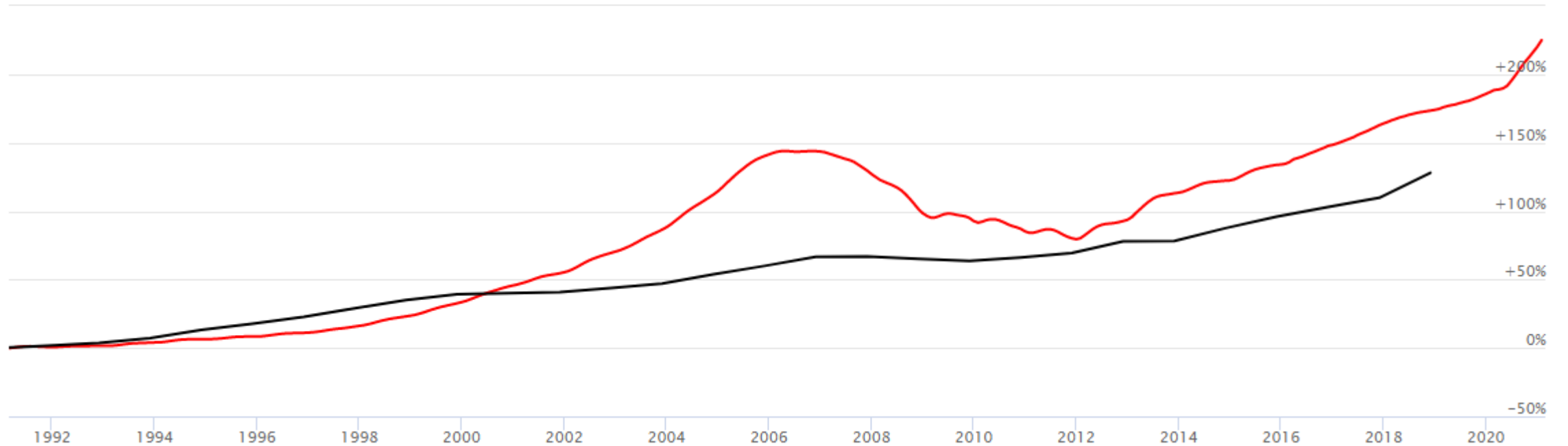
# Incomes Are Not Keeping Pace

## Home Price vs. Median Household Income (US)

Case-Shiller Home Price Index vs. US Median Annual Income

Zoom 10y 15y **30y** 50y 70y All

From Feb 28, 1991 To Feb 28, 2021



# Case Study: Impact of Design Standards on Cost to Construct Affordable SF Homes

# Elevated Front Entry

## Enhanced Design Requirement

The front porch must be elevated at least 12 inches above the abutting finished grade level as measured abutting the porch at the front entry.

## Effects of Enhanced Requirements

Monolithic Slab vs Stem Wall Foundation

The added cost for block, concrete, several yards of fill dirt and the tractor work for compaction



# Elevated Front Entry

Adds approximately \$4,000 to \$8,000 in cost per home





# Fenestration & Transparency

30% Fenestration / 50% Transparency

20% Fenestration / 50% Transparency



Front Elevation = 240sqft	
30% Fenestration / 50% Transparency	20% Fenestration / 50% Transparency
72sqft Fenestration / 48sqft Transparency	36sqft Fenestration / 24sqft Transparency
3 Windows @ \$600 per = \$1,800.00	2 Windows @ \$600 per = \$1,200.00
Potential Cost Savings (\$600 x 60) = \$36,000.00 Annually / Savings over 5 years = \$180,000.00	



# Wall Composition

## Design Requirement

Building materials shall be appropriate to the selected architectural style and **shall be consistent throughout the structure**

## Effects of Requirement

Allowing a stucco primary façade with struck block secondary façade allows for flexible options and a cost savings of approximately \$2,500 per home vs consistent stucco.

# Sidewalks to Nowhere!

Sidewalk costs can range between \$1,000 to upwards of \$3,000+ depending on the sqft needed. Often when redeveloping infill lots in established neighborhoods, requiring 50ft of sidewalk not only adds additional costs, it also creates a lability/hazard directly in front of the home



# Total Added Costs

Zoning Requirements	Addition Costs per Home
Elevated Front Entry	\$4,000 - \$8,000
Fenestration and Transparency	\$600 (per window)
Wall Composition	\$2,500
Sidewalk	\$1,000 to \$3,000
<b>TOTAL ADDITIONAL COSTS</b>	<b>\$6,000 to \$15,000 per home</b>

# What Does this Mean for a Nonprofit Developer

- Higher Costs for Homeowners
- Greater Subsidies Required
- Reduced Capacity to Build
- Increased Regulatory Hurdles





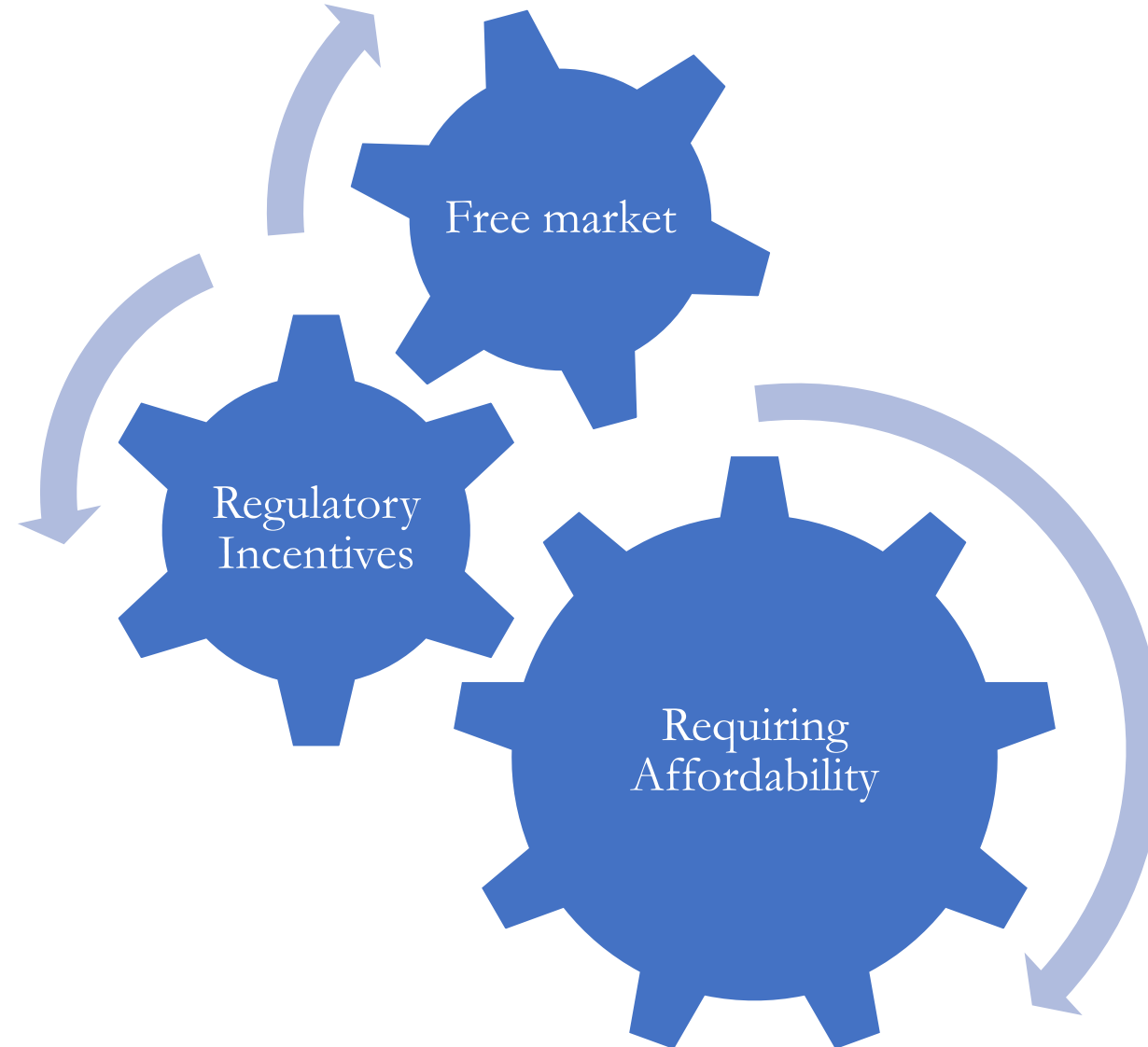
## IV. Best Practices for Regulatory Reform

# Study first, solutions second

- Explore local data and the land use policies explained in this training
- Then, using this knowledge, identify where policies need to be improved to require, facilitate, and encourage affordable housing development
- For example, if your community has a housing shortage of affordable units serving up to 80% AMI and you know your zoning code caps the number of legal units below the amount needed to meet this gap, start with a density bonus and incentive program for units serving up to 80% AMI
- Similarly, if you know your design standards unreasonably increase the cost of development by \$10k, amend your design standards



# The regulatory balancing act



# The Three Acts - Revisited

- You may only want to require affordability for developments seeking a substantial re-zoning or in prime opportunity areas. To encourage affordability, you may lower lot size requirements City-wide in hopes of encouraging smaller, more affordable units over time.

## Require

- Large-scale development (100+ units)
- Substantial re-zonings
- Near transit & employment centers
- Projects seeking public subsidy

## Facilitate

- Non-profit sector
- Expedited Permitting
- Administrative approvals > public hearings
- RFP for government-owned land

## Encourage

- Allowing smaller housing types by right
- Lowering minimum lot sizes
- Density bonus & incentive program



# Don't give away too much without affordability in return

- Just because local government makes it cheaper to build or allows more units to be built, **that does not mean that the new units will actually be affordable** (especially to households making up to 80% AMI)
- Again, housing prices are set at whatever the market will bear
- There have been examples of local governments that amended their zoning codes to make them more flexible, gave too much away as-of-right, and now cannot require affordability through the land development code

# Preserve the greatest incentives for deed-restricted housing

- Relaxing development standards to facilitate more market-rate housing supply will not produce all the affordable housing needed
- Preserve the greatest zoning benefits for deed-restricted housing; developments you **know** will be affordable long-term
  - Density bonuses
  - Substantial re-zonings
  - Impact fee waivers



## Incentive example: Impact fee waivers

- Florida law allows local governments to waive impact fees for affordable units
- However, local government will likely need a cap on how many impact fees in total can be waived
- Since an impact fee waiver is a limited resource, **preserve the waiver for units that will be affordable long-term** and require that the impact fee waiver actually results in lower housing prices
- **Consider:** provide impact fee waivers only to nonprofit developers with a track record of providing long-term affordable housing.

# Increasing density – as a bonus or by-right?

- Increasing density is one of the most valuable bargaining chips a local government has to offer
- Before increasing densities across the board as-of-right, **strongly consider** conditioning density increases on the provision of affordable housing
- Consider density minimums
- Don't give away too much!

# Allowing missing middle housing

- More communities are adopting ordinances to allow more accessory dwelling units, duplexes, triplexes, townhomes by-right. This is good!
- Keep in mind: just because a unit is smaller, that does not mean that it will be affordable to households up to 80% AMI
- **Consider:** Allow more housing types by-right and pair other land use tools to facilitate the affordable missing middle units
  - Expedited permitting for affordable duplexes
  - Fee waivers



# Inclusionary zoning (IZ)

- Land use policy that requires certain market-rate developers to set-aside a specified number of affordable units within a market-rate development
- Under state law, local government must “fully offset all costs” associated with required affordable units under an IZ ordinance
- Partner with a non-profit organization that can manage the affordable units; this takes the obligation off the market-rate developer



## Seeking public dollars? Require affordability

- If a developer seeks public dollars for things like infrastructure improvements, this is an opportunity to require affordable housing in return
- For example, if a large-scale developer (100+ units) seeks public dollars for wastewater infrastructure, roads, or other infrastructure needs, condition the public support on the developer setting aside x% of units as affordable housing
- This voluntary, negotiated development process can ensure that public dollars support public goods in the form of affordable housing



# Final thoughts

- There is not one way to go about regulatory reform for affordable housing – it requires knowing local data and local policy.
- Condition the most favorable zoning benefits on housing affordability.
- **The key is to be able to adapt.** If local reforms are producing more units, but those units are not affordable, be willing to make changes.







## V. Utilizing the Affordable Housing Advisory Committee (AHAC)

# Affordable Housing Advisory Committees (AHAC)

- Required for every SHIP jurisdiction that receives above \$350,000 in a fiscal year
- 8-11 members representing all aspects of the housing industry
- Each AHAC produces an **annual** report which includes recommendations on implementing a variety of affordable housing incentives
- Can engage in other affordable housing activities under City/County direction



# The AHAC can be a catalyst for regulatory reform

- Utilizing its collective expertise from all aspects of the local housing industry, the AHAC can produce actionable recommendations to increase the affordable housing stock
- Key considerations:
  - Recruit active members of the housing industry who will be engaged throughout the process
  - Engage key housing & planning staff to educate members on existing policies and local housing data
  - Take time to review existing policies and seek out new strategies
  - Encourage input from all AHAC members
  - Implement the recommendations in the AHAC report



# Local Perspective: How to use the AHAC as a tool for good

**Matthew Wyman,**  
Leon County  
Housing Services Manager  
[wymanm@leoncountyfl.gov](mailto:wymanm@leoncountyfl.gov)







## AFFORDABLE HOUSING CATALYST PROGRAM

[Register Here](https://register.gotowebinar.com/register/6971231788987698702) or at  
<https://register.gotowebinar.com/register/6971231788987698702>

# Regulatory & Land Use Issues Affecting Affordable Housing Workshop #3

**When:** Wednesday, June 23 @ 2pm-3:30pm

**Topics Covered:**

- How to incorporate disaster resiliency in affordable housing planning
- 2021 Resiliency Legislation
- Mitigation housing strategies
- Creation of a Social Vulnerability Index



# FLORIDA HOUSING COALITION PUBLICATIONS

Access these valuable resources and more under the Publications tab at [Flhousing.org](http://Flhousing.org)

**Housing News Network Journal**

**Florida Home Matters Report**

**Accessory Dwelling Unit (ADU) Guidebook**

**Adaptive Reuse of Vacant Rentals**

**Affordable Housing Resource Guide**

**Affordable Housing Incentive Strategies**

**CLT (Community Land Trust) Primer**

**CLT Homebuyer Education – Teacher’s Guide**

**CLT Homebuyer Education – Buyer’s Guide**

**Community Allies Guide to Opportunity Zones**

**Community-Based Planning Guide**

**Creating a Local Housing Disaster Recovery**

**Creating Inclusive Communities in Florida**

**Credit Underwriting Guide for Multi-Family  
Affordable Housing in Florida**

**Developing & Operating Small Scale Rental  
Properties**

**Disaster Management Guide for Housing  
Landlord Collaboration Guidebook**

**PSH Property Management Guidebook**

**Residential Rehabilitation Guide**

**SHIP Administrators Guidebook**

**Surplus Lands Guidebook**

**Supporting Households Moving Out of  
Homelessness**

**Using SHIP For Rental Housing**



# Contact Us

Item # 2.



**Jaimie Ross,**  
President/CEO  
[Ross@flhousing.org](mailto:Ross@flhousing.org)



**Ashon Nesbitt,**  
Chief Programs Officer  
[Nesbitt@flhousing.org](mailto:Nesbitt@flhousing.org)



**Kody Glazer,**  
Legal Director  
[Glazer@flhousing.org](mailto:Glazer@flhousing.org)



**Aida Andujar,**  
Technical Advisor  
[Andujar@flhousing.org](mailto:Andujar@flhousing.org)



**Michael Chaney,**  
Technical Advisor  
[Chaney@flhousing.org](mailto:Chaney@flhousing.org)



**Ben Toro-Spears,**  
Chief Strategy Officer  
[Toro-spears@flhousing.org](mailto:Toro-spears@flhousing.org)



**Kimberly Spence,**  
Technical Advisor  
[Spence@flhousing.org](mailto:Spence@flhousing.org)

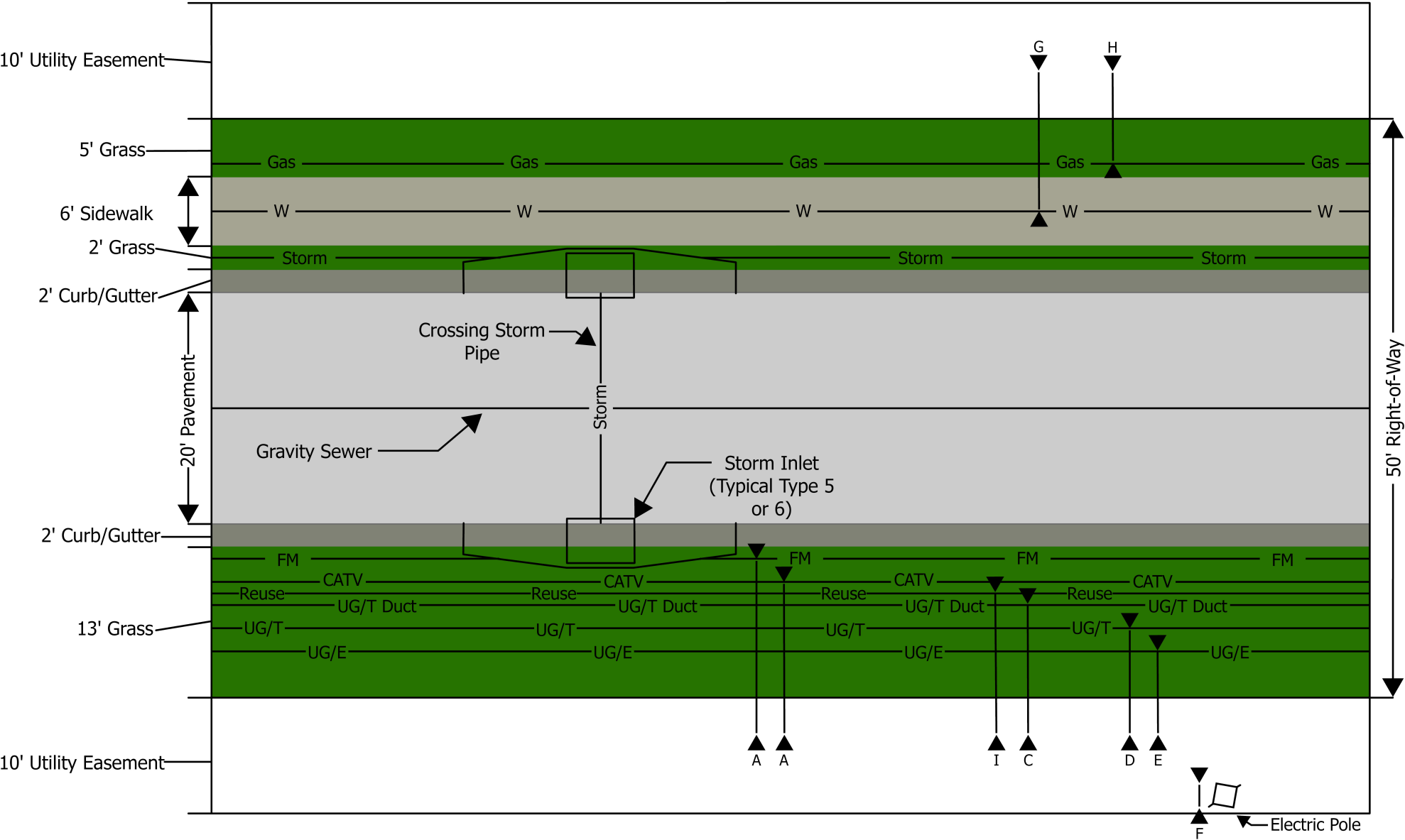


**Blaise Denton,**  
Research Manager  
[Denton@flhousing.org](mailto:Denton@flhousing.org)



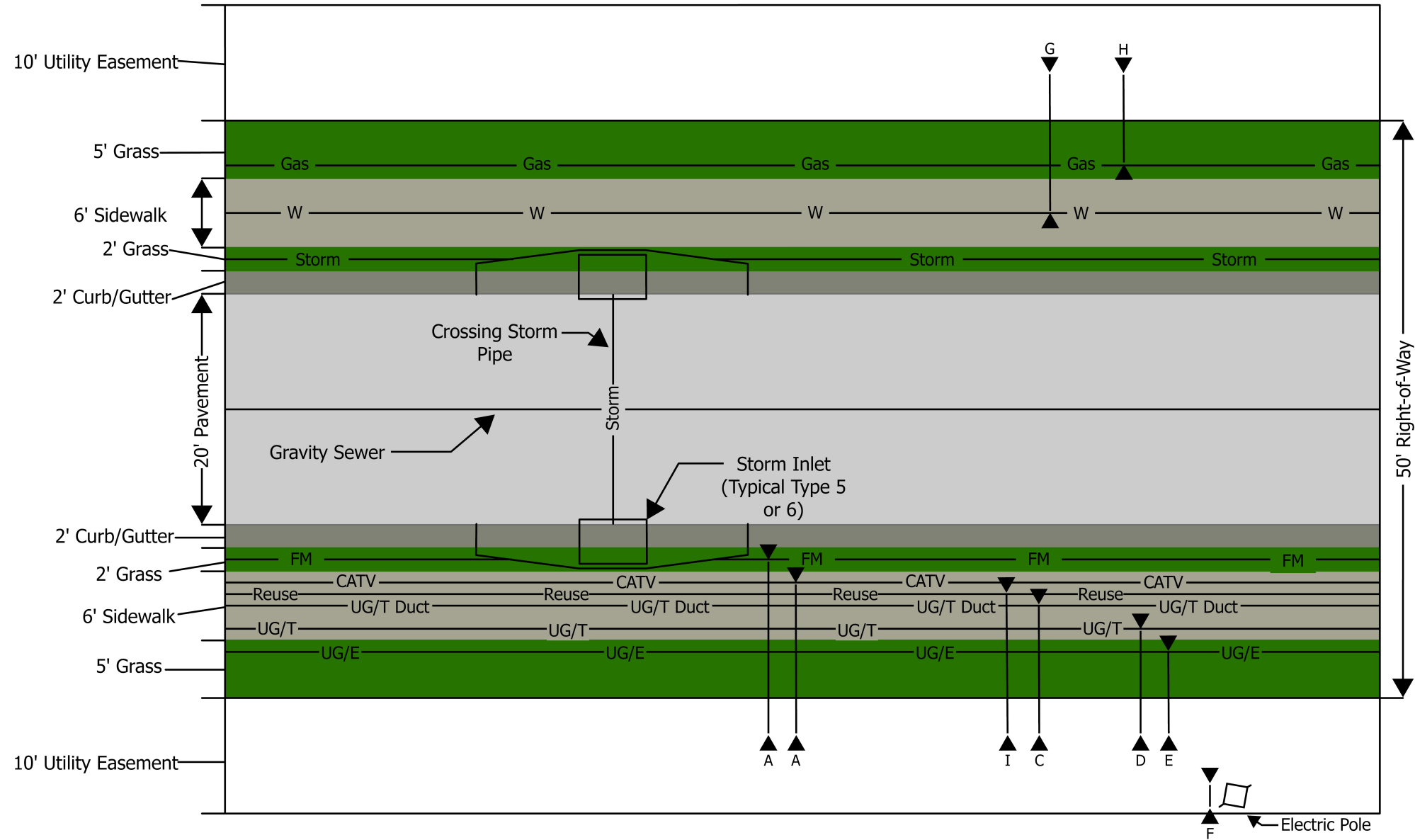
# Minor Roadway

UTILITY	DIMENSION SYMBOL	LOCATION	UNDERGROUND DEPTH
FORCE MAIN	A	11'	48"
CABLE TV	B	9'	24"
TELEPHONE CONDUIT	C	7'	30"
TELEPHONE CABLE	D	5'	30"
ELECTRIC CONDUIT	E	3'	36"
ELECTRIC POLE	F	1'	---
SANITARY SEWER	---	CENTER	VARIES
WATER	G	8'	36"
GAS	H	4'	36"
REUSE FORCE MAIN	I	---	---



# Collector Roadway

UTILITY	DIMENSION SYMBOL	LOCATION	UNDERGROUND DEPTH
FORCE MAIN	A	11'	48"
CABLE TV	B	9'	24"
TELEPHONE CONDUIT	C	7'	30"
TELEPHONE CABLE	D	5'	30"
ELECTRIC CONDUIT	E	3'	36"
ELECTRIC POLE	F	1'	---
SANITARY SEWER	---	CENTER	VARIES
WATER	G	8'	36"
GAS	H	4'	36"
REUSE FORCE MAIN	I	---	---



## Sec. 67.606. Alternative Housing Transportation Standards.

- (a) Alternative Housing streets shall be designed to function as local streets. It shall be the responsibility of the developer to ensure the proper function where vehicular noise, congestion and speeds are minimized through the use of a combination of landscape, hardscape and road surface treatment. The street right-of-way and optional city services easement shall support multi-modal transportation including autos, pedestrians, and bicycles.
- (b) The internal street system shall be designed so that at least ninety percent (90%) of the street segments interconnect.
- (c) Wherever an Alternative Housing development abuts unplatted land or a future development phase of the same development, street stubs shall provide access to abutting properties or to logically extend the street system into the surrounding area.
- (d) *Parking Standards/Residential Development.*
  - (1) Parking for single family and two family development shall be designed and constructed as a paved or acceptable alternative hard surface.
  - (2) All required parking spaces for single family and two family development shall be located outside the required front yard setback. For two family development, on-street parking directly abutting a lot may be counted toward fulfilling the off-street parking requirement except where lot width, driveway widths or location, street widths or other right-of-way design elements limits the number of available on-street parking spaces. One parking space credit shall be given for each full space abutting a lot on streets with a minimum 24' wide pavement width, not including curb and gutter. Where an on-street space abuts more than one lot, no parking space credit shall be given. Where on-street parking is credited, access drives shall be situated so that there is a minimum of one full parking space in front of each lot.
- (e) Those streets determined during Preliminary Plat or Short Form Plat review to function as residential collectors shall conform with the standards established in Chapter 61 or as modified by the City Transportation Engineer and City Engineer. Those streets determined to be classified higher than a residential collector shall conform to the Land Development Code Access Management Standards. Alleys and One way Local Streets shall be permitted only at the discretion of the Public Works Director and the Planning Official. The remaining streets shall conform with the following cross section standards:
  - (1) *AH Local Street #1:* Provides access for service vehicles and access to adjacent land use. Local Streets #1 should carry only traffic having either destination or origin on the street itself. Local Streets #1 may interconnect with streets outside the Alternative Housing development.

*Land Use:* Single family, two family.

*Max. Density:* 12 du/ac.

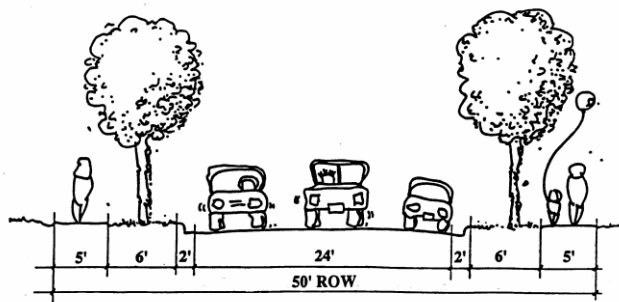
Specs	Alternative Specs
50' ROW	40' ROW (sidewalks located in easements outside of the right-of-way)
24', 20', or 18', total pavement widths*	24', 20', or 18' total pavement widths*
Two 5' wide sidewalks	Two 5' wide sidewalk easements
Two 6' wide parkways**	Two 6' wide parkways**
Two unmarked travel lanes	Two unmarked travel lanes
Parking lanes*	Parking lanes*
15' minimum curb radii	15' minimum curb radii

25 mph posted speed limit	25 mph posted speed limit
2' standard curb and gutter both sides	2' standard curb and gutter both sides

**\*Pavement Width and Parking Lane Alternatives:**

- a) As part of the 24' total pavement width, two unmarked parking lanes are permitted.
- b) As part of 20' total pavement width, one unmarked parking lane is permitted with "no parking" signs posted by the developer on one side of the street.
- c) As part of the 18' total pavement width, no on-street parking shall be permitted, and the developer shall be required to post "no-parking" signs on both sides of the street.

**\*\*The 6' wide parkway can be reduced to 3' wide with the approval of the City Engineer and City Transportation Engineer.**



- (2) *AH Local Street #2*: Provides access for service related vehicles and access to adjoining land use. The Local Street #2 may carry a small amount of residential through traffic generated from AH local streets.

*Land Use*: Single family, two family.

*Max. Density*: 21 du/ac.

Specs	Alternative Specs
62' ROW	50' ROW* (sidewalks located in easements outside of the right-of-way)
34', 24', 20', or 18' total pavement widths*	34', 24', 20', or 18' total pavement widths*
Two 5' wide sidewalks	Two 5' wide sidewalk easements
Two 7' wide parkways**	Two 6' wide parkways**
Two unmarked travel lanes	Two unmarked travel lanes
Parking lanes*	Parking lanes*
15' minimum curb radii	15' minimum curb radii
25 mph posted speed limit	25 mph posted speed limit
2' standard curb and gutter both sides	2' standard curb and gutter both sides

**\*Pavement Width and Parking Lane Alternatives:**

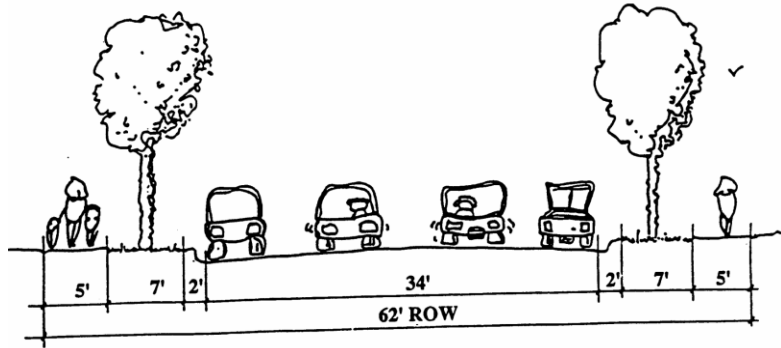
The parking lanes on AH Local Street #2 shall be unmarked unless striped parking is approved by the City Transportation Engineer.

- a) As part of the 34' total pavement width, two unmarked parking lanes are permitted.
- b) As part of the 24' total pavement width, two unmarked parking lanes are permitted.



- c) As part of the 20' total pavement width, one unmarked parking lane is permitted with "no parking" signs posted by the developer on one side of the street.
- d) As part of the 18' total pavement width, no on-street parking shall be permitted, and the developer shall be required to post "no-parking" signs on both sides of the street.

\*\*The parkway widths may be reduced to 6' to permit the 50' alternative right-of-way width. The parkways can be further reduced to 3' wide with the approval of the City Engineer and the City Transportation Engineer.



- (3) *AH Cul-de-Sac*: Purpose is to provide access for service vehicles and access to lower density land uses and to allow flexibility in the design of AH cross sections.

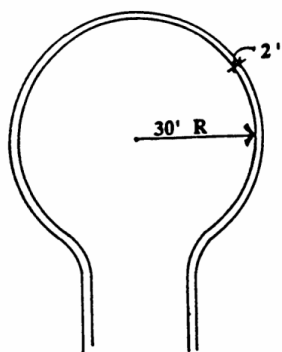
*Land Use*: Single family, two family.

*Specs*: (Both options align with Local Street #1):

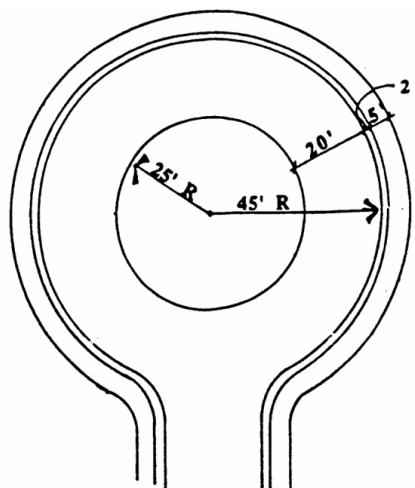
Option A*	Option B*
39' radius ROW	52' radius ROW
	5' sidewalk
	25' radius center landscaped island with curbs or decorative pavers
7' wide parkway	7' wide parkway
30' radius paved area	20' paved travel lane
15 mph posted speed limit	15 mph posted speed limit
2' standard curb and gutter	2' standard curb and gutter

\*Culs-de-sac shall be on street segments no longer than 700'. 7' wide parkway is optional and can be reduced to 3' wide with approval of the City Engineer and City Transportation Engineer.

No street parking shall be permitted on circle. "No parking" signs shall be installed by the Developer per the MUTCD.



**AH CUL-DE-SAC OPTION A**



**AH CUL-DE-SAC OPTION B**

(Ord. of 2-22-1993, Doc. #26393; Ord. of 6-20-1994, Doc. #27637)

**ORDINANCE NO. O-05-2025**

**AN ORDINANCE AMENDING CHAPTER 113 & 117 OF THE CITY OF GREEN COVE SPRINGS CODE TO ADDRESS COMPATIBILITY WITH AFFORDABLE HOUSING DEVELOPMENT; AMENDING CHAPTER 113, SEC 113-66 TO REVISE STREET RIGHT OF WAY DESIGN STANDARDS; AMENDING CHAPTER 117-3 TO INCLUDE ACCESSORY DWELLING UNITS AS PERMITTED USES IN RESIDENTIAL ZONING DISTRICTS; AMENDING CHAPTER 117-5, TO ADDRESS ENCLOSED GARAGE REQUIREMENTS IN CONJUNCTION WITH SINGLE FAMILY HOME DEVELOPMENT; AMENDING CHAPTER 117-6 TO ADD LOT REQUIREMENTS FOR ACCESSORY DWELLING UNITS; AMENDING ARTICLE II, DIVISION 2,2.5, 3, 4 &5 TO ADD ACCESSORY DWELLING UNITS AS AN ACCESSORY USE AND REDUCE RESIDENTIAL SINGLE FAMILY BUILDING SIZE REQUIREMENTS IN ALL RESIDENTIAL ZONING DISTRICTS; AMENDING SECTION 117-515 IN THE GATEWAY CORRIDOR RESIDENTIAL DISTRICT TO MEET THE REQUIREMENTS OF THE RESIDENTIAL SINGLE FAMILY, R-1A ZONING DISTRICT; CREATE CHAPTER 117, ARTICLE XI, CREATE SECTION 117-798 TO INCLUDE CRITERIA FOR ACCESSORY DWELLING UNITS; PROVIDING FOR CONFLICTS, SEVERABILITY, AND SETTING AN EFFECTIVE DATE.**

**WHEREAS**, the city is undergoing an update to our Affordable Housing Requirements as set forth in the Comprehensive Plan Goal 3, Objective 3.1 Policy 3.1.4 and Florida Statutes Section 420.9076/ ; and

**WHEREAS**, as part of the amendments of the Comprehensive Plan, the city has promoted the development of all housing types for all income ranges, including low- and moderate-income households; and

**WHEREAS**, it is necessary to amend the land development regulations to ensure compatibility with the Comprehensive Plan policies; and

**WHEREAS**, the City Code was adopted to promote the health, safety, morals and general welfare of the community; and

**WHEREAS**, the Green Cove Springs City Council has determined that this amendment is consistent with the Comprehensive Plan, is in the best interest of the public, and will promote the public health, safety and welfare of the city.

**NOW, THEREFORE, BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF GREEN COVE SPRINGS, FLORIDA, AS FOLLOWS:**

**SECTION 1. That Chapter 113-66 be amended as follows:**

**Sec. 113-66. - Street classification standards.**

The following table specifies the number of lanes, pavement and right-of-way widths for residential, collector, and arterial streets. These requirements should be read in conjunction with the foregoing street type descriptions.

Street Type	Number of Lanes	Pavement Widths		Right-of-Way Widths	
		Curb & Gutter	No Curb & Gutter	Curb & Gutter	No Curb & Gutter
Local streets	2—through lanes; no parking	20'-24'*	18'-22*	50'	50'
Collector streets	2—11' moving; no parking; no median	20'-24'*	18'-22'*	50'	50'
Minor arterial streets	Normal road configuration: no parking	26'	24'	100'	100'
Principal arterial streets	Normal road configuration: no parking	50'	—	200'	200'

\*As part of the 24' total pavement width (22' with no curb and gutter) two unmarked parking lanes are permitted. As part of a 20' total pavement width (18' with no curb and gutter), one unmarked parking lane is permitted with "no parking" signs posted by the developer on one side of the street.

**SECTION 2. That Chapter 117 Section 117-3(a) shall be amended as follows:**

Use Category	Use Type	R-1	R-1A	R-2	R-3	RRF <sup>5</sup>	RPO <sup>6</sup>	C-1 <sup>8</sup>	C-2	RC <sup>29</sup>	GCR (RLD)	GCR (RMD)	GCN <sup>20</sup>	GCC	INS <sup>26</sup>	M-1	M-2	FBC Downtown Core	FBC Primary Corridor	FBC Secondary Corridor	FBC Transition
Residential Uses																					
Residential Operation	Home Occupation <sup>1</sup>	SE	SE	SE	SE		P	P	P		SE	SE	P	P					P	P	P
Residential Type	Mobile Home Park				SE <sup>3</sup>																
	Multifamily Dwelling			SE <sup>2</sup>	P <sup>4</sup> /SE <sup>32</sup>	P						SE <sup>2</sup>	P <sup>2</sup>	P <sup>23</sup>				P	P	P	P
	Single-family Dwelling, Detached	P	P	P	P	P	P	P	P		P	P	P	P				P	P	P	P
	Single-family Dwelling, Attached			SE <sup>2</sup>	SE <sup>2</sup>	P	P	P	P			SE <sup>2</sup>	P <sup>2</sup>	P <sup>2</sup>				P	P	P	P
	Two-family dwelling			SE <sup>2</sup>	P	P														P	P
	Accessory Dwelling Unit	P <sup>34</sup>	P <sup>34</sup>	P <sup>34</sup>	P <sup>34</sup>	P <sup>34</sup>	P <sup>34</sup>	P <sup>34</sup>	P <sup>34</sup>		P <sup>34</sup>	P <sup>34</sup>	P <sup>34</sup>	P <sup>34</sup>							

**SECTION 3. That Chapter 117 Section 117-3(c) shall be amended as follows:**

(c) *Permitted use table footnotes.*

P - Permitted. SE—Allowed by Special Exception.

1. Subject to the conditions set forth in section 117-789.
2. Single-family attached dwellings, up to four units.
3. Subject to the conditions in section 117-122(4)(a)—(j).
4. Multifamily dwelling units may omit garages through a special exception.
5. Subject to development criteria in section 117-148. Each RRF parcel requires a PUD rezoning in compliance with section 117-421 in order to be developed.
6. All permitted uses are subject to the conditions set forth in section 117-199.
7. Subject to the limitations in section 117-200(7).
8. Subject to the limitations in section 117-226.
9. No kennels. Subject to the limitations in section 117-200(7).
10. Musical instruments. Subject to the limitations in section 117-200(7).
11. Including repair incidental to sales. Subject to the limitations in section 117-200(7).
12. Not wholesale bakeries. Subject to the limitations in section 117-200(7).
13. Subject to the limitations of section 117-226.
14. Provided no manufacturing or storage for distribution is permitted on-premises.
15. Subject to the limitations outlined in section 117-228(10).
16. Light manufacturing, processing (including food processing but not slaughterhouse), packaging or fabricating.
17. Bulk storage yards, not including bulk storage of flammable liquids.
18. Race tracks for animals or vehicles.
19. Plumbing, electrical, mechanical, and sheet metal.
20. All uses must be in a totally enclosed building and no more than 20 percent of floor space to be devoted to storage. The permitted uses per section 117-540 are subject to the limitations in section 117-541(5)(b).
21. Automobile rental not included as a use permitted by special exception.
22. Establishments or facilities for automobile parts, sales, and service without use of an outdoor intercom or public address system or speakers, and no vehicle display racks that tilt vehicles in any way to show underside, unless they are located inside a show room.
23. Through special exception, multifamily dwelling units can be built without garages.
24. Rentals, excluding heavy equipment.
25. Veterinarian clinics within enclosed buildings.
26. The following are permitted uses in the institutional land use category, institutional zoning category: Any lawful civic, governmental, religious, public utility, and other public necessity uses or activities.
27. Subject to the limitations of section 117-297(5).
28. Golf courses and pro shop allowed by special exception.
29. Pursuant to section 117-355: Allowable uses are public recreation uses that are compatible with the environmental characteristics of the property and, if purchased with grant funds, are consistent with grant conditions. No development potential is associated with these lands; however, recreation facilities may be constructed as a part of recreation uses that are consistent with the land use category.
30. Subject to the conditions in section 117-796.
31. Beer and wine sales only.
32. Multifamily dwellings greater than 35 feet in building height.
33. Drive-through facility in conjunction with this use is not allowed.
34. Subject to the requirements of Section 117-798



**SECTION 4. That Chapter 117 Section 117-5 be amended as follows:**

**Sec. 117-5. Enclosed garages required for all residential dwelling units.**

All residential dwelling units within the city in any land use district or zoning category shall have an attached or detached enclosed garage of at least ten feet by 20 feet unless otherwise provided in this Code. Additional conditions and exceptions are as follows:

- (1) The requirement for garages may be eliminated in multifamily dwelling units with a special exception or by rezoning the property to a PUD. This requirement shall apply to all new construction.
- (2) All existing carports as of the date of adoption of the ordinance from which this chapter is derived in any residential zoning district shall be allowed. This shall not require construction of a garage at these properties. The size of a carport cannot be increased or another carport constructed on the site. A carport of the same size can be rebuilt on the site if it is destroyed by a calamity, such as fire or wind.
- (3) Remodeling of an existing dwelling unit, including enclosing a carport to living space, without a garage would not trigger constructing a garage. This would also include remodeling of an existing dwelling unit without a garage that increases the square footage.
- (4) Converting an existing garage into living space is not permitted, unless a garage is added to site.
- (5) Adding a carport to an existing residential site that has a garage is not permitted.
- (6) New carports except as set forth in subsection (2) of this section, cannot be constructed in the city.
- (7) Existing carports are permitted to be converted to a garage or living space.
- (8) New and redevelopment of a residential dwelling for Affordable Housing for Low and Very Low Income persons as defined in Section 105-7 shall be exempt from this requirement. In order to apply for this exemption, an applicant shall submit an application meeting the requirements set forth in Section 105-17 (b) for approval.

**SECTION 5. That Chapter 117 Section 117-6(a) LIVING AREA (Minimum square feet) be amended as follows:**

**Sec. 117-6. - Lot requirements table.**

*(a) Lot requirements table.*

	R-1	R-1A	R-2	R-3	RPO	C-1	C-2	REC	GCR <sup>2</sup> RLD	GCR <sup>2</sup> RMD	GCN	GCC	INS	M-1	M-2	FBC <sup>1</sup>			
																Downtown	Primary	Secondary	Transition
LIVING AREA (Minimum square feet):																			
Single-family dwelling unit, detached	<del>1250</del> 900	<del>1250</del> 900	<del>1000</del> 900	<del>1000</del> 900	<del>1000</del> 900	<del>1000</del> 900	<del>1000</del> 900		<del>1250</del> 900	<del>1000</del> 900	<del>1000</del> 900	<del>1000</del> 900					<del>1000</del> 900	<del>1000</del> 900	<del>1000</del> 900
Single-family dwelling unit, attached			<del>1000</del> 900	<del>1000</del> 900	<del>1000</del> 900	<del>1000</del> 900	<del>1000</del> 900			<del>1000</del> 900	<del>1000</del> 900	750							
Multi-family dwelling unit				<del>1000</del> 900								<del>1000</del> 900							
Mobile Home Park/Subdivision				NMR															
Nonresidential uses					NMR	NMR	NMR	NMR			NMR	NMR	NMR	NMR	NMR				

**SECTION 6. That Chapter 117 Section 117-61 be amended as follows:****Sec. 117-61. - Permitted uses.**

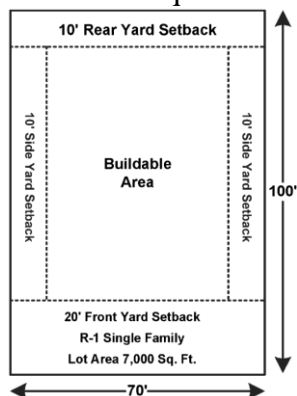
The following are permitted uses in the residential low density land use, R-1 zoning category:

- (1) Single-family detached dwellings;
- (2) Golf courses and country clubs, with customary accessory uses;
- (3) Temporary buildings used for construction purposes, for a period not exceeding the duration of the building permit;
- (4) Customary accessory buildings and structures, including portable or temporary buildings, private garages and noncommercial greenhouses and workshops, provided they are located in the rear yard and are not closer than three feet to the rear property line, and meet the side yard requirements of the district;
- (5) Portable storage units for onsite storage meeting the requirements and conditions referenced in section 117-794;
- (6) **Additional Dwelling Units (ADUs) subject to the requirements of Section 117-798.**

**SECTION 7. That Chapter 117 Section 117-63 be amended as follows:****Sec. 117-63. - Density controls.**

Density controls in the residential low density land use, R-1 zoning category shall be as follows:

- (1) Minimum required lot area: 7,000 square feet;



- (2) Minimum required lot width: 70 feet;
- (3) Minimum required front yard: 20 feet;
- (4) Minimum required rear yard: Ten feet;
- (5) Minimum required side yard: Ten feet;
- (6) Minimum living area: ~~1,250~~ 900 square feet, together with an attached or detached enclosed garage of at least ten feet by 20 feet. Attached garages shall be architecturally integrated into the design of the dwelling and structurally connected;
- (7) Maximum lot coverage: 35 percent;
- (8) Maximum structure heights: 35 feet.

**SECTION 8. That Chapter 117 Section 117-71 be amended as follows:****Sec. 117-71. - Permitted uses.**

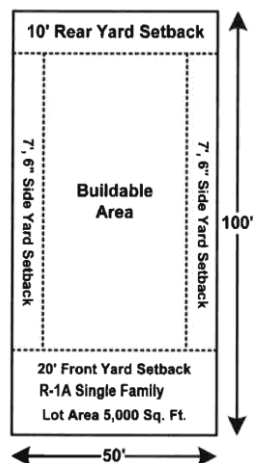
The following are permitted uses in the residential low density land use, R-1A zoning category:

- (1) Single-family detached dwellings;
- (2) Golf courses and country clubs, with customary accessory uses;
- (3) Temporary buildings used for construction purposes, for a period not exceeding the duration of the building permit;
- (4) Customary accessory buildings and structures, including portable or temporary buildings, private garages and noncommercial greenhouses and workshops, provided they are located in the rear yard and are not closer than three feet to the rear property line, and meet the side yard requirements of the district;
- (5) Portable storage units for onsite storage meeting the requirements and conditions referenced in section 117-794;
- (6) **Additional Dwelling Units (ADUs) subject to the requirements of Section 117-798.**

**SECTION 9. That Chapter 117 Section 117-73 be amended as follows:****Sec. 117-73. - Density controls.**

Density controls in the residential low density land use, R-1A zoning category shall be as follows:

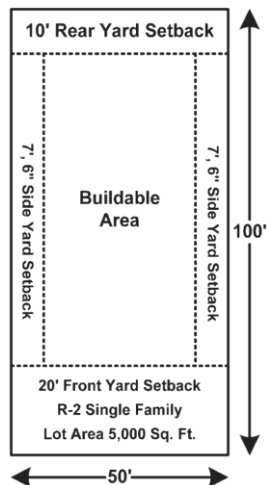
- (1) Minimum required lot area: 5,000 square feet;



- (2) Minimum required lot width: 50 feet;
- (3) Minimum required front yard: 20 feet;
- (4) Minimum required rear yard: Ten feet;
- (5) Minimum required side yard: Seven feet, six inches;
- (6) Minimum living area: ~~1,250~~ 900 square feet, together with an attached or detached enclosed garage of at least ten feet by 20 feet. Attached garages shall be architecturally integrated into the design of the dwelling and structurally connected;
- (7) Maximum lot coverage: 35 percent;
- (8) Maximum structure heights: 35 feet.

**SECTION 10. That Chapter 117 Section 117-88 be amended as follows:****Sec. 117-88. - Density controls.**

- (a) *Detached dwellings.* The density controls for detached dwellings in the residential medium density land use, R-2 zoning category shall be as follows:



- (1) Minimum required lot area: 5,000 square feet;
  - (2) Minimum required lot width: 50 feet;
  - (3) Minimum required front yard: 20 feet;
  - (4) Minimum required rear yard: Ten feet;
  - (5) Minimum required side yard: Seven feet, six inches;
  - (6) Minimum required living area: ~~1,000~~ 900 square feet together with an attached or detached garage of at least ten feet by 20 feet. Attached garages shall be architecturally integrated into the design of the dwelling and structurally connected;
  - (7) Maximum lot coverage: 35 percent;
  - (8) Maximum structure height: 35 feet.
- (b) *Attached dwellings.* The density controls for attached dwellings in the residential medium density land use, R-2 zoning category shall be as follows:
- (1) Minimum required lot area:
    - a. Two-family: 8,500 square feet;
    - b. Three-family: 12,500 square feet;
    - c. Four-family: 16,500 square feet;
  - (2) Minimum required lot width:
    - a. Two-family: 75 feet;
    - b. Three-family: 100 feet;
    - c. Four-family: 150 feet;
  - (3) Minimum required front yard: 20 feet;
  - (4) Minimum required side yard: Ten feet or ten percent of lot width, whichever is greater;
  - (5) Minimum required rear yard: Ten feet;
  - (6) Minimum required living area: ~~1,000~~ 900 square feet;
  - (7) Maximum lot coverage: 35 percent;

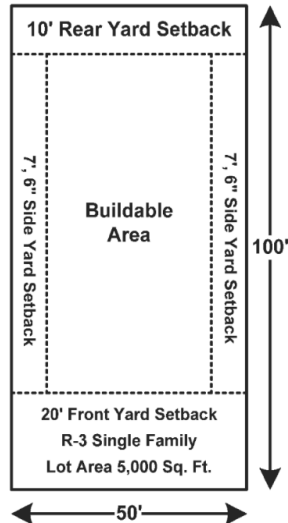
(8) Maximum structure height: 35 feet.

**SECTION 11. That Chapter 117 Section 117-123 be amended as follows:**

**Sec. 117-123. - Density controls.**

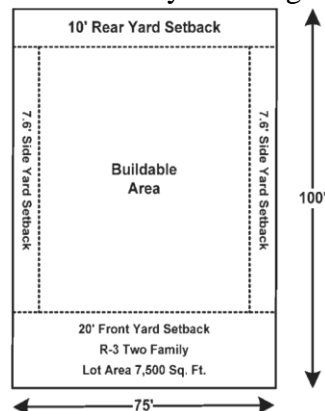
Density controls in the residential high density, R-3 zoning category shall be as follows:

(1) For single-family dwellings in the residential medium density, R-2 zoning category:



- a. Minimum required lot area: 5,000 square feet;
- b. Minimum required lot width: 50 feet;
- c. Minimum required front yard: 20 feet;
- d. Minimum required rear yard: Ten feet;
- e. Minimum required side yard: Seven feet, six inches;
- f. Minimum required living area: ~~1,000~~ 900 square feet together with an attached or detached garage of at least ten feet by 20 feet. Attached garages shall be architecturally integrated into the design of the dwelling and structurally connected;
- g. Maximum lot coverage: 35 percent;
- h. Maximum structure height: 35 feet.

(2) For two-family dwellings:





- a. Minimum required lot area: 7,500 square feet;
  - b. Minimum required lot width: 70 feet;
  - c. Minimum required front yard: 20 feet;
  - d. Minimum required rear yard: Ten feet;
  - e. Minimum required side yard: Seven feet, six inches; or ten percent of the lot width, whichever is greater;
  - f. Minimum required living area: 700 square feet per family;
  - g. Maximum lot coverage: 35 percent;
  - h. Maximum structure height: 35 feet.
- (3) For multiple-family dwellings:
- a. Minimum required lot area: 7,500 square feet for the first two dwelling units and 2,700 square feet for each additional unit that is added;
  - b. Minimum required lot width: 100 feet;
  - c. Minimum required front yard: 30 feet;
  - d. Minimum required rear yard: 20 feet for the first two stories. For each story in excess of two, the required rear yards shall be increased by five feet for each story so added;
  - e. Minimum required side yard on each side of the structure: Not less than ten feet for the first two stories. For each story in excess of two, the required side yards shall be increased by five feet for each story so added;
  - f. Minimum required living areas:
    - 1. Efficiency apartment: 800 square feet;
    - 2. One bedroom apartment: 800 square feet;
    - 3. Two bedroom apartment: 900 square feet;
    - 4. Three or more bedroom apartment: 900 square feet plus an additional 100 square feet for each bedroom over two bedrooms;
  - g. Maximum lot coverage: 40 percent;
  - h. Maximum structure height: 35 feet.
- (4) For mobile home parks and mobile home subdivisions:
- a. Minimum site area: Ten acres;
  - b. Maximum gross density: Six units per acre;
  - c. Minimum required site width: 100 feet on a public street;
  - d. Minimum yard requirements: Front, 15 feet; side, 7.5 feet; rear, ten feet;
  - e. Maximum site coverage: 40 percent;
  - f. Maximum structure height: 35 feet.
- (5) All residential dwelling units shall have an attached or detached garage of at least ten feet by 20 feet. Attached garages shall be architecturally integrated into the design of the dwelling and structurally connected.

## **SECTION 12. That Chapter 117 Section 117-146 be amended as follows:**

### **Sec. 117-146. - Permitted uses.**

The following are permitted uses in the residential riverfront, RRF land use category:

- (1) Single-family attached and detached dwelling units;
- (2) Duplexes;
- (3) Multifamily dwelling units with or without garages;

(4) Churches;

(5) Additional Dwelling Units (ADUs) subject to the requirements of Section 117-798.

**SECTION 13. That Chapter 117 Section 117-540 be amended as follows:**

**Sec. 117-540. - Permitted uses.**

The following and any determined similarly like or type uses not specifically described below are permitted uses in the gateway corridor neighborhood zoning category. All uses must be in a totally enclosed building:

- (1) Professional and storage offices;
- (2) Retail and repair establishments limited to the following: antique shops, art galleries or studios, art supplies, barbershops and beauty shops, book and stationery shops, cameras and photographic supplies, cigar or smoke shops, lock shops, convenience stores (not including gas pumps), drapery shops, financial institutions without drive-through facilities, florist shops, funeral homes, gift shops, gun sales and repair, hobby and craft shops, interior decorating, jewelry stores, leather shops, locksmiths, luggage shops, museums, office and/or business machines, office and/or business supplies, newsstands, opticians, paint and wallpaper stores, professional offices, shoe repair stores, tailor and/or dressmaker shops, watch repair and pawn shops;
- (3) Restaurants without drive-through facilities;
- (4) Retail outlets for the sale of food, drugs, including medical marijuana treatment center dispensing facilities, sundries and notions;
- (5) Single-family detached dwelling units;
- (6) Single-family attached dwellings, up to four units;
- (7) Churches;
- (8) Pre-school and child care centers; and
- (9) Home occupations.
- (10) Additional Dwelling Units (ADUs) subject to the requirements of Section 117-798.

**SECTION 13. That Chapter 117 Section 117-542 be amended as follows:**

**Sec. 117-542. - Density controls.**

Density controls in the gateway corridor neighborhood zoning category shall be as follows:

- (1) *Detached dwellings.* The density controls for detached dwellings in the gateway corridor neighborhood zoning category shall be as follows:
  - a. Minimum required lot area: 5,000 square feet;
  - b. Minimum required lot width: 50 feet;
  - c. Minimum required front yard: Ten feet;
  - d. Minimum required rear yard: Ten feet;
  - e. Minimum required side yard: Five feet;

- f. Minimum required living area: ~~1,000~~ 900 square feet with an enclosed garage of at least ten feet by 20 feet. Attached garages shall be architecturally integrated into the design of the dwelling and structurally connected; detached garages in the rear of the property are permitted;
  - g. Minimum pervious surface: 40 percent;
  - h. Maximum structure height: 35 feet;
  - i. Maximum number of stories: Three.
- (2) *Attached dwellings.* The density controls for attached dwellings in the gateway corridor neighborhood zoning category shall be as follows:
- a. Minimum required lot area:
    - 1. Two-family: 8,500 square feet;
    - 2. Three-family: 12,500 square feet;
    - 3. Four-family: 16,500 square feet;
  - b. Minimum required lot width:
    - 1. Two-family: 75 feet;
    - 2. Three-family: 100 feet;
    - 3. Four-family: 150 feet;
  - c. Minimum required front yard: Ten feet;
  - d. Minimum required side yard: Ten feet;
  - e. Minimum required rear yard: Ten feet;
  - f. Minimum required living area: ~~1,000~~ 900 square feet;
  - g. Minimum pervious surface: 30 percent;
  - h. Maximum structure height: 35 feet;
  - i. Maximum number of stories: Three.
- (3) *Commercial and professional offices.* The density controls for commercial and professional offices in the gateway corridor neighborhood zoning category shall be as follows:
- a. Minimum required lot area: None;
  - b. Minimum required lot width: None;
  - c. Minimum required front yard: Ten feet;
  - d. Minimum required rear yard: Ten feet;
  - e. Minimum required side yard: Ten feet;
  - f. Minimum pervious surface: 30 percent;
  - g. Maximum structure height: 35 feet. The maximum height may be increased to 50 feet. The building must be tiered back one foot for every foot over 35 feet;
  - h. Maximum number of stories: Three.

**SECTION 15. That Chapter 117 Section 117-798 be created as follows:**

**Section 117-798. Accessory Dwelling Units**

- (a) Residential accessory dwelling units shall be a permitted use in all residential zoning districts subject to the following criteria:
  - 1. Accessory dwelling units may only be located on property that is subject to an existing homestead exemption or on property that meets the requirements for a homestead exemption which the property owner has applied for through the Clay County Property Appraiser's Office with the expectation that the

exemption will be granted.

2. The unit shall be developed in conjunction with or after development of the principal dwelling unit and the owner of the property must reside within either the principal or the accessory dwelling unit.
3. Accessory dwelling units shall provide additional parking to the primary residence pursuant to the parking requirements for single family homes as set forth in Sec. 113-157 Off Street Parking requirements matrix in the City Land Development Code.
4. No accessory dwelling unit shall be sold separately from the principal dwelling unit.
5. The air-conditioned floor area of the accessory dwelling unit shall not exceed 25 percent of the air-conditioned floor area of the principal structure, The accessory dwelling unit shall be no less than 200 square feet of air-conditioned floor area.
6. The accessory dwelling unit can be attached or detached to the primary residence. Accessory dwelling units attached to the principal structure shall be physically separated from said structure so as to prevent direct, internal access between the primary structure and the accessory dwelling units. Detached accessory dwelling units shall be behind the primary structure adjacent to all roadway frontages and comply with the setback requirements for a primary residence in the underlying zoning district and shall not exceed the height of the primary structure.
7. The accessory dwelling unit combined with the primary residence and other structures shall meet the density requirements of the underlying zoning district.
8. The accessory dwelling unit shall be serviced by centralized water and wastewater.
9. An accessory dwelling unit shall be treated as a townhome unit for impact fees.
10. A certification in the permit application for requests to construct an accessory dwelling units shall be provided that requires the applicant to certify whether their property is part of a deed restricted community or subject to a homeowner's, neighborhood or master association and, if answered in the affirmative, that the applicant has confirmed an accessory dwelling units are allowed under the deed restrictions and/or rules of the homeowner's, neighborhood or master association, as applicable.

**SECTION 10. EFFECTIVE DATE.** Upon its adoption by the City Council, this ordinance shall become effective immediately.

**INTRODUCED AND APPROVED AS TO FORM ONLY ON THE FIRST  
READING BY THE CITY COUNCIL OF THE CITY OF GREEN COVE  
SPRINGS, FLORIDA, IN REGULAR SESSION THIS 1st DAY OF APRIL,  
2025.**

**CITY OF GREEN COVE SPRINGS, FLORIDA**

\_\_\_\_\_  
Steven R. Kelley, Mayor

**ATTEST:**

\_\_\_\_\_  
Erin West, City Clerk

**APPROVED AS TO FORM ONLY:**

\_\_\_\_\_  
L. J. Arnold, III, City Attorney

**PASSED ON SECOND AND FINAL READING BY THE CITY COUNCIL OF  
THE CITY OF GREEN COVE SPRINGS, FLORIDA, IN REGULAR SESSION  
THIS 15th DAY OF APRIL, 2025.**

**CITY OF GREEN COVE SPRINGS, FLORIDA**

\_\_\_\_\_  
Steven R. Kelley, Mayor

**ATTEST:**

\_\_\_\_\_  
Erin West, City Clerk

**APPROVED AS TO FORM ONLY:**

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L. J. Arnold, III, City Attorney