

CITY OF GREEN COVE SPRINGS CITY COUNCIL SPECIAL SESSION

321 WALNUT STREET, GREEN COVE SPRINGS, FLORIDA
THURSDAY, AUGUST 26, 2021 – 6:00 PM



Anyone wishing to address the city council regarding any topic on this agenda is requested to complete a card available at the city clerk's desk. Speakers are respectfully requested to limit their comments to three (3) minutes.

The city council prohibits the use of cell phones and other electronic devices which emit an audible sound during all meetings with the exception of law enforcement, fire and rescue or health care providers on call. Persons in violation may be requested to leave the meeting

AGENDA

Invocation & Pledge of Allegiance to the Flag

Roll Call

Mayor to call on members of the audience wishing to address the Council on matters not on the Agenda.

COUNCIL BUSINESS

1. City Council and Planning Commission review and discussion of the 2045 Comprehensive Plan Update. ***Pat Tyjeski, S&ME; Michael Daniels.***

- a. Purpose

- b. Public Input

- c. Critical Findings

- d. Recommended Changes

- ~ Future Land Use
- ~ Transportation
- ~ Housing
- ~ Public Facilities
- ~ Conservation
- ~ Recreation & Open Space
- ~ Intergovernmental Coordination
- ~ Capital Improvements
- ~ Economic Development
- ~ Private Property Rights

- e. Next Steps

Adjournment

The City Council meets the first and third Tuesday of each month beginning at 7:00 p.m., unless otherwise scheduled. Meetings are held in City Hall at 321 Walnut Street. Video and audio recordings of the meetings are available in the City Clerk's Office upon request.

City may take action on any matter during this meeting, including items that are not set forth within this agenda.

Minutes of the City Council meetings can be obtained from the City Clerk's office. The Meetings are usually recorded, but are not transcribed verbatim for the minutes. Persons requiring a verbatim transcript may make arrangements with the City Clerk to duplicate the recordings, if available, 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.

Persons who wish to appeal any decision made by the City Council with respect to any matter considered at this meeting will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based. The City is not responsible if the in-house recording is incomplete for any reason.

ADA NOTICE

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.

PUBLIC PARTICIPATION:

Pursuant to Section 286.0114, Florida Statutes, effective October 1, 2013, the public is invited to speak on any "proposition" before a board, commission, council, or appointed committee takes official action regardless of whether the issue is on the Agenda. Certain exemptions for emergencies, ministerial acts, etc. apply. This public participation does not affect the right of a person to be heard as otherwise provided by law.

EXPARTE COMMUNICATIONS

Oral or written exchanges (sometimes referred to as lobbying or information gathering) between a Council Member and others, including staff, where there is a substantive discussion regarding a quasi-judicial decision by the City Council. The exchanges must be disclosed by the City Council so the public may respond to such exchanges before a vote is taken.



Memorandum

To: Mike Daniels, AICP, Planning and Zoning Director

From: Pat Tyjeski, AICP, Project Manager

Date: August 20, 2021

Subject: City of Green Cove Springs Comprehensive Plan Update

The City initiated the update of the Comprehensive Plan in February. To date, S&ME has completed drafts of the Future Land Use and Transportation Elements, while City staff has completed drafts of the other eight elements (Housing, Public Facilities, Conservation, Recreation and Open Space, Intergovernmental Coordination, Capital Improvements, Economic Development, and Private Property Rights). Each element includes two sections: Data and Analysis (D&A) and Goals, Objectives and Policies (GOPs). Extensive public input was obtained through stakeholder meetings, a public workshop, a survey and an Idea Wall. Additional opportunities will be offered to obtain public input on the Goals, Objectives and Policies.

The following is a summary of key findings identified in the D&A and the major changes proposed to the GOPs.

Future Land Use Element

- Updated the population projections. The City's 2020 population was estimated at 9,786 and projected to grow to 18,768 residents by the year 2045.
- The current Future Land Use Map (FLUM) includes numerous categories that prevent the map from showing the vision of growth. Proposing to reduce the number of categories from 13 to 6. The holding capacity of the FLUM barely accommodates the projected population beyond 2040.
- Proposing to strategically increase densities and intensities in several FLU categories to support more sustainable and compact urban growth.
- Recommending that the City encourage a horizontal and vertical mix of uses to support pedestrian activity and neighborhood compatibility
- Revising the FLU categories to permit a diversity of housing types
- Recommend diminishing the reliance on PUDs and using regular zoning instead.
- Suggesting the creation of a historic preservation ordinance to protect historic and archaeological sites, establish a local registry and process and procedures for listing, and update survey of historic resources.
- Including a policy to establish a gateway and wayfinding program to create a sense of place and improve and/or preserve the aesthetics, design, and navigability.

- Recommending projects to address Downtown Vitality
 - Community Redevelopment Area (CRA)
 - Downtown Master Plan
 - Walnut Street vehicular/pedestrian activity
 - Parking Study
- The Reynolds Park property is designated Mixed-Use Reynolds Park (MURP). Proposing to trim that section by directing the City to create a Small Area Plan for the property and keeping the basic policies that limit the amount of development, require a mix of uses, and require the establishment of a parks and trails system and waterfront access.

Transportation Element

- Road capacity will fail in the future, with or without the First Coast Expressway.
- Proposing to retain transportation concurrency but start exploring mobility strategies instead.
 - Utilize other tools to manage traffic issues:
 - Create a Transportation Concurrency Exception Area for US 17
 - Establish greater connectivity requirements for new developments
 - Coordinate with FDOT and TPO to utilize Intelligent Transportation Systems
- Proposing that the City establish complete street principles for new and improved roadway facilities.

Housing

- Affordable Housing
- Housing Quality
- Special Residential Facilities
- Historically Significant Housing
- Housing Relocation

Public Facilities

- Concurrency Management System
- Sanitary Sewer
- Solid Waste
- Stormwater Management
- Potable Water
- Drainage
- Preservation of Groundwater Resources

Conservation

- Protect natural habitats and ecological systems
- Water Conservation
- Groundwater Recharge
- Point and Non-Point pollution impacts
- Protection of Endangered species
- Air Quality
- Energy Conservation

Recreation and Open Space

- Master Recreation Plan
- Accessibility
- Meeting Future Needs
- Protecting Environmentally Sensitive Lands

Intergovernmental Coordination

- Maintain Procedures to coordinate with Clay County, Clay County School Board and the Northeast Florida Regional Planning Council
- Coordinate Comprehensive Plan Impacts with local and state agencies
- Coordinate with local, regional and state authorities regarding Level of Service Standards within the City's Utility Service Areas.

Capital Improvements

- Five-Year Schedule
- Inventory of inefficient, obsolete public facilities
- Level of Service
- Development Contributions
- Concurrency Management System

Economic Development

- Economic Development Strategy
- Enhance Connectivity
- Implement Green Cove Springs Redevelopment Plan
- Promote and Market Quality of Life
- Collaborate with state, regional and local partners

Private Property Rights

- Most recent state requirement.
- Consider private property rights in local decision making

FUTURE LAND USE ELEMENT



GOAL 1.

THE CITY SHALL DEVELOP AND MAINTAIN LAND USE PROGRAMS AND ACTIVITIES TO PROVIDE FOR THE MOST APPROPRIATE USE OF THE LAND AND DIRECT GROWTH TO SUITABLE AREAS WHILE PROTECTING THE HEALTH, SAFETY AND WELFARE OF THE PUBLIC.

OBJECTIVE 1.1. FUTURE LAND USE MAP

New development and redevelopment activities shall be directed in appropriate areas of the City as depicted on the Future Land Use Map (FLUM).

Policy 1.1.1. The following Future Land Use categories (FLUC), along with their intended uses, densities, and intensities, are established as follows:

- a. Neighborhood (NBD): This FLUC is intended to accommodate primarily low-to-medium density residential uses. Support/secondary uses include professional offices, and public/semi-public facilities.
 - i. Density Range: Up to 20 dwelling units (du) per (/) acre (ac)
 - ii. Maximum Intensity: 0.2 Floor Area Ratio (FAR)
- b. Downtown (DT): This FLUC encompasses the City's historic downtown area and is intended to include a mix of medium-to-high density residential activities and nonresidential development including commercial uses, lodging, professional offices and public/semi-public facilities.
 - i. Maximum Density: 30 du/ac
 - ii. Maximum Intensity: 2.0 FAR
- c. Mixed Use (MU): This FLUC encompasses lands along major transportation corridors and is intended to accommodate primarily nonresidential uses including light and heavy commercial uses, lodging, and professional offices, interspersed with medium density residential uses and public/semi-public facilities.
 - i. Maximum Density: 20 du/ac
 - ii. Maximum Intensity: 1.0 FAR

Neighborhood



Downtown



Mixed-Use

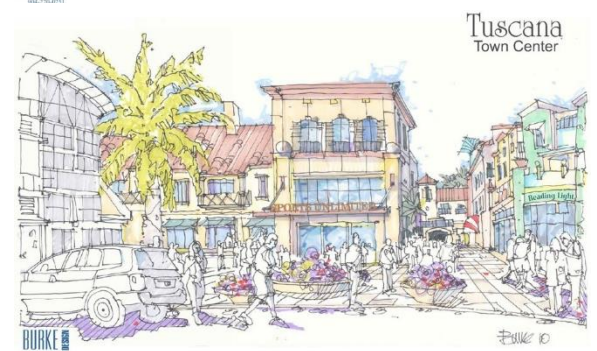


- d. Mixed-Use Reynolds Park (MURP): This FLUC encompasses the eastern edge of the City and is intended to accommodate a wide variety of residential and nonresidential uses, as detailed within Objective 1.7 and its associated policies.
 - i. Density Range: 16 to 40 du/ac
 - ii. Intensity Range: 0.4 to 4.0 FAR
- e. Employment Center (EC): This FLUC is intended to accommodate primarily light and heavy manufacturing, distribution, and storage, in addition to heavy commercial and professional office uses.
 - i. Density: NA
 - ii. Maximum Intensity: 0.6 FAR
- f. Public (PUB): This FLUC is intended to accommodate a range of public/semi-public uses including government facilities, civic/institutional uses, educational facilities, parks and recreation facilities, and conservation areas.
 - i. Density: NA
 - ii. Maximum Intensity: 0.3 FAR

Policy 1.1.2. The City's zoning map shall be consistent with the City's FLUM and implement and further refine the densities, intensities, and uses permitted within each property.

Policy 1.1.3. Public educational facilities and electrical distribution substations shall be permitted within all FLUCs.

MURP/Reynolds Park Images



Source: Burke Design.

OBJECTIVE 1.2. SUSTAINABILITY

The City shall strive to cultivate a sustainable land use pattern by preventing the proliferation of urban sprawl, ensuring the efficient provision of services, and implementing smart growth principles.

Policy 1.2.1. The location and timing of new development and the issuance of permits shall be coordinated with the availability of public facilities through implementation of various smart growth management measures.

Policy 1.2.2. The City shall strive to cultivate integrated land use patterns which support a vertical and horizontal mix of residential and nonresidential uses.

Policy 1.2.3. The City shall promote more compact and energy resource efficient residential development where the location and surrounding infrastructure supports multiple modes of transportation.

Policy 1.2.4. The City shall explore permitting new types of housing developments.

Policy 1.2.5. The City shall discourage the proliferation of strip and/or automobile-oriented development which is likely to increase local vehicles miles traveled (VMT) if no accommodations for other modes of transportation are made.

Policy 1.2.6. The City shall require new development to connect to the City's centralized potable water and sanitary sewer system.

Policy 1.2.7. The City shall condition development orders upon the provision of essential facilities and services which meet and would not result in the

failure of each service's established level of service (LOS).

Policy 1.2.8. The City shall ensure the availability and protection of lands designated for the future expansion of public infrastructure.

Policy 1.2.9. The City shall promote the annexation of property located within its utility service boundaries.

Policy 1.2.10. The City shall review annexation requests to determine if the site's maximum development potential may negatively impact the City's adopted LOS, as governed by its concurrency management system (CMS). Requests that are estimated to negatively impact the City's ability to maintain its adopted LOS shall be required to enter into an impact mitigation agreement with the City prior to the issuance of a final development order.

Policy 1.2.11. The City shall consider establishing a system of development incentives in the Land Development Code to encourage the provision of affordable housing, vertical mixed-use, green building and sustainable construction, dedication of public spaces (e.g., plaza, square) above and beyond what is already required, structure parking, and other development features/treatments that would benefit the community.

Policy 1.2.12.

OBJECTIVE 1.3. CHARACTER & COMPATIBILITY

Future development and redevelopment projects shall protect the City's unique character, historic neighborhoods, and high quality of life.

Policy 1.3.1. The City shall update the current zoning map and district regulations to implement the directives of this plan.

Policy 1.3.2. The City shall establish locational criteria in the LDC for future rezoning of sites to higher density and/or intensity districts.

Policy 1.3.3. As the City continues to grow, its LDC shall be updated to incorporate urban design principles, such as:

- a. Form-based code regulations for the downtown and surrounding areas;
- b. Smaller building setbacks and lot sizes;
- c. Green infrastructure; and
- d. A reduction and relocation of vehicular parking spaces and areas to the rear or side of structures where appropriate

Policy 1.3.4. The City shall require all new development and redevelopment projects to integrate harmoniously into established neighborhoods through the use of buffering, open space, landscaping, and other site design tools.

Policy 1.3.5. The City shall ensure that all existing, new, and expanded subdivisions are consistent with the sustainability, character, compatibility, resource preservation, and economic development efforts of the City.

Policy 1.3.6. The City shall prohibit future encroachment of nonresidential development into established neighborhoods which are incompatible with the character of the area.

Policy 1.3.7. The City shall amend its LDC to provide additional design and compatibility requirements for developments located along major roadway corridors.

Policy 1.3.8. The City shall encourage the shared construction, maintenance, and use of shared parking and stormwater management facilities between adjacent and nearby developments.

Policy 1.3.9. The City shall seek to develop a signage and wayfinding master plan to enhance the navigability, branding, and aesthetic character of the City.

Policy 1.3.10. The City shall work with FDOT and the North Florida TPO to improve the image of the US 17 and SR 16 corridors by adding landscaping, banners, and other elements that would help create a sense of place.

Policy 1.3.11. The City shall explore the possibility of creating a gateway near the Governors Creek bridge, where the waterfront is first visible to drivers traveling south on US 17.

Policy 1.3.12. .

OBJECTIVE 1.4. NATURAL RESOURCE PRESERVATION

The City shall strive to preserve its significant natural resources from development activity through protection, enforcement and coordination mechanisms

Policy 1.4.1. The City shall ensure that no development is closer than 50 feet of an existing wellhead, except for structures that are required for water supply facilitation. See Utilities Element for additional policies applicable to wellfield protection.

Policy 1.4.2. The City shall protect the health and function of its natural wetland features through the implementation of natural upland buffers. Wetlands buffers shall be a minimum of 40 feet, unless located within the Three-Mile Swamp, in which case the buffer shall be a minimum of 50 feet.

Policy 1.4.3. The City shall seek to amend its LDC

to manage and protect the natural functions of local stormwater management and drainage facilities, aquifer recharge areas, public potable water wellfields, floodplains, and other natural or manmade water systems, where appropriate.

Policy 1.4.4. Development in the conservation areas must be permitted by the Department of Environmental Protection (FDEP) and all applicable public agencies.

Policy 1.4.5. Development orders shall not be issued in areas where soils conditions are not adequate for building construction, drainage, roads, and other development-related facilities.

OBJECTIVE 1.5. CULTURAL RESOURCE PROTECTION

The City shall commit to the preservation of its historical, archaeological, and architectural heritage.

Policy 1.5.1. The City shall seek to establish a preservation ordinance to safeguard the City's cultural resources.

Policy 1.5.2. The City shall explore the creation of a local register of cultural resources.

Policy 1.5.3. The City shall consider updating the survey of historic resources for submittal to the Florida Master Site File.

Policy 1.5.4. The City shall seek to educate the public on the importance, value, process, and

benefits of preserving its cultural resources.

Policy 1.5.5. The City shall consider applying to become a Certified Local Government to have access to technical assistance and training and federally funded CLG subgrants to conduct survey, planning and National Register nomination projects.

Policy 1.5.6. The City shall require all new development applications to identify and assess any cultural resources found onsite prior to final development approval.

OBJECTIVE 1.6. REDEVELOPMENT AND RENEWAL

The City shall continue to redevelop and invest in blighted areas of the City.

Policy 1.6.1. The City shall explore the creation of a Community Redevelopment Agency/Area (CRA) to address local issues of slum and blight.

Policy 1.6.2. The City shall develop a master plan for the Downtown to update the overall vision for the area and address the following topics at a minimum: Economic vitality, access/connectivity to other parts of the City, balanced land use composition, parking, streetscape design, urban form, public gathering spaces, and the identification of a pilot project.

Policy 1.6.3. The City will assess Walnut Street and identify changes to make it safer and more attractive.

Policy 1.6.4. The City shall seek public funds for the

demolition or rehabilitation of substandard housing and annually reduce the number of dilapidated dwelling units, particularly those located within the 100-Year Floodplain.

Policy 1.6.5. The City shall encourage the development, redevelopment, and infill of vacant properties within developed portions of the City.

Policy 1.6.6. The City shall continue to assess and improve its incentive programming to attract new development and redevelopment opportunities within the City.

Policy 1.6.7. The City shall assess the current demand and availability of public and private parking spaces in the downtown area and plan for future redevelopment activities.

OBJECTIVE 1.7. MURP-DESIGNATED LANDS

Understanding the scale, economic importance and redevelopment potential of the Reynolds Park property, the City shall establish a framework for the redevelopment of MURP lands into a livable and sustainable community.

Policy 1.7.1. The City shall seek to develop a Special Area Plan (SAP) for all MURP-designated lands to establish a clear development path that implements the following planning and design principles:

- a. Create and reinforce the sense of place and character of the City through the use of traditional neighborhood development form and design criteria.
- b. Accumulate a diverse and expansive housing inventory which offers dwelling units of various sizes, types, occupation statuses, and price points.
- c. Cultivate a multi-modal transportation network which supports pedestrian, bicycle, and vehicular travel to achieve high levels of safety, connectivity, and mobility between adjacent and nearby uses, character areas, and other FLU designations.
- d. Provide a framework for redevelopment in an environmentally responsible manner that preserves environmental systems and creates functional open space, including public access to the waterfront.

Policy 1.7.2. MURP designated lands shall include the following character areas.

- a. Village. This character area shall comprise the majority of residential dwellings within the MURP FLUC. Uses within the Village(s) shall include a diverse mix of housing types with various lot sizes which are complemented by institutional, recreational, open space, and conservation uses. Development in each Village character area shall be organized around a Village Center character area and shall be

designed such that the majority of housing units are located within a one-half mile walking distance from a Town and/or Village Center. Development within the Village character area shall not exceed the following:

- i. Maximum Density: 40 du/ac
 - ii. Maximum Intensity: 0.20 FAR
- b. Village Center: This character area shall provide facilities for the sale of convenience goods such as food, drugs, hardware, and personal service needs of the surrounding residential areas and may include medium-to-high density residential dwellings, institutional facilities, recreation and open space, and Conservation lands. Development within the Village Center character area shall not exceed the following:
 - i. Maximum Land Area per Village Center: 10 ac
 - ii. Maximum Nonresidential Land Area: 5 ac
 - iii. Maximum Density: 20 du/ac
 - iv. Maximum Intensity: 0.40 FAR
 - c. Town Center: This character area shall act as mixed-use activity centers serving the residents located within all other character areas, as well as the larger community. Town Centers shall be designed to ensure a mixture of nonresidential and residential uses of various densities, intensities, and types in a setting which encourages social interaction and civic engagement by their physical design and scale. Town Centers shall meet the following:
 - i. Minimum Land Area per Town Center: 10 ac
 - ii. Minimum Number of Town Centers: 2
 - iii. Maximum Density: 40 du/ac

- iv. Maximum Intensity: 0.40 FAR
- d. Resort: This character area provides the opportunity for hotel, golf, resort, and conference/convention center development as standalone uses or in combination with a mix of residential units, commercial activities, and office uses. Development within the Resort character areas shall meet the following:
 - i. Maximum Density: 40 du/ac
 - ii. Maximum Intensity: 4.0 FAR
- e. Pier: This character area consists of the redevelopment of the surface areas, approximately 15 acres in size, of existing piers. Uses permitted on the surface area of the existing piers include high density residential, commercial (including restaurants, hotels, and retail stores), industrial, and office uses. Density and intensity of development shall not exceed the following:
 - i. Maximum Density: 40 du/ac
 - ii. Maximum Intensity: 0.50 FAR
- f. Employment Center: This character area provides for economic development and diverse employment combined with multi-family residential opportunities, as well as professional office, research and development (R&D), technological, medical, light industrial, heavy industrial and commercial uses. Development within the Employment Center character areas shall meet the following:
 - i. Minimum Land Area per Employment Center character area:
 - (a) North of SR 16: 10 ac
 - (b) South of SR 16: 40 ac (20 if located south of a First Coast Expressway right-of-way)
 - ii. Maximum Density: 20 du/ac
 - iii. Maximum Intensity: 0.50 FAR

Policy 1.7.3. In order to ensure the MURP land includes a mix of uses, the City will aim at maintaining the following general percentages, which will be reassessed as the Special Area Plan is prepared.

Table 1-1. MURP Use Matrix

Use	Min. %	Max. %
Residential	20	65
Commercial & Office	10	33
Industrial & Office	15	45
Institutional	2	20
Recreation & Open Space	6.5	NA

Policy 1.7.4. The MURP category shall incorporate a permanent open space system (OSS) which preserves and protects significant natural features and is a logical extension of the City's existing and future parks and trail network.

- a. Minimum OSS Area: 64 acres or 5% of all MURP-designated lands
- b. Contributing features towards OSS calculations:
 - i. Land utilized for trails;
 - ii. Upland buffers to wetlands in excess of the minimum required by the St. Johns River Water Management District (SJRWMD);
 - iii. Vegetated buffers between character areas; and
 - iv. Passive recreation/open space areas

Policy 1.7.5. Except as described below, all development within the MURP category shall comply with the MURP requirements stated in this comprehensive plan.

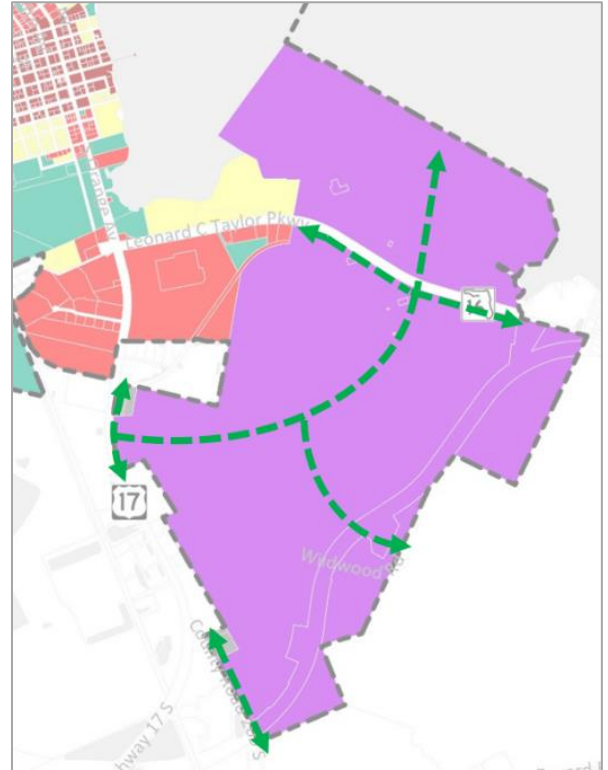
- a. Industrial and commercial uses existing on or prior to January 1, 2009, shall be permitted to remain and expand consistent with the applicable land development regulations in existence at that time. The aggregate square footage of all existing and new structures shall not exceed 880,000 square feet and the total acreage of existing industrial and commercial uses and the permitted expansions described herein shall not exceed 500 acres.
- b. Residential and non-residential uses shall not be permitted within the sites of former landfills,

small arms ranges, nor a Multi-HRTW Study Area unless remediation has been achieved to an acceptable standard as determined by FDEP and such other agencies having jurisdiction.

Policy 1.7.6. Development within the MURP FLUC shall include a Multi-Purpose Trail (MPT) system and other non-motorized access to provide connectivity within the development and to surrounding areas. The MPT shall consist of an eight foot wide paved surface and, if located along a street, shall be setback a minimum of 15 feet from the outside travel lane. The non-motorized connections shall include sidewalks, bicycle trails/lanes, and pedestrian connections and are not required to meet the MPT width or setback criteria. The MPT system shall consist of:

- a. *State Road (SR) 16 and US 17 MPTs.* Prior to the approval of the first PUD rezoning for the MURP category, a 20-foot-wide strip of land contiguous to the northern or southern rights of way of SR 16 or SR 16 and the eastern edge of US 17 shall be dedicated to the City for the construction of trails by the City.
- b. *SR 16 to US 17 MPT.* A MPT connecting SR 16 to US 17 (16/17 MPT) shall be built by the developer concurrent with the construction of the internal road system. The MPT shall be in lieu of a sidewalk on that portion of the internal road system along which it is located.
 - i. The first development plan site that is located between 1,500 and 3,000 feet from the western boundary of the MURP FLUC as measured along the right of way of SR 16, or proposing access from SR 16 along that stretch, shall provide the SR 16 terminal connection point of the 16/17 MPT. Similarly, any development plan that proposes access from US 17 shall provide the US 17 terminal connection point. The development plan(s) shall identify the location of the 16/17 MPT and provide for the construction of that portion of the trail concurrent with development.
 - ii. Until such time as the MPT connection between SR 16 and US 17 is completed,

each subsequent development contiguous to a development that is already incorporated into the MPT shall include a trail extension in its development plan.



- c. *MPT to the Waterfront.* A MPT or non-motorized connection shall be constructed by the developer between SR 16 and the waterfront concurrent with the provision of public Waterfront Access pursuant to Policy 1.7.7. The connection may be located adjacent to or within an internal road system right of way, within the Open Space System (OSS), or within a development character area.
- d. *County Road 209 MPT.* Concurrent with the first development plan approval for a project that abuts County Road (CR) 209, a strip of land 20 feet in width and parallel to the easterly right of way of CR 209 shall be dedicated to the City for the purpose of the construction of a MPT by the City.

Policy 1.7.7. The economic and social benefits of adjacency to the St. Johns River shall be realized through the provision of public waterfront access to the riverfront within the MURP FLUC.

- a. The Waterfront Access area may be public or

privately owned and shall be a minimum of 200 linear feet along the waterfront and a minimum of 2.5 acres in area.

- b. If more than 1,650 pleasure craft boat slips proposed, the Waterfront Access shall be increased to 4 acres in size and 400 linear feet of frontage. Additionally, the developer shall pay \$150,000 to the City towards the purchase and/or improvement of a new or existing boat ramp. If adjacency cannot be accomplished, the 1.5 acres may constitute a second Waterfront Access and shall have a minimum of 150 linear feet along the waterfront.
- c. The Waterfront Access can be a park, green or urban space and may be integral to the rest of the development. Such land shall not be used for a street right-of-way.
- d. At such time when the City has identified a location for a boat ramp (existing or new), the landowner of the MURP FLUC shall pay \$50,000 to the City towards the purchase and/or improvement of a new or existing boat ramp.
- e. Non-sovereign submerged lands shall be limited to activities associated with the 1,282 acres of land within the MURP FLUC that are not submerged and which require access to the St. Johns River.
- f. All onsite marina facilities shall be required to obtain designation under the Florida Clean Marina and Clean Boatyard Programs.

Policy 1.7.8. Ensure the efficient provision of services as the area and its demands for infrastructure and services continue to grow.

- a. *Monitoring for Short Term Infrastructure Impacts.* Beginning March 1, 2011 each fee simple landowner within the MURP FLUC that is not the subject of a Development or Utility Service Agreement with the City shall submit a summary of the projected demand for water, electrical, and wastewater infrastructure associated with anticipated development for the periods ending three years and five years after the year in which the report is filed. Reservations of capacity issued under the MS shall not be affected by infrastructure report results. Provision of the information shall not be

construed to establish any right or reservation and shall not obligate the City to provide the capacity to meet the projected demand unless the obligation is the subject of a Development Agreement or Utility Service Agreement.

- b. *Concurrency Management.* The demand for public infrastructure shall be identified prior to issuance of a final development order in a manner consistent with the City's Concurrency Management System.
- c. *Water Treatment Facilities and Well Fields.* The landowner shall donate one acre of land for a public drinking water well within a 500-foot wellhead protection area. The location of the property to be dedicated shall be identified by the City and approved by all appropriate permitting agencies and the landowner. The property shall be dedicated within 6 months of the land being requested by the City. To the extent that the 500-foot wellfield protection zone associated with public drinking water wells falls outside the City lands, the adjacent lands within MURP-designated lands Reynolds Park shall be subject to the use limits applicable to the 500-foot wellfield protection zone provided however that an existing use shall not be required to cease or relocate. If it is determined that the water treatment facilities and/or the wellfields located within the MURP FLUC are to be relocated in the future, the landowner shall work with the City to relocate the existing water treatment facilities and well fields. The entity requesting the relocation shall be responsible for the relocation costs.
- d. *Wastewater Treatment Facilities.* To accommodate future growth, an additional 17.5 acres of land will be needed for sewer plant expansion, a reuse facility, and buffers adjacent to the existing South Wastewater Treatment Plant. The landowner shall donate, at no cost to the City, 5.6 acres of land adjacent to the existing South Wastewater Treatment Plant for plant expansion and the City shall purchase from the landowner an additional 11.9 acres. The location and dimension of the property for

expansion of South Wastewater Treatment Plant shall be mutually agreed upon by the City and the landowner. As compensation for the purchase of the 11.9-acre parcel, the City shall grant the landowner credits for wastewater impact fees. The value of the property to be purchased shall be determined by an appraisal prepared by a licensed appraiser mutually agreed on by the City and the landowner, based on the value of the property on May 15, 2010, using the land use and zoning designation existing on such date. The parties shall equally split the cost of the real estate transaction, including any appraisal expense. The value of the property shall be divided by \$3,000 to determine the number of wastewater impact fee credits to be granted to the landowners. The credits shall be transferable to future landowners of property within the MURP FLUC for development within MURP-designated lands and may be used at any time prior to December 31, 2025. The City shall receive title of the 17.5-acre parcel prior to October 1, 2010. Costs associated with each facility must be the subject of an enforceable Development Agreement between the City and any developer within the MURP FLUC.

- e. *Water Reuse.* Development within the MURP FLUC shall utilize reuse for irrigation purposes where available, economically feasible, and consistent with State regulations.
- f. *Recreation Facilities.* The dedication of a twenty-five acres parcel to the City with adequate public access and in a mutually acceptable location shall serve to meet the LOS standard for recreation for up to a maximum of 3,919 residential dwelling units. The location of the property to be dedicated to the City shall be identified and prior to the approval of the development plan for the 500th dwelling unit.
- g. *Stormwater Facilities.* New stormwater facilities within the MURP FLUC shall meet the adopted LOS standard established by the City and the requirements of the SJRWMD. The design of new stormwater facilities is encouraged to serve

development areas of no less than 10 acres. Stormwater management facilities may be integrated into the MPT system and/or the OSS.

- h. *Public Safety Facilities.* A five-acre site on which a fire station and/or police substation may be constructed will be dedicated to the City, in a location acceptable to the City, no later than the approval of the PUD rezoning of 400 acres within the MURP FLUC. The dedication shall be eligible for City public safety impact fee credits if any, the value of which shall be the fair market value of only that portion of the property dedicated for use as a police station.
- i. *Public School Facilities.* If the Clay County School District determines that land within the MURP FLUC for an elementary school is desirable, the City shall coordinate with the applicable landowner to identify the interest. Lands dedicated to the School District shall be eligible for impact fee credits pursuant to the terms of the School District's Impact Fee Ordinance; alternatively, the lands may be purchased.
- j. The City and landowner shall encourage FDOT to donate to the City, upon completion of construction of the FCE the portion of right-of-way for SR 16 that is not necessary for construction in order to facilitate additional boat ramp access to the St. Johns River.
- k. For any land parcel that will be transferred to the City pursuant to the provision of this MURP FLUC, the City may conduct any and all due diligence, including and without limitation, title, survey, and environmental site assessments, and may reasonably object, in its sole discretion, to any land parcel based on the results of such due diligence. Notwithstanding the foregoing, the landowner and City shall thereafter negotiate a resolution of the objection(s) and complete the transfer, either by landowner offering a comparable substitute parcel or remedying the objection or condition of the property.

FUTURE LAND USE ELEMENT – GOALS, OBJECTIVES AND POLICIES



FUTURE LAND USE ELEMENT

GOAL 1. ~~GOAL 1~~ TO DEVELOP AND MAINTAIN LAND USE PROGRAMS AND ACTIVITIES TO PROVIDE FOR THE MOST APPROPRIATE USE OF THE LAND AND DIRECT GROWTH TO SUITABLE AREAS WHILE PROTECTING THE ~~PUBLIC~~, HEALTH, SAFETY AND WELFARE ~~OF THE PUBLIC~~.

Objective 1.1. Future Land Use Map. New development and redevelopment activities shall be directed in appropriate areas of the City as depicted on the Future Land Use Map (FLUM).

Policy 1.1.1. The following Future Land Use categories (FLUC), along with their intended uses, densities, and intensities, are established as follows:

- a. Neighborhood (NBD): This FLUC is intended to accommodate primarily low-to-medium density residential uses. Support/secondary uses include professional offices, and public/semi-public facilities.

i. Density Range: Up to 20 dwelling units (du) per (1) acre (ac)

ii. Maximum Intensity: 0.2 Floor Area Ratio (FAR)

- b. Downtown (DT): This FLUC encompasses the City's historic downtown area and is intended to include a mix of medium-to-high density residential activities and nonresidential development including commercial uses, lodging, professional offices and public/semi-public facilities.

i. Maximum Density: 30 du/ac

ii. Maximum Intensity: 2.0 FAR

- c. Mixed Use (MU): This FLUC encompasses lands along major transportation corridors and is intended to accommodate primarily nonresidential uses including light and heavy commercial uses, lodging, and professional offices, interspersed with medium density residential uses and public/semi-public facilities.

i. Maximum Density: 20 du/ac

ii. Maximum Intensity: 1.0 FAR

Neighborhood



Downtown



Mixed-Use



Style Definition: GCS Policy Text - Sub 1: Font: Not Italic, Do not check spelling or grammar, Indent: Left: 0.75"

Formatted: LW Goal

FUTURE LAND USE ELEMENT – GOALS, OBJECTIVES AND POLICIES



d. Mixed-Use Reynolds Park (MURP): This FLUC encompasses the eastern edge of the City and is intended to accommodate a wide variety of residential and nonresidential uses, as detailed within **Objective 1.7** and its associated policies.

i. Density Range: 16 to 40 du/ac

ii. Intensity Range: 0.4 to 4.0 FAR

e. Employment Center (EC): This FLUC is intended to accommodate primarily light and heavy manufacturing, distribution, and storage, in addition to heavy commercial and professional office uses.

i. Density: NA

ii. Maximum Intensity: 0.6 FAR

f. Public (PUB): This FLUC is intended to accommodate a range of public/semi-public uses including government facilities, civic/institutional uses, educational facilities, parks and recreation facilities, and conservation areas.

i. Density: NA

ii. Maximum Intensity: 0.3 FAR

Objective 1.6 Future land use densities and intensities shall be in accordance with the Land Use Element.

1.6.1—Land Development Regulations shall include the following standards for densities and intensities:

(a) Residential—may be single family or multi-family, attached or detached, group care homes and mobile homes. Residential will be divided into the following classifications:

(1) Low Density Residential (0 to 4 dwelling units per acre). This category consists primarily of single family residential units on individual lots and accessory uses. Churches may also be included.

(2) Medium Density Residential (>4 to 8 dwelling units per acre). This category consists primarily of duplex dwelling units and multi-family dwelling units. Single-family dwellings, churches, group homes, housing for the elderly and similar uses shall also be included.

(3) High Density Residential (>8 to 12 dwelling units per acre). This category includes single-family, duplex and multi-family dwelling units. It also includes churches, nursing homes, convalescence facilities, foster homes, and group care homes.

MURP/Reynolds Park Images



Source: Burke Design

FUTURE LAND USE ELEMENT – GOALS, OBJECTIVES AND POLICIES



~~(4) Residential Riverfront (>12 to 20 dwelling units per acre). This category is for property with a minimum of 10 acres or more that is located on the St. Johns River and includes single-family, duplex and multi-family dwelling units. Churches are permitted in this category.~~

~~(b) Commercial includes businesses for retail sales, professional offices, hotels, automobile sales, etc. Commercial is divided into the following classification~~

~~(1) Residential Professional Office. This category consists primarily of residential, business, professional, medical and dental offices services. Churches and retail, in limited situations, may also be included. The maximum Floor Area Ratio shall be .2. Density for residential is >4 to 8 units per acre.~~

~~(2) Commercial, Medium Intensity. This category consists primarily of retail and service establishments, medical and dental offices and clinics, churches, shopping centers, neighborhood sales. The maximum Floor Area Ratio shall be .30.~~

~~(3) Commercial, High Intensity. This category consists of a wide array of commercial uses, such as hotels, motels, automobile sales, service and repair, housing above businesses, churches and others. The maximum Floor Area Ratio shall be .40~~

~~(4) Central Business District This category consists of retail and service establishments consistent with the redevelopment of the downtown area. The maximum Floor Area Ratio shall be 2.0~~

~~(c) Industrial. This category consists primarily of storage, warehousing, manufacturing and distribution. The maximum Floor Area Ratio is .60.~~

~~(d) Institutional. This category consists of civic, cultural, government, religious, utilities, and other public necessity uses. The maximum Floor Area Ratio is .30.~~

~~(e) Conservation. Allowable uses in this category are limited to passive public recreation and open space. Permitted uses include; public resource based recreation uses that are compatible with the environmental characteristics of the land and, if purchased with grant funds, are consistent with grant conditions. No development potential is associated with these lands; however passive recreation facilities, such as greenways and trails, native vegetative community restoration, residential and non-residential uses necessary to manage the conservation lands, i.e. ranger stations, research stations, and park amenities may be constructed as a part of compatible recreation uses. The maximum Floor Area Ratio (FAR) permitted for recreational structures is 0.1.~~

~~(f) Recreation. 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. The maximum Floor Area Ratio (FAR) permitted for recreational structures is 0.2.~~

~~(g) Mixed Use Highway (MUH) — .70% industrial and 30% commercial land uses. The industrial land uses primarily consist of storage, warehousing, and light manufacturing facilities. The commercial land uses primarily consist of retail and service establishments, such as business and professional offices, hotels, automobile sales, service and repair, and restaurants. No residential land uses are permitted. The maximum Floor Area Ratios for the industrial land uses shall be .70 and the commercial land uses shall have a maximum Floor Area Ratio of .30.~~

FUTURE LAND USE ELEMENT – GOALS, OBJECTIVES AND POLICIES



(h) **Reynolds Park Mixed-Use Category (MURP)**—This category is designed to implement the redevelopment of Reynolds Park as detailed in Future Land Use Element Objective 1.11 and its associated policies. Allowable uses include:

1. Residential uses which include single family or multi-family, attached or detached and are allowed in all components in the MURP category;

2. Commercial/ Office uses which include businesses for retail sales and services, general office, professional office, medical, hospitals, hotels, conference/ convention center, attraction, and marina uses and are allowed in all components in the MURP category, except the Neighborhood Component.

3. Industrial/Office uses which include general office, professional office, medical, hospitals, general industrial, storage, warehousing, manufacturing, distribution, research and development, bio-medical, technological, port activities and other water dependent uses and are allowed only in the Employment Center and Pier Components in the MURP category;

4. Institutional uses include utility, educational, cultural, and community centers, governmental, group homes, religious and other uses which are strongly vested with public or social importance, whether publicly or privately owned. Institutional uses are permitted within each development component and shall be integrated with adjacent uses using appropriate scale, compatible architectural design, and pedestrian connectivity.

5. Recreation Uses and the Open Space System are permitted in all MURP components. Uses include:

(a) Recreation uses are public and private recreational uses, such as ballfields, pools, golf courses, trails and related recreation/ club structures.

(b) The Open Space System required in Policy 1.11.14

6. Conservation Uses—Three Mile Swamp (approximately 142 acres) makes up the Conservation uses; permitted uses are passive private and public recreation uses that are compatible with the environmental characteristics of the land. No development potential is associated with these lands; however passive recreation facilities, such as nature trails, may be constructed as a part of compatible recreation uses.

The MURP category shall be regulated by the standards in Table 1 and pursuant to the criteria in Future Land Use Objective 1.11 and its supporting policies. The distribution range in Table 1 represents the mix of uses to be developed within the MURP category over the planning period (2025). Individual development approvals shall not be subject to specific mix requirements except as specified in the MURP policies.

Table 1.

Reynolds Park Redevelopment Mixed Use Criteria

Types of Uses	Residential	Commercial/Office	Industrial/Office	Institutional	Recreation/ Open Space System	Conservation
Component						
Town Center	40 du/ acre	0.40 FAR	NA	0.20 FAR	Permitted	Permitted
					Permitted	Permitted

FUTURE LAND USE ELEMENT – GOALS, OBJECTIVES AND POLICIES



Neighborhood	40 du/acre	NA	NA	0.20 FAR								
North of SR-16	16 du/acre											
South of SR-16												
Village Center	20 du/acre	0.40 FAR	NA	0.20 FAR								
Employment Center	20 du/acre	Office: 0.50 FAR Comm: 0.40 FAR	Office: 0.50 FAR Ind: 0.50 FAR	0.20 FAR								
Resort	40 du/acre	4.0 FAR	NA	0.20 FAR								
Pier	40 du/acre	0.40 FAR	0.50 FAR	0.20 FAR								
Mix (4)												
	Min:	Max:	Min:	Max:	Min:	Max:	Min:	Max:	Min:	Max:	Min:	Max:
Percent	20%	65%	10%	33%	15%	45%	2%	20%	6.5 %	NA	NA-4	NA
Acres	257	833.7	128	423.3	191	577.2	25.6	257	84	NA	142	NA

Notes:

The maximum number of residential units in the MURP category is 3,919.

Residential density is the maximum permitted. The calculation of maximum residential density shall be based on the total acreage of each PUD (Planned Unit Development) development parcel and the acreage cumulatively within previous PUD approvals.

Non-residential FAR (Floor Area Ratio) is the maximum permitted. The calculation of maximum non-residential intensity shall be based on the total acreage of each development PUD parcel and the acreage cumulatively within previous PUD approvals.

Acreage and percentage calculations for the mix in Table 1 are based on 1282.7 developable acres within the MURP category. Not included in the calculation of acreage and percentage are the areas of non-sovereign submerged lands, comprising 307 acres of the MURP category and Conservation Use (Three Mile Swamp), which comprises approximately 142 acres of the MURP category.

The donation of land identified in Policy 1.11.19 for the expansion of the South Wastewater Treatment Plant and for the donation of 5 acres of land for public safety shall not be counted towards the minimums and maximums in the Institutional use category.

Policy 1.1.2. The City's zoning map shall be consistent with the City's FLUM and implement and further refine the densities, intensities, and uses permitted within each property.

Policy 1.1.3. 1.5.2-The City shall seek to conduct an All Land Development Regulations shall be annually assessment of its Land Development Code (LDC) to identify opportunities, examined and revised, as necessary, to streamline the permit process and; promote imaginative and sustainable site design, and implement the Future Land Use Map.

Policy 1.1.4. 1.6.2-Public Educational Facilities and electrical distribution substations are an allowable use in shall be permitted within all Future Land Use FLUCs Categories.

~~1.6.3—Electrical distribution substations shall be permitted in all Future Land Use Map categories.~~

FUTURE LAND USE ELEMENT – GOALS, OBJECTIVES AND POLICIES



Objective 1.2. Sustainability. The City shall strive to cultivate a sustainable land use pattern by discouragpreventinge the proliferation of urban sprawl, -ensuring the efficient provision of services, and implementing smart growth principlesthrough the appropriate land use.

Objective 1.2 The City shall assure that future land uses have essential facilities and services which meet locally established levels of service (LOS) standards and adopted as part of the Capital Improvements Element (CIE).

Objective 1.7. The City shall discourage the proliferation of urban sprawl through the appropriate land use

Objective 1.12 Green Cove Springs shall consider energy demand, supply, and infrastructure in land use planning.

Policy 1.2.1. 1.7.1 The location and timing of new development and the issuance of permits shall be coordinated with the availability of public facilities (including, but not limited to: central sewer, potable water, drainage, roads, and solid waste collection) through implementation of various smart growth management measures such as infill development phasing, programming and appropriate over-sizing of public facilities and zoning and subdivision regulations.

Policy 1.2.2. 1.12.2 The City shall strive to cultivate promote integrated land use patterns which support a vertical and horizontal mix of residential and nonresidential useslinking residential and nonresidential areas where feasible.

Policy 1.2.3. 1.12.1 The City Green Cove Springs shall promote more compact and energy resource efficient residential development patterns where the location and surrounding infrastructure supports multiple modes of transportationis in close proximity to transit, work, and services to reduce vehicle miles traveled.

Policy 1.2.4. The City shall explore permitting new types of housing developments.

Policy 1.2.5. The City shall discourage the proliferation of strip and/or automobile-oriented development which is likely to increase local vehicles miles traveled (VMT) if no accommodations for other modes of transportation are made.

Policy 1.2.6. 1.2.2 The City shall require new development to connect to the City's centralized potable water and sanitary sewer systemcontinue its policy for mandatory sewer and water hookups for new development.

Policy 1.2.7. 1.2.1 The City shall ensure that development orders are condition development ordersed upon the provision of essential facilities and services which meet and would not result in the failure of each service's the established level of service (LOS)standards and necessary to serve the proposed development by reviewing each site plan/development proposal to ensure compliance with concurrency and do not go beyond LOS threshold.

Policy 1.2.8. Objective 1.8 The City shall ensure the availability and protection of suitable lands designated for the future expansion of public- infrastructurepublic utility facilities necessary to support proposed development.

1.8.1 The City shall maintain and protect the land(s) designated for public utilities through the land development regulations.

FUTURE LAND USE ELEMENT – GOALS, OBJECTIVES AND POLICIES



Policy 1.2.9. 1.7.3 The City shall promote the annexation of property located within ~~the Green Cove Springs~~ utility service ~~boundary~~boundaries.

~~1.7.2 The City Limits shall define the urban service area for land planning purposes. The City provides the same level of service to all of the properties within its boundaries and will consider its ability to offer the same level of service to properties under consideration for annexation prior to accepting additional lands into the City.~~

Policy 1.2.10. 1.2.3 The City shall review ~~proposed~~ annexation requests to determine if ~~the site's maximum potential~~ development ~~potential~~ may ~~negatively~~ impact ~~the City's adopted LOS, as services provided by the City and governed by its concurrency management system (CMS), such that the adopted level of service would be negatively affected at the maximum development potential for the properties under the City's proposed land use category. The impacts calculated shall recognize credits based on the development potential under the existing County land use designation. Parcels Requests that are determined estimated~~ to negatively impact the City's ability to maintain its adopted ~~level of service LOS, based on existing and planned improvements~~ shall be required to enter into an impact mitigation agreement with the City prior to ~~the issuance of a approval of a final development order to mitigate impacts associated with the actual development plans consistent with the City's concurrency management system.~~

Policy 1.2.11. The City shall consider establishing a system of development incentives in the Land Development Code to encourage the provision of affordable housing, vertical mixed-use, green building and sustainable construction, dedication of public spaces (e.g., plaza, square) above and beyond what is already required, structure parking, and other development features/treatments that would benefit the community.

Objective 1.3. Character & Compatibility. Future development and redevelopment projects shall protect the City's unique character, historic neighborhoods, and high quality of life.

~~Objective 1.4 The City shall eliminate or reduce those existing and proposed uses which are inconsistent with the City's character as outlined through existing ordinances relating to landscaping, buffering, subdivision, etc. by utilizing the City "Site Development Plan" review process.~~

Policy 1.3.1. The City shall update the current zoning map and district regulations to implement the directives of this plan.

Policy 1.3.2. The City shall establish locational criteria in the LDC for future rezoning of sites to higher density and/or intensity districts.

Policy 1.3.3. As the City continues to grow, its LDC shall be updated to incorporate urban design principles, such as:

- a. Form-based code regulations for the downtown and surrounding areas;
- b. Smaller building setbacks and lot sizes;
- c. Green infrastructure; and
- d. A reduction and relocation of vehicular parking spaces and areas to the rear or side of structures where appropriate

FUTURE LAND USE ELEMENT – GOALS, OBJECTIVES AND POLICIES



Policy 1.3.4. The City shall require all new development and redevelopment projects to integrate harmoniously into established neighborhoods through the use of buffering, open space, landscaping, and other site design tools.

Policy 1.3.5. 1.4.6 The City shall ensure that all existing, new, and expanded subdivisions are include the regulation of subdivision design to be consistent with the sustainability, character, compatibility, resource preservation, and economic development efforts of the City.

Policy 1.3.6. 1.4.1 The City shall prohibit future encroachment of incompatible, non-residential development uses into established residential neighborhoods which are incompatible with the character of the area, prevent "spot and strip commercial" development and encourage planned commercial centers

Policy 1.3.7. The City shall amend its LDC to provide additional design and compatibility requirements for developments located along major roadway corridors.

Policy 1.3.8. The City shall encourage the shared construction, maintenance, and use of shared parking and stormwater management facilities between adjacent and nearby developments.

~~1.4.2 The City shall reduce and diminish the existing incompatible commercial, industrial, and other land uses.~~

~~1.4.3 The City shall provide restrictions to land uses adjacent to major roadways in an effort to minimize hazardous traffic conditions or impeded traffic flow.~~

~~1.4.4 Land uses shall be discouraged if traffic is generated on roads in amounts that would adversely affect traffic flow, traffic control, and traffic safety, and established residential neighborhoods.~~

~~1.4.5 The City shall ensure that land uses which are potentially incompatible either due to type of use or intensity of use, shall be buffered from one another through the provision of open space, landscaping, berms, site design, or other suitable means.~~

~~1.4.8 The City shall promote mixed use development and add mixed use land use categories to its Future Land Use map.~~

~~1.4.9 All developments, especially mixed use development shall be reviewed to assure internal and external compatibility and compatibility with the character of Green Cove Springs.~~

~~1.4.10 The City shall adopt design guidelines consistent with the character of Green Cove Springs by 2015.~~

~~1.12.3 Green Cove Springs shall promote the establishment of Passive Energy generation projects to facilitate the reduction of fossil and other carbon based fuel energy demand and the reduction of greenhouse gas emissions.~~

Policy 1.3.9. 1.4.7 The City shall seek to develop a signage and wayfinding master plan to enhance the navigability, branding, and aesthetic character regulate the use of signs to be consistent with the character of the City.

Policy 1.3.10. The City shall work with FDOT and the North Florida TPO to improve the image of the US 17 and SR 16 corridors by adding landscaping, banners, and other elements that would help create a sense of place.

FUTURE LAND USE ELEMENT – GOALS, OBJECTIVES AND POLICIES



Policy 1.3.11. The City shall explore the possibility of creating a gateway near the Governors Creek bridge, where the waterfront is first visible to drivers traveling south on US 17.

Formatted: GCS Policy

Objective 1.4. Natural Resource Preservation. Objective 1.5 The City shall strive to preserve its significant natural resources from development activity through protection, enforcement and coordination mechanisms, enforce innovative land development regulations for new developments, which protect the City's natural resources.

Formatted: Font: Not Italic

Formatted: Font: Not Italic

Formatted: Font: Not Italic

Formatted: Font: Not Italic

Formatted: Font: Not Italic

Formatted: Font: Not Italic

Objective 1.1 Provisions shall be included in the land development regulations to coordinate with appropriate local, regional, and state agencies' current and yet to be adopted rules for future land uses with the natural environmental features, such as topography, soil conditions, vegetation, natural drainage areas, wetlands and aquifer recharge areas.

1.5.1 Planned Unit Developments shall be encouraged to control growth and design.

Formatted: Old GOPs

1.5.3 Site plan review shall be provided for all development in all land uses to assure conservation of natural resources.

Policy 1.4.1. 1.5.4 The City shall ensure that no development is closer than 50 feet of an existing wellhead, except for structures that are required for water supply facilitation. See Utilities Element for additional policies applicable to wellfield protection. future public potable water well fields will be located in areas where they will be least impacted by development and contamination. Existing and future public potable water well fields shall be protected from possible contamination by limiting the type development or uses within 500 feet of existing wellheads to those uses identified in the "Wellfield Protection Plan for the City of Green Cove Springs". No development shall be permitted within 50 feet of wellheads, except for structures that are required for water supply. Within 500' of the wellhead the following are prohibited and not allowed:

1) landfills;

implementation of natural upland buffers. Wetlands buffers shall be a minimum of 40 feet, unless located within the Three-Mile Swamp, in which case the buffer shall be a minimum of 50 feet.

2) facilities for the bulk storage, handling or processing of materials on the Florida Substance list;

3) activities that require the storage, use or transportation of restricted substances, agricultural chemicals, hazardous toxic waste, medical waste and petroleum products.

4) feedlots or other commercial animal facilities;

5) mines; and,

6) acid manufacture, cement, lime manufacturing, distillation of bones, manufacture of explosives; fat, tallow, or lard rendering; garbage or dead animal reduction, automobile wrecking or junkyards; and, paper and pulp manufacturing.

7) Wastewater Treatment Plants, percolation ponds;

8) Excavation of waterways, or drainage facilities, which intersect the water table.

1.1.1 All land use decisions shall be consistent with the Conservation Element and require the analysis and/or coordination of the following:

~~Size of development;~~

~~Relationship and compatibility of proposed development with the adjacent and surrounding land uses;~~

~~Compatibility and suitability of soils and topography for drainage and septic systems;~~~~Relationship to wetlands and floodplains; and~~

~~Impact on adopted levels of service:~~

Policy 1.4.3.1.1.2 The City shall seek to amend its Land Development Regulations LDC shall to manage and protect the natural functions of local stormwater management and drainage facilities, aquifer recharge areas, public potable water wellfields, floodplains, and other natural or manmade water systems, where appropriate. address, at a minimum, the following provisions:

~~Before the Mayor and Directors of the proposed Joint Development, the proposed Joint Development Submitter shall be required to submit the following to the Federal, State, and Environmental Protection (FDEP); and all applicable public local, state, and federal agencies, prior to receiving final approval by the City.~~

b) Floridian aquifer recharge areas within Green Cove Springs have been identified by the St. Johns River Water Management District. The Land Development Regulations shall include protection measures for those areas.

e) ~~Regulation of the Development of Flood Prone Areas: The City's Land Development Regulations shall contain flood hazard areas in order to protect and maintain the natural functions of the floodplains and creeks.~~

d) ~~Landscape: Land Development Regulations shall incorporate and be consistent with the City's Tree and Landscape ordinance.~~

Policy 1.4.4.1.1.3 Development in the ~~C~~conservation areas must be permitted by the Department of Environmental Protection (FDEP); and all applicable public local, state, and federal agencies, ~~prior to receiving final approval by the City.~~

Policy 14.5.1.1.4 Development orders shall not be issued in areas where soils conditions are not adequate for building construction, drainage ~~facilities~~, roads, and other development-related facilities~~etc.~~.

1.15 Land Development Regulations intend that future public potable water wells will be located in areas where they will be less impacted by development and contamination and a hydrogeological technical report titled Resources for Implementing the Regulatory and Policy Goals of Section 1 of the Comprehensive Land Use Plan will be prepared.

Objective 1.5. Cultural Resource Protection. ~~Objective 1.9-The City of Green Cove Springs will ensure shall~~
~~commit to the preservation~~ commit to the preservation ~~tection~~ tection of its historical, archaeological, and architectural heritage ~~Historic~~
~~Resources by implementing the goals, objectives, and policies of this Section of the Comprehensive~~
~~Plan and comply with their time frames.~~

Policy 1.5.1. The City shall seek to establish a preservation ordinance to safeguard the City's cultural resources.

FUTURE LAND USE ELEMENT – GOALS, OBJECTIVES AND POLICIES



Policy 1.5.2. The City shall explore the creation of a local register of cultural resources.

Policy 1.5.3. The City shall consider updating the survey of historic resources for submittal to the Florida Master Site File.

Policy 1.5.4. The City shall seek to educate the public on the importance, value, process, and benefits of preserving its cultural resources.

Policy 1.5.5. The City shall consider applying to become a Certified Local Government to have access to technical assistance and training and federally funded CLG subgrants to conduct survey, planning and National Register nomination projects.

Formatted: GCS Policy

Policy 1.5.6. The City shall require all new development applications to identify and assess any cultural resources found onsite prior to final development approval.

~~1.9.1 The City shall protect existing historic resources and utilize existing Historic Districts to ensure protection of resources listed on the National Register of Historic Places areas of within the City.~~

~~1.9.2 Historic resources shall be protected through designation as historic sites by the National Register of Historical Places; Department of State, Division of Historical Resources (Florida Master Site File) and the City's Historic Preservation Element.~~

~~1.9.3 The City shall develop criteria for the reuse of its historic resources instead of activities which would destroy or harm the historic value of such resources.~~

~~1.9.4 The City will utilize the existing Site Plan Review Process and the guidelines in the Cultural Resources document to limit adverse impacts to known historical resources to preserve said resources.~~

~~1.9.5 The City shall adopt historic preservation guidelines in the Land Development Regulations by 2012~~

Objective 1.6. Redevelopment and Renewal. ~~Objective 1.3~~ The City shall continue to redevelop and invest in take definitive steps for the redevelopment and renewal of blighted areas of within the City.

Formatted: GCS Objective

Policy 1.6.1. The City shall explore the creation of a Community Redevelopment Agency/Area (CRA) to address local issues of slum and blight.

Policy 1.6.2. The City shall develop a master plan for the Downtown to update the overall vision for the area and address the following topics at a minimum: Economic vitality, access/connectivity to other parts of the City, balanced land use composition, parking, streetscape design, urban form, public gathering spaces, and the identification of a pilot project.

Policy 1.6.3. The City will assess Walnut Street and identify changes to make it safer and more attractive.

Policy 1.6.4. 1.3.1 The City shall seek public funds ~~from the state and federal government~~ for the demolition or rehabilitation of substandard housing and annually reduce the number of dilapidated dwelling units, particularly those located within the 100-Year Floodplain in the City by five (5) structures.

Formatted: GCS Policy

Policy 1.6.5. 1.3.2 The City ~~shall~~ ~~should promote~~ ~~encourage~~ the development, redevelopment, and infill of vacant properties within developed portions of the City, especially in the Gateway Corridor and in Reynolds Park.

FUTURE LAND USE ELEMENT – GOALS, OBJECTIVES AND POLICIES



Policy 1.6.6. The City shall continue to assess and improve its incentive programming to attract new development and redevelopment opportunities within the City.

Policy 1.6.7. The City shall assess the current demand and availability of public and private parking spaces in the downtown area and plan for future redevelopment activities.

~~1.3.3 The City shall allow mixed use developments to support redevelopment efforts and shall add Mixed Use categories to the Future Land Use Map.~~

~~1.3.4 To promote redevelopment, the City shall allow higher densities and structures up to five (5) stories high in appropriate areas.~~

~~Objective 1.10 The City may approve amendments to the Comprehensive Plan that are consistent with state law.~~

~~1.10.1 Consistent with Section 163.3187, Florida Statutes, the Comprehensive Plan may be amended up to two times each calendar year.~~

~~1.10.2 Emergency amendments may be made more than twice a year consistent with Section 163.3187(1) (a), Florida Statutes.~~

~~1.10.3 The City may process "small-scale amendments" without regard to statutory limits on frequency as provided for in Section 163.3187(1) (c), Florida Statutes.~~

~~1.10.4 The City shall within one year following the annexation of land into the city amend all applicable sections of the Comprehensive Plan to incorporate said annexation.~~

Objective 1.7. Objective 1.11 Reynolds Park Mixed Use Category MURP-Designated Lands.

Understanding the scale, economic importance and redevelopment potential of the Reynolds Park property, the City shall establish a framework for the redevelopment of MURP lands Reynolds Park into a livable and sustainable community to ensure that redevelopment occurs in accordance with mixed-use criteria that produces a system of inter-connected vehicular, bicycle and pedestrian networks and open space. The form and mix of uses are designed specifically to promote a sense of place and community, discourage the proliferation of urban sprawl, and provide opportunities for diverse economic growth and employment.

Policy 1.7.1. The City shall seek to develop a Special Area Plan (SAP) for all MURP-designated lands to establish a clear development path that implements the following planning and design principles:

- a. Create and reinforce the sense of place and character of the City through the use of traditional neighborhood development form and design criteria.
- b. Accumulate a diverse and expansive housing inventory which offers dwelling units of various sizes, types, occupation statuses, and price points.
- c. Cultivate a multi-modal transportation network which supports pedestrian, bicycle, and vehicular travel to achieve high levels of safety, connectivity, and mobility between adjacent and nearby uses, character areas, and other FLU designations.
- d. Provide a framework for redevelopment in an environmentally responsible manner that preserves environmental systems and creates functional open space, including public access to the waterfront.

FUTURE LAND USE ELEMENT – GOALS, OBJECTIVES AND POLICIES



~~1.11.1 MURP Land Use Category Intent The planning guidelines and standards for Reynolds Park are established to require that the redeveloped area~~

- ~~• Provides for the logical extension of urban development in a sustainable form;~~
- ~~• Provides a framework for redevelopment in an environmentally responsible manner that preserves environmental systems and creates functional open space;~~
- ~~• Provides for a variety of land uses to support balanced future growth;~~
- ~~• Creates efficiency in the utilization, planning and provision of infrastructure, including using the location of existing and planned infrastructure; and~~
- ~~• Reduces automobile trips and trip lengths.~~

~~1.11.2 Design Framework and Form The required redevelopment pattern within the MURP Future Land Use Category shall be implemented through the Planned Unit Development (PUD) rezoning process for each development parcel. Overall redevelopment within Reynolds Park shall create a mixed-use community where:~~

- ~~(a) a minimum of six uses are required within the MURP Category;~~
- ~~(b) The redevelopment pattern results in a system of connected streets and multi-modal trails that encourage alternative means of transportation such as pedestrian pathways and bicycle trails;~~
- ~~(c) The design of the redeveloped area integrates an open-space system;~~
- ~~(d) Housing diversity is provided through a mix of densities;~~
- ~~(e) Water-dependent employment and other water-dependent uses are encouraged;~~
- ~~(f) Compatibility between uses is provided through the PUD rezoning process and where applicable, recognizes transitions from existing uses to uses other than industrial; and~~
- ~~(g) Public access to the waterfront is ensured.~~

Policy 1.7.2. MURP designated lands shall include the following character areas.

- ~~a. 1.11.6-Village. Development Criteria – Neighborhood Component – Neighborhood Components This character area shall comprise represent the majority of residential dwellings areas within the MURP FLUC category; uses are limited to Uses within the Village(s) shall include a diverse mix of housing types with various lot sizes which are complemented by Residential Institutional, Recreational, Open Space, System and Conservation uses, described in Policy 1.6.1 (h). (d) Development in each Village Neighborhood Component character area shall be organized around a Town-Village Center Component character area. Neighborhood Components and shall be designed such that the majority of housing units are located within a one-half mile walking distances from a Town and/or Village Center. Development within the Village character area shall not exceed the following:~~

~~i. Maximum Density: 40 du/ac [CURRENT LANGUAGE SAYS 40 N OF SR 16, 16 SOUTH BUT IT SAYS IT IS CALCULATED ON A NEIGHBORHOOD-WIDE BASIS. WILL SPECIFY IF IT WILL BE PER SITE OR AREA-WIDE]~~

~~ii. Maximum Intensity: 0.20 FAR [SAME]~~

FUTURE LAND USE ELEMENT – GOALS, OBJECTIVES AND POLICIES



~~Neighborhood Components shall contain a connected system of multi-modal means of transportation which may consist of sidewalks, bicycle paths/lanes, and Multi-Modal Trails. The network of streets shall be designed to provide local connectivity while discouraging cut through traffic.~~

~~(a) Residential uses north of SR 16 may occur at a maximum density of 40 units per acre. The maximum residential density permitted south of SR 16 is 16 units per acre. Compliance with the maximum residential density shall be measured on a cumulative basis based on the total acreage in approved Neighborhood Components. Each applicant for a PUD that includes a Neighborhood Component shall provide the supporting analysis that compliance with the maximum residential density criteria is being met in the aggregate.~~

~~(b) The initial development parcel south of SR 16 in the Neighborhood Component shall be a minimum of 100 acres in size; subsequent Neighborhood Components south of SR 16, located contiguous to a Neighborhood Component shall not be subject to an area minimum. Initial development north of SR 16 in the Neighborhood Component shall be a minimum of 5 acres in size.~~

~~(c) Residential development within each Neighborhood Component shall provide a variety of housing types and lot sizes.~~

~~(d) Development in each Neighborhood Component shall be organized around a Town Center Component. Neighborhood Components shall be designed such that the majority of housing units are located within a one-half mile walking distances from a Town and/or Village Center.~~

~~b. 1.11.7 Development Criteria—Village Center: Component—Village Center Components. This character area shall provide facilities for the sale of convenience goods such as food, drugs, hardware, and personal service needs of the surrounding residential areas and may include medium-to-high density Residential dwellings, institutional facilities, recreation and open space, System and Conservation lands uses, described in Policy 1.6.1 (h). Development within the Village Center character area shall not exceed the following:~~

~~i. Maximum Land Area per Village Center: 10 ac~~

~~ii. Maximum Nonresidential Land Area: 5 ac~~

~~iii. Maximum Density: 20 du/ac~~

~~iv. Maximum Intensity: 0.40 FAR~~

~~(a) Each Village Center Component shall be a maximum of 10 acres in area; commercial and office uses are limited to 5 acres in area. The provision of residential uses located above non-residential uses is encouraged and shall not count toward the overall residential acreage maximums, but shall be included in the number of residential dwellings for the purposes of calculating the maximum number of residential units permitted within the MURP category.~~

~~(b) Village Center Components shall be surrounded by the Neighborhood Components and shall be located at the intersection of local roads and a connected system of multi-modal means of transportation which may consist of sidewalks, bicycle paths/lanes, and multi-modal trails.~~

~~c. 1.11.5 Development Criteria—Town Center: Component—Town Centers This character area shall act as mixed-use activity centers serving the residents of the MURP category located within all other character areas, as well as the larger Green Cove Springs community. Town Centers shall be designed to ensure a mixture of non-residential and residential uses of various densities,~~

FUTURE LAND USE ELEMENT – GOALS, OBJECTIVES AND POLICIES



intensities, and types ~~in a setting which, as described in Policy 1.6.1 (h), and shall be designed to promote walking between uses and accommodate a variety of transportation modes of access. Town Centers shall be designed to encourage~~ social interaction and civic engagement by their physical design and scale. Town Centers shall meet the following:

~~Town Centers should be located to serve as a focus for the Neighborhood Components within the MURP category. Town Centers and Neighborhood Components should be considered together as development is proposed so as to ensure a cohesive result.~~

i. Minimum Land Area per Town Center: 10 ac

ii. Minimum Number of Town Centers: 2

iii. Maximum Density: 40 du/ac

iv. Maximum Intensity: 0.40 FAR

(a) ~~Each Town Center shall be a minimum of 10 acres.~~

(b) ~~Residential and non-residential uses are required within Town Center components. A residential/non-residential mix shall be maintained within Town Centers that include a minimum of 50,000 square feet of non-residential use by providing at least 1 dwelling unit per 5,000 square feet of non-residential use. Each Town Center shall provide a minimum of 25,000 square feet of non-residential use.~~

~~To encourage vertical integration of uses, the provision of residential use located above non-residential use shall not count toward the overall residential acreage maximums, but shall be included in the number of residential dwellings for the purposes of calculating the maximum number of residential units permitted within the MURP category.~~

(c) ~~There shall be a minimum of two Town Centers within the MURP category, with at least one Town Center located north of SR 16 and adjacent to the riverfront. Pedestrian access shall be provided from each Town Center to abutting Neighborhood Component(s).~~

(d) ~~Each Town Center shall be served by a connected street and pedestrian network with building facades along street and pedestrian frontages.~~

(e) ~~Each Town Center shall maintain vehicular and pedestrian access to the adjacent Neighborhood Components along its boundary. While acting as a core of higher density residential, employment, and commercial uses, uses in the Town Center shall be interconnected and uses shall be accessible by pedestrians from surrounding areas.~~

d. 1.11.9 Development Criteria – Resort: Component – The Resort This character area Component provides the opportunity for hotel, golf, resort, and conference/convention center development within the MURP category as standalone uses or in combination with a mix of residential units, commercial activities, and office uses. Development within the Resort character areas shall meet the following:

i. Maximum Density: 40 du/ac

ii. Maximum Intensity: 4.0 FAR

FUTURE LAND USE ELEMENT – GOALS, OBJECTIVES AND POLICIES



~~(a) Hotel and time share units shall constitute Commercial/Office use for the purposes of calculating the minimum and maximum acreage permitted in the MURP category. Time share units must be deed restricted to prohibit year round occupancy. Time share units may not exceed 1500 in number.~~

~~(b) There is no minimum or maximum area for the Resort Components.~~

e. 1.11.10 Development Criteria – Pier Component – The Pier: This character area~~Component~~ consists of the redevelopment of the surface areas, approximately ~~fifteen (15)~~ acres in size, of ~~the~~ existing piers. Uses permitted on the surface area of the existing piers include high density residential, commercial (including restaurants, hotels, and retail stores), industrial, and office uses structures such as restaurants, hotels, office and retail establishments, and industrial operations, and structures. The piers may be used for access to uses permitted on the piers or adjacent to the piers, including uses of the non-sovereign submerged lands described in Policy 1.11.13. Uses permitted on the surface area of the piers shall be consistent with the intensity and density standards established for the Pier Component in Table 1 of Policy 1.6.1(h). Density and intensity of development shall not exceed the following:

i. Maximum Density: 40 du/ac

ii. Maximum Intensity: 0.50 FAR

~~(a) Parking and other support infrastructure for development on the piers may be located landward of the bulkhead. Reconfiguration of the piers is permitted provided the cumulative surface area of the piers does not exceed 15 acres.~~

~~(b) Development of the Pier Component shall not be subject to the requirements for Open Space Systems or Roadway Connectivity policies of the MURP category.~~

~~(c) There is no minimum area associated with the Pier Component.~~

f. 1.11.8 Development Criteria – Employment Center: Component – Employment Center~~This character area~~Components provides for economic development and diverse employment combined with multi-family residential opportunities, as well as professional ~~within the MURP category. Development for~~ office, research and development (R&D), technological, medical, light industrial, heavy industrial and commercial uses. ~~will increase the diversity of employment in the City. Development within the Employment Center character areas shall meet the following:~~

i. Minimum Land Area per Employment Center character area:

(a) North of SR 16: 10 ac

(b) South of SR 16: 40 ac (20 if located south of a First Coast Expressway right-of-way)

ii. Maximum Density: 20 du/ac

iii. Maximum Intensity: 0.50 FAR

~~(a) Minimum Area Requirements.~~

~~(i) The initial Employment Center Component located south of SR 16 shall be a minimum of 40 acres in area unless located south of any First Coast Outer Beltway right of way established by FDOT, in which case the~~

FUTURE LAND USE ELEMENT – GOALS, OBJECTIVES AND POLICIES



~~Employment Center Components shall be located within the MURP land in accordance with the following general percentages, which will be reassessed as the Special Area Plan is prepared.~~

~~(ii) The initial Employment Center Component located north of SR 16 shall be a minimum of 10 acres in area; subsequent Employment Center Components located adjacent to a previously approved Employment Center Component shall have no minimum area requirement. Subsequent Employment Center Components located north of SR 16 and not located adjacent to Employment Center Components shall be a minimum of 2 acres in size.~~

~~(b) Each Employment Center Component shall provide a street design and building orientation that supports multi-modal transportation.~~

Policy 1.7.3. In order to ensure the MURP land includes a mix of uses, the City will aim at maintaining the following general percentages, which will be reassessed as the Special Area Plan is prepared.

Table 1-1. MURP Use Matrix

Use	Min. %	Max. %
Residential	20	65
Commercial & Office	10	33
Industrial & Office	15	45
Institutional	2	20
Recreation & Open Space	5	NA

Policy 1.7.4. 1.11.14 Open Space System (OSS) Development within the MURP category shall incorporate a permanent open space system (OSS) open space system which preserves and protects significant natural features and is a logical extension of the City's existing and future parks and trail network.

a. Minimum OSS Area: (a) A minimum of 5% or 64 acres or 5% of all MURP-designated lands shall be required to be included in the permanent open space system (OSS).

b. Contributing features towards OSS calculations:

i. Land utilized for trails;

ii. Upland buffers to wetlands in excess of the minimum required by the St. Johns River Water Management District (SJRWMD);

iii. Vegetated buffers between character areas; and

iv. Passive recreation/open space areas shall comprise the OSS.

Policy 1.7.5. 1.11.3 Existing and Temporary Use Exemptions—Except as described below, all development within the MURP category shall comply with the MURP design guidelines and requirements stated in this comprehensive plan.

a. (a) Continuation of Existing Industrial and Commercial Uses—Industrial and commercial uses, existing on or prior to January 1, 2009, which include industrial, port, marina, office, airfield and other related activities, such as manufacturing, marina services, industrial parks and warehousing uses, shall be permitted to remain and expand, consistent with the applicable Industrial or

FUTURE LAND USE ELEMENT – GOALS, OBJECTIVES AND POLICIES



~~Commercial Land Development Regulations~~ in existence ~~at that time on January 1, 2009, as may be amended from time to time. Existing industrial and commercial uses shall be permitted to remain and expand pursuant to this policy, provided that~~ **The aggregate square footage of all existing and new structures shall not exceed 880,000 square feet and** ~~further provided that the total acreage of existing industrial and commercial uses and the permitted expansions described herein shall not exceed 500 acres.~~

~~(b) Temporary Storage/Construction Sites/Staging Areas for Public Infrastructure. Any portion of the MURP category for which a PUD development plan has not been approved may be used for temporary storage, construction sites, or staging areas for the entities and/or individuals involved in the construction of the First Coast Outer Beltway (FCOB), reconstruction of the Shands Bridge or its replacement, or any public infrastructure. Buffers to adjacent residential use may be required by the City.~~

~~(c) Temporary Storage of Dredge Spoil. Any portion of the MURP category for which a PUD development plan has not been approved may be used for temporary storage and processing (dewatering) of dredge spoil removed from the non-sovereign submerged lands within the MURP category, subject to applicable permits.~~

~~1.11.11 Locational Limitations—Development in the MURP Land Use category shall comply with the following locational limitations:~~

~~(a) Residential Development~~

~~a.b. 1. Residential and non-residential uses shall not be permitted within the sites of former landfills, small arms ranges, nor a Multi-HRTW Study Area, unless areas 1 and 3. Residential use shall be permitted in former landfill area 2, as identified on MURP Map—Location Limitations, dated June 2, 2009, provided remediation to residential standards has been achieved to an acceptable standard as evidenced by a determination of No Further Action, a Site Rehabilitation Completion Order or their equivalent authorizing the residential development is issued as determined by the FDEP and such other agencies having jurisdiction.~~

~~2. Residential uses shall not be permitted within the former small arms range or former Multi-HRTW Study Area, as identified on MURP Map—Location Limitations, dated June 2, 2009, unless remediation to residential standards has been achieved as evidenced by a determination of No Further Action, a Site Rehabilitation Completion Order or their equivalent authorizing the residential development is issued by the FDEP and such other agencies having jurisdiction.~~

~~(b) Non-Residential Development~~

~~1. Non-residential uses shall not be permitted within the former landfill areas 1, 2, and 3, as identified on MURP Map—Location Limitations, dated June 2, 2009, unless remediation to non-residential standards has been achieved as evidenced by a determination of No Further Action, a Site Rehabilitation Completion Order or their equivalent authorizing the non-residential development proposed is issued by the FDEP and all agencies having jurisdiction.~~

~~2. Non-residential uses shall not be permitted within the former small arms range or former Multi-HRTW Study Area, as identified on MURP Map—Location Limitations, dated June 2, 2009, unless remediation to non-residential standards has been achieved as evidenced by a determination of No Further Action, a Site Rehabilitation Completion Order or their equivalent authorizing the non-residential development proposed is issued by the FDEP and such other agencies having jurisdiction.~~

FUTURE LAND USE ELEMENT – GOALS, OBJECTIVES AND POLICIES



(c) ~~Other Remediation. If any other remediation areas are identified, the landowner shall notify the City within 30 days of the determination that an area within the MURP is required to be remediated. Development within the limits of the area(s) to be remediated shall not be permitted until remediation to the standard applicable to the type of development proposed (residential or non-residential) has been achieved as evidenced by a determination of No Further Action, a Site Rehabilitation Completion Order or their equivalent authorizing the non-residential development proposed is issued by the FDEP and such other agencies having jurisdiction.~~

~~1.11.17 Roadway Connectivity and Design Vehicular, pedestrian and bicycle connectivity shall be provided and maintained by the landowner/developer, unless expressly accepted by the City, within Reynolds Park. The transportation system within the MURP category shall provide multi-modal capabilities and provide a network of streets that are visually appealing and supportive of non-motorized travel modes.~~

~~The visual and functional characteristics of streets are important in the successful redevelopment within the MURP category and shall be guided by the following design principles:~~

~~(a) Access to any Employment Center Component that includes industrial uses may not traverse a Neighborhood Component, defined as truck traffic traveling a street or road onto which residential lots have direct access. When said access abuts Neighborhood or Village Center Components, the design of the street shall include street trees within the limits of the rights of way that abut these components.~~

~~(b) Connectivity within and between development components shall be provided for pedestrians, vehicles, and bicycles. Each development proposal shall provide external connections for each mode along external project boundaries.~~

Policy 1.7.6. 1.11.15 Multi-Purpose Trails/ Non-Motorized Connections – Development within the MURP ~~FLUC~~category shall include a ~~trail~~Multi-Purpose Trail (MPT) system ~~or and~~ other non-motorized access to ~~connect all~~provide connectivity within the development within the MURP category and to surrounding areas. The ~~Multi-Purpose Trail system will~~MPT shall consist of ~~a trail along SR 16; a connection between SR 16 and US 17 through the MURP category lands; a trail along SR 209; a potential connection to Bayard Conservation Area and a connection to the public access area along the St. Johns River. All Multi-Purpose Trails shall provide an eight foot wide paved surface that is a minimum of 8 feet in width. Any Multi-Purpose Trail and, if located along a street, shall be setback a minimum of 15 feet from the outside travel lane. These non-motorized connections~~The non-motorized connections shall include sidewalks, bicycle trails/lanes, and pedestrian connections that do and are not required to meet the Multi-Purpose Trail design MPT width or setback criteria. The MPT system shall consist of:

a. (b) State Road (SR) 16 and US 17 MPTs Multi-Purpose Trail. Prior to ~~2012 or~~ the approval of the first PUD rezoning for the MURP category, ~~a 20-foot wide whichever is first, two strips of land, twenty feet in width and located~~ contiguous to the ~~northern and or southern~~ rights of way of SR 16 ~~of SR 16 and the eastern edge of US 17~~ shall be dedicated to the City for the construction of ~~a SR 16 trails~~ by the City. ~~The lands shall run the entire length of SR 16 within the MURP category. The land shall be dedicated to the City for the purpose of the construction of a multi-purpose trail by the City.~~

FUTURE LAND USE ELEMENT – GOALS, OBJECTIVES AND POLICIES



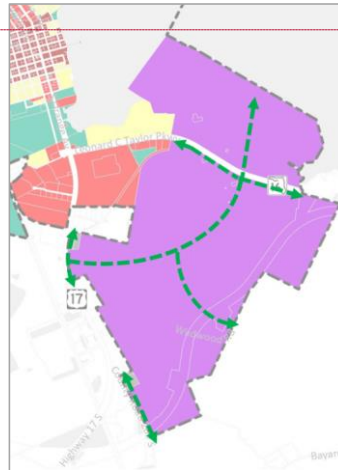
b. ~~(a) State Road SR 16 to US Highway 17 Multi-Purpose Trail (MPT). Within the MURP category, a Multi-Purpose Trail shall be constructed. A MPT connecting SR 16 to US 17 (16/17 MPT) shall be built by the developer concurrent with the construction of the internal road system that will serve the development. The Multi-Purpose Trail shall connect SR 16 to US Highway 17 along one side of the portion of the internal road system. The multi-purpose trail. The MPT shall be in lieu of a sidewalk on that portion of the internal road system along which it is located.~~

i. ~~i.~~—The first ~~PUD~~ development plan ~~site~~ that is located between 1,500 ~~feet~~ and 3,000 ~~feet~~ from the western boundary of the MURP ~~FLUC~~ category, as measured along the right of way of SR 16, ~~or proposing access from SR 16 along that stretch,~~ shall provide the SR 16 terminal connection point of the SR 16 to US Highway 17 Multi-Purpose Trail (16/17 MPT) ~~unless the terminal connection point has already been approved by the City in a PUD development plan and. Similarly, any PUD development plan that accesses/proposes access from US Highway 17 shall provide the US 17 terminal connection point. The PUD development plan(s) approved by the City shall identify the location of the 16/17 MPT within the proposed development and provide for the construction of that portion of the 16/17 MPT trail concurrent with development. The location of the 16/17 MPT within the PUD development plan shall provide for continuous connection from the terminal connection point to a point on the external boundary of the PUD development plan. The requirements of this paragraph shall also apply to the first PUD development plan that is located internal to the MURP category but that proposes access to SR 16 within the specified stretch of SR 16 and the first PUD development plan which proposes access to US 17.~~

ii. ~~ii.~~—Until such time as the ~~trail-MPT~~ connection between SR 16 and US 17 is completed, each subsequent ~~development~~ PUD approval contiguous to the boundary of a PUD approval under which any portion of the 16/17 MPT is shown to terminate at the common boundary ~~a development that is already incorporated into the MPT shall include a trail extension in its PUD development plan the continuation of the 16/17 MPT. Construction of the 16/17 MPT shall be the responsibility of the developer.~~ development plan.

c. ~~(c) MPT to the Waterfront Access.~~ A Multi-Purpose Trail (MPT) or Non-Motorized ~~C~~ connection shall be constructed by the developer between State Road SR 16 and the waterfront concurrent with the provision of public Waterfront Access pursuant to ~~Policy 1.7##.7##.~~ The connection shall terminate at the Waterfront Access and may be located adjacent to or within an internal road system right of way, within the ~~Open Space System (OSS)~~ OSS, or within a development ~~character area~~ component.

d. ~~(d) County Road 209 Frontage MPT.~~ Concurrent with the first ~~PUD approval~~ development plan approval for a project development that abuts County Road (CR) 209, a strip of land ~~twenty~~ 20



Formatted: Font: Italic

Formatted: Font: Italic

Formatted: Font: Italic

Formatted: Highlight

Formatted: Condensed by 0.05 pt

Formatted: Font: Italic

Formatted: Font: Italic

Formatted: Font: Italic

Formatted: Font: Italic

FUTURE LAND USE ELEMENT – GOALS, OBJECTIVES AND POLICIES



feet in width and parallel to the easterly right of way of CR 209 shall be dedicated to the City for the purpose of the ~~construction of a multi-purpose trail~~ MPT by the City.

e. ~~Access to Bayard Conservation Area~~ - The City and the landowner will encourage the Florida Department of Transportation (FDOT) to provide adequate horizontal clearance at the elevated sections of the First Coast ~~Expressway Outer Beltway~~ (FC~~EOB~~) proposed at Three Mile Swamp and ~~State Road~~ SR 16 to facilitate the construction of a ~~multi-modal trail~~ MPT/connection by the City or other governmental entity. ~~[WILL THERE BE BRIDGES IN THESE AREAS?]~~

f. ~~Access to lands south of the FC~~ EOB and Bayard Conservation Area - If vehicular access is granted by FDOT to the parcels located southerly of the FC~~EOB~~, a ~~Multi-Purpose Trail~~ MPT shall be constructed by the developer to connect the lands located north of the FC~~EOB~~ FCE to the southerly parcels. The required separation specified ~~in Policy 1.11.15~~ above between a ~~Multi-Purpose Trail~~ MPT and the travel lane may be reduced within the limits of the right-of-way of the FC~~EOB~~ and to provide transition approaching said right-of-way. ~~[WILL THERE BE BRIDGES IN THESE AREAS?]~~

(b) Calculation of the acreage within the OSS shall not include stormwater management facilities or upland buffers required by the St. Johns River Water Management District.

(c) Compliance with the minimum OSS requirements shall be based on the number of acres in each PUD development parcel and shall be measured on a cumulative basis utilizing the acreage in all approved PUD development plans within the MURP category. Each applicant for PUD approval shall provide the supporting analysis that compliance with the minimum OSS acreage in approved development plans is being met in the aggregate.

(d) Acreage within the OSS is included in the minimum and maximum acreage established for each use specified in Table 1 of Policy 1.6.1 (h)

Policy 1.7.7. 1.11.16 Public Access to the Waterfront—The economic and social benefits of adjacency to the St. Johns River shall be realized ~~under redevelopment of Reynolds Park~~ through the provision of public waterfront access to the riverfront within the MURP FLUC-category. ~~A minimum of one point of access from the multi-purpose trail system shall be provided to the Waterfront Access.~~

a. The Waterfront Access ~~area may be public or privately owned and~~ shall be a minimum of 200 linear feet along the waterfront and ~~shall be~~ a minimum of 2.5 acres in area.

b. If ~~more than 1,650~~ pleasure craft boat slips ~~in excess of 1,650 slips are constructed, a condition of proposed construction of the 1,651 boat slip shall be the increase of land dedicated for Waterfront Access by 1.5 shall be increased to 4 acres, and that the Waterfront Access shall be a minimum of in size and 400 linear feet of frontage in width on the waterfront. It is desirable that the additional 1.5 acres be combined with regard. Additionally, the developer shall pay \$150,000 to location with Waterfront Access previously provided the City towards the purchase and/or improvement of a new or existing boat ramp.~~ If adjacency can-not be accomplished, ~~that~~ the 1.5 acres ~~may parcel shall~~ constitute a second Waterfront Access and ~~will shall~~ have a minimum of 150 linear feet along the waterfront.

c. The Waterfront Access ~~may be publicly or privately owned, but access to the public, shall be provided. The Waterfront Access can may~~ be a park, green or urban space and -may be integral

Formatted: Condensed by 0.2 pt, Highlight

Formatted: Highlight

Formatted: Font: Italic, Highlight

Formatted: Highlight

Formatted: Highlight

Formatted: Highlight

Formatted: Highlight

Formatted: Highlight

Formatted: Condensed by 0.4 pt, Highlight

Formatted: Highlight

Formatted: Highlight

Formatted: Font: Italic, Highlight

Formatted: Font: Italic, Highlight

Formatted: Highlight

Formatted: Highlight

Formatted: Highlight

Formatted: Highlight

Formatted: Highlight

Formatted: Highlight

Formatted: Highlight

Formatted: Highlight

Formatted: Highlight

Formatted: Highlight

Formatted: Condensed by 0.25 pt, Highlight

Formatted: Highlight

FUTURE LAND USE ELEMENT – GOALS, OBJECTIVES AND POLICIES



to the ~~rest of the design of a development plan~~. Such land shall not be ~~any median or paved used for a street right-of-way~~.

- d. At such time when the City has identified a location for a boat ramp (existing or new), ~~the landowner of the MURP FLUCategory~~ shall pay \$50,000 to the City towards the purchase and/or improvement of a new or existing boat ramp. ~~If pleasure craft boat slips in excess of 1,650 are constructed, a condition of construction of the 1,651 boat slip shall be the payment of an additional \$150,000 to the City towards the purchase and/or improvement of a new or existing boat ramp.~~

- e. ~~1.11.13 Non-Sovereign Submerged Lands shall be limited to (a) Uses permitted on the 307 acres of non-sovereign submerged lands within the MURP category shall be limited to uses and activities associated with the 1,282 acres of land within the MURP FLUCategory that are not submerged and which require access to the St. Johns River. This limit on uses of the non-sovereign submerged lands shall not apply to development on the surface area of the piers permitted by Policy 1.11.10. Uses on the water shall be compatible with adjacent uses. The maximum number of pleasure craft boat slips within the non-sovereign submerged within the MURP category shall be 1,650, except as provided for in Policy 1.11.16, where the number can be increased to 2,000. A minimum of 10 percent of the pleasure craft boat slips shall be reserved for the use of the general public.~~

- f. ~~(b) By 2015, the operator(s) of all onsite~~ marina facilities shall be required to obtain designation under the Florida Clean Marina and Clean Boatyard Programs.

~~Policy 1.7.8. 1.11.19 Infrastructure Planning-Ensure the efficient provision of services as the area and its demands for infrastructure and services continue to grow~~ Redevelopment of Reynolds Park shall maximize the existing infrastructure and as necessary, expand existing services to meet demand.

- a. ~~(a) Monitoring for Short Term Infrastructure Impacts. Beginning March 1, 2011 and every other year thereafter, each fee simple landowner within the MURP FLUCategory that is not the subject of a Development or Utility Service Agreement with the City shall submit to the City a summary of the projected demand for water, electrical, and wastewater infrastructure associated with anticipated development for the periods ending three years and five years after the year in which the report is filed. This requirement shall not apply to any parcel for which the proposed development is the subject of a Development or Utility Service Agreements with the City for the provision of water, electrical, or wastewater utilities entered into in 2011 or later. Reservations of capacity issued under the MSconcurrency management shall not be affected by infrastructure report results. Provision of the information shall not be construed to establish any right or reservation and shall not obligate the City to provide the capacity to meet the projected demand unless the obligation is the subject of an enforceable Development Agreement or Utility Service Agreement entered into in 2011 or later.~~

- b. ~~(b) Concurrency Management. The demand for public infrastructure that is subject to concurrency management pursuant to Chapter 163, Florida Statutes associated with a PUD development plan shall be identified prior to issuance of a final development order in a manner consistent with the City's Concurrency Management System and the Florida Statutes.~~

FUTURE LAND USE ELEMENT – GOALS, OBJECTIVES AND POLICIES



- ~~c. (c)~~ *Water Treatment Facilities and Well Fields.* The landowner shall donate one ~~(1)~~ acre of land for a public drinking water well within a 500 foot wellhead protection area. The location of the property to be dedicated shall be identified by the City and approved by all appropriate permitting agencies and the landowner. The property shall be dedicated within 6 months of the land being requested by the City. To the extent that the 500-foot wellfield protection zone associated with public drinking water wells ~~pursuant to Rule 62-521.200(6) F.A.C.~~ falls outside the City lands, the adjacent lands within MURP-designated lands Reynolds Park shall be subject to the use limits applicable to the 500-foot wellfield protection zone provided however that an existing use shall not be required to cease or relocate. If it is determined that the water treatment facilities and/or the wellfields located within the MURP FLUC-category are to be relocated in the future, the landowner shall work with the City to relocate the existing water treatment facilities and well fields. The entity requesting the relocation shall be responsible for the relocation costs.
- ~~d. (d)~~ *Wastewater Treatment Facilities.* To accommodate future growth, an additional 17.5 acres of land will be needed for sewer plant expansion, a reuse facility, and buffers adjacent to the existing South Wastewater Treatment Plant. The landowner shall donate, at no cost to the City, 5.6 acres of land adjacent to the existing South Wastewater Treatment Plant for plant expansion and the City shall purchase from the landowner an additional 11.9 acres. The location and dimension of the property for expansion of South Wastewater Treatment Plant shall be mutually agreed upon by the City and the landowner. As compensation for the purchase of the 11.9-acre parcel, the City shall grant the landowner credits for wastewater impact fees. The value of the property to be purchased shall be determined by an appraisal prepared by a licensed appraiser mutually agreed on by the City and the landowner, based on the value of the property on May 15, 2010, using the land use and zoning designation existing on such date. The ~~parties~~ shall equally split the cost of the real estate transaction, including any appraisal expense. The value of the property shall be divided by \$3,000 to determine the number of wastewater impact fee credits to be granted to the landowners. The credits shall be transferable to future landowners of property within the MURP FLUC-category for development within MURP-designated lands Reynolds Park and may be used at any time prior to December 31, 2025. The City shall receive title of the 17.5-acre parcel prior to October 1, 2010. Capital costs of new facilities will be addressed in the Capital Improvements Element and adopted Capital Improvements Plan, as required by Chapter 163, Florida Statutes. Costs associated with ~~capital expenditures for the each facility~~ ies and that provides capacity necessary to meet the adopted level of service standard must be the subject of an enforceable Development Agreement between the City and any developer within the MURP FLUC-category ~~and shall be included in the City's Capital Improvement Element.~~
- ~~e. (e)~~ *Water Reuse.* Development within the MURP FLUC-category shall utilize reuse for irrigation purposes where available, economically feasible, and consistent with State regulations.
- ~~f. (f)~~ *Recreation Facilities.* The dedication of a twenty-five ~~(25)~~ acres parcel to the City ~~with adequate public access and in a mutually location-acceptable location to the City,~~ shall serve to meet the level of service LOS standard for recreation for up to a maximum of 3,919 residential dwelling units. The location of the property to be dedicated to the City shall be identified and

FUTURE LAND USE ELEMENT – GOALS, OBJECTIVES AND POLICIES



~~dedication accepted by the City~~, prior to the approval of the ~~development plan for PUD rezoning~~ that includes the 500th dwelling unit.

~~g. (g)~~ *Stormwater Facilities.* New stormwater facilities within the MURP ~~FLUC~~land use category shall meet the adopted ~~level of service~~LOS standard established by the City and the requirements of the ~~St. Johns River Water Management District~~SJRWMD. The design of new stormwater facilities ~~are is~~ encouraged to serve development areas of no less than 10 acres. Stormwater management facilities may be integrated into the ~~MPT Multi-Purpose Trail~~ system and/or the OSS.

~~h. (h)~~ *Public Safety Facilities.* A ~~five five~~-acre site on which a fire station and/or police substation may be constructed will be dedicated to the City, in a location acceptable to the City, ~~no later than the approval of the PUD rezoning of 400 acres within the MURP FLUC category.~~ The dedication shall be eligible for City public safety impact fee credits if any, the value of which shall be the fair market value of only that portion of the property dedicated for use as a police station.

~~i. (i)~~ *Public School Facilities.* If the Clay County School District determines that land within the MURP ~~FLUC~~category for an elementary school is desirable, the City shall coordinate with the applicable landowner to identify the interest. Lands dedicated to the School District shall be eligible for impact fee credits pursuant to the terms of the School District's Impact Fee Ordinance; alternatively, the lands may be purchased.

~~j. (j)~~ The City and landowner shall encourage ~~the Florida Department of Transportation~~FDOT to donate to the City, upon completion of construction of the ~~FCE First Coast Outer Beltway, the portion of right-of-way for State Road~~SR 16 that is not necessary for ~~the construction of the First Coast Outer Beltway (FCOB)~~ in order to facilitate additional boat ramp access to the St. Johns River.

~~k. (k)~~ For any land parcel that will be transferred to the City pursuant to the provision of this MURP ~~FLUC~~category, the City may conduct any and all due diligence, including and without limitation, title, survey, and environmental site assessments, and may reasonably object, in its sole discretion, to any land parcel based on the results of such due diligence. Notwithstanding the foregoing, the landowner and City shall thereafter negotiate a resolution of the objection(s) and complete the transfer, either by landowner offering a comparable substitute parcel or remedying the objection or condition of the property.

~~1.11.12 Resource Protection~~

~~(a) Wetlands Protection. Within the MURP category, the following natural upland buffers shall be required:~~

~~1. Jurisdictional wetlands within Three Mile Swamp – Minimum of 50 feet.~~

~~2. Any other jurisdictional wetlands required by state or federal wetlands that are to be preserved – Minimum of 40 feet.~~

~~(b) Manatee Protection. All development within the MURP category shall be consistent with the Clay County Manatee Protection Plan or any other governmental agency having jurisdiction.~~

FUTURE LAND USE ELEMENT – GOALS, OBJECTIVES AND POLICIES



~~(c) Archaeological Sites and Historic Resources. The landowner within the MURP category shall take appropriate steps to identify and address archaeological sites and historic resources prior to any development.~~

~~1. The City and the landowner(s) within the MURP category shall collaborate to establish appropriate local recognition of the former Lee Field /Green Cove Springs Naval Air Station and the military activities which took place there in connection with World War II—such as a State historic marker.~~

~~2. Any application for development shall identify all archaeological sites or historic resources which are aged 50 years or more, including but not limited to any sites or historic resources included in the Florida Master Site File ("FMSF"), which are located on the property addressed by the application.~~

~~3. Any historic resources associated with the Lee Field Resources Group shall be evaluated on the basis of the criteria in Section 106 of the National Historic Preservation Act of 1966, as amended, 36 CFR, Part 800, as supplemented by the National Register Bulletin and the Secretary of the Interior's guidance document, "Applying the National Register Criteria to Historic Aviation Properties."~~

~~4. For any archaeological or historic resources which are determined by qualified professional to be eligible for listing on the National Register of Historic Places and would be adversely affected by proposed development, the developer shall propose appropriate mitigation measures in the application for development approval. The City shall consult with the State Historic Preservation Officer prior to final action on the application.~~

~~1.11.4 Development Process Except as noted in Policy 1.11.3 above development of Reynolds Park shall be governed by the MURP Land Use Category and the MURP Land Development Regulations adopted by the City.~~

~~(a) Component Development. The policies for the MURP category establish six (6) components for Reynolds Park redevelopment that will serve to organize the permitted uses by establishing characteristics and design criteria for each component. The six components are: Town Centers; Neighborhoods; Village Centers; Employment Centers; Resorts, and Piers. Through the application of a PUD rezoning, each development proposal shall identify the component(s) being requested; the consistency of the request with any locational, size and compatibility criteria applicable to the component; and shall delineate the physical boundaries of the proposed component(s) within the MURP category.~~

~~(b) Minimum Development by 2025. In order to ensure that a mix of uses is developed in the MURP category over the planning period (2025), development within the MURP category must contain the following components and provide for the minimum development identified below in an approved PUD(s) no later than 2025, unless such period is extended by the City. The minimums identified may be accomplished under multiple PUD development approvals. The PUD approvals required no later than 2025 include at a minimum the following 3 components and corresponding development.~~

Component	Minimum Development
Town Center	Minimum 40 dwelling units and Minimum 100,000 square feet commercial/office use
Neighborhood	Minimum 5 acres, if located north of SR 16; or Minimum 100 acres, if located south of SR 16
Employment Center	Minimum 10 acres, if located north of SR 16, of which 5 acres shall be Commercial/Office use; or Minimum 40 acres, if located south of SR 16, minimum of 20 acres shall be Commercial/Office use

~~The Village Center, Resort, and Pier Components are permitted but are not required by 2025.~~

FUTURE LAND USE ELEMENT – GOALS, OBJECTIVES AND POLICIES



~~(c) Mix of Use and Minimum Area. Development within a specific component shall meet the mix and area requirements for that component as set for in Policy 1.6.1(h) Table 1. Compliance with this requirement may be met cumulatively; redevelopment subsequent to the initial development within a component shall be considered in the aggregate. An applicant for each PUD approval shall provide the supporting analysis that the mix and minimum area requirements are being met in the aggregate.~~

~~(d) Design Standards. The City shall establish development standards, urban form, design criteria, open space system and buffer requirements, and mobility standards that address pedestrian and vehicular connectivity in its land development regulations concurrent with the approval of the plan amendment establishing the MURP Land Use category.~~

~~(e) PUD Rezoning. Each development proposal within the MURP category shall submit an application to the City to rezone the lands to the Planned Unit Development ("PUD") zoning district in accordance with the PUD application procedures and requirements contained in City's Land Development Regulations.~~

~~(f) Incompatible Uses. Residential uses may not be located adjacent to industrial—uses within the Employment Center or Pier Components~~

~~1.11.18 Compatibility between Components—Buffers are required to ensure compatibility between uses.~~

TRANSPORTATION ELEMENT



GOAL 2.

*THE CITY SHALL OPERATE AND MAINTAIN A MULTI-MODAL
TRANSPORTATION SYSTEM TO FACILITATE THE EFFICIENT
MOVEMENT OF PEOPLE AND GOODS.*

OBJECTIVE 2.1. MULTI-MODAL SYSTEM

The City shall implement a multi-modal transportation system that supports the Future Land Use Map and ensures the safe, convenient, and efficient movement of all transportation modes within and through the City.

Policy 2.1.1. The City shall institute a program of protection and acquisition of right-of-way for the major roadway network to ensure continuity of the system and the protection of existing and future roadways from development or encroachments, while being cognizant of protecting private property rights. Right-of-way acquisitions needed for road improvements shall be kept to a minimum.

Policy 2.1.2. The City shall enhance the feasibility of transit and alternative transportation modes by implementing higher densities and mixed-use as shown in the Future Land Use Map.

Policy 2.1.3. New and improved streets within the City shall be designed and operated to enable safe access for all users, including pedestrians, bicyclists, freight, motorists and transit, according to the purpose of each street.

Policy 2.1.4. The City shall establish a Complete Streets design guidebook and corridor prioritization plan to implement these policies.

Policy 2.1.5. The City shall continue to coordinate with the North Florida Transportation Planning Organization (TPO), FDOT and Clay County to implement a Complete Streets concept along US 17/Orange Avenue between SR 16 and Orion Road.

Policy 2.1.6. The City shall initiate coordination with the TPO, FDOT and Clay County to implement Complete Streets concepts along SR 16/Idlewild Avenue/Ferris Street. Other streets to be considered for Complete Street designs include Oakridge Ave., Green Cove Ave. and other local collectors.

Policy 2.1.7. Streets shall accommodate people of all ages and abilities, including children, teenagers,

adults, senior citizens, and persons with disabilities.

Policy 2.1.8. The City shall ensure land uses along primary corridors support the goal of Complete Streets.

Policy 2.1.9. The following minimum right-of-way standards shall be included in the land development code (LDC) for future new segments of the roadway network:

Roadway Classification	Right-of-Way Width
Principal Arterial	200 feet
Minor Arterial - 2 lane	100 feet
Collector and Local	60 feet
Cul-de-sacs	85-foot diameter

Policy 2.1.10. The City shall consider the following speed management strategies when designing or approving new roadways or modifying existing roads in the City:

Enclosure: Framing the road with street trees, buildings, on-street parking.

Engagement: Connecting the driver with the surrounding environment using tools such as on-street parking, narrower lanes, architectural details, pedestrian activity

Deflection: Creating vertical or horizontal shifts incorporating roundabouts, splitter medians, raised intersections, raised and or mid-block crosswalks, or similar designs.

Policy 2.1.11. City funded or partially funded roadway improvement projects shall be evaluated, ranked, and added to the Five-Year Schedule of Capital Improvements based on the criteria established in Policy 8.1.3 in the Capital Improvements Element where applicable.

OBJECTIVE 2.2. SAFE AND CONVENIENT

The City shall strive at making the transportation system safe and convenient for all transportation modes and users.

Policy 2.2.1. The City shall strive to reduce the number of traffic crashes and eliminate fatalities and serious injuries (Vision Zero).

Policy 2.2.2. Intersections shall be made pedestrian-friendly by limiting the pedestrian crossing width; use of adequate lighting; adequate timing for traffic signals; and the provision of facilities for persons with disabilities.

Policy 2.2.3. Traffic operation improvements such as traffic signals, turn lanes, service roads, signing, and pavement marking shall be undertaken when warranted to improve the safety and efficiency of the existing roadway network.

Policy 2.2.4. Where applicable, the City shall consider traffic signal enhancements such as Lead Pedestrian Interval (LPI), Rectangular Rapid Flashing Beacons (RRFB), and pedestrian hybrid signals such as a High-Intensity Activated Crosswalk beacon (HAWK) signals.

Policy 2.2.5. Crash records shall be investigated on a regular basis to determine whether improvements to the roadway network are warranted to relieve high crash conditions and cooperate with the FDOT on high crash locations on state highways.

Policy 2.2.6. The LDC shall require that all new roadways intersecting with existing roadways shall provide a clear zone where no objects will impair the sight of motorists at said intersections.

Policy 2.2.7. The City shall continue to pave, maintain, and resurface its roads to ensure safe conditions. The paving of unpaved streets shall be done according to priority of need. Complete Streets designs should be incorporated as part of repaving and resurfacing projects, where feasible.

Policy 2.2.8. The City shall conduct a parking study to determine the need for a public parking lot or garage in downtown.

OBJECTIVE 2.3. SYSTEM PERFORMANCE

The City shall use various tools to improve the operational efficiency of all transportation facilities.

Policy 2.3.1. The City shall rely on level of service (LOS) standards adopted in the Capital Improvements Element to ensure that acceptable traffic conditions are maintained.

Policy 2.3.2. Using information from FDOT and Clay County, the City shall monitor the capacity or deficiency of each road segment. An annual report shall be prepared.

Policy 2.3.3. The City shall coordinate with FDOT and the North Florida TPO to utilize Intelligent Transportation Systems (ITS) tools and strategies to improve mobility.

Policy 2.3.4. The LDC shall establish a connectivity index standard (number of street links divided by the number of nodes or link ends) for residential developments

Policy 2.3.5. The City shall propose the removal of any unnecessary traffic control devices after a traffic engineering study has determined that they are unnecessary.

Policy 2.3.6. The City will work with Clay County to establish a Transportation Exception Area along US 17 to promote infill development and encourage use of alternative modes of transportation.

Policy 2.3.7. The City shall investigate the feasibility of opting out of transportation concurrency and instead relying on mobility strategies.

Policy 2.3.8. The City shall encourage local traffic to use alternate routes to alleviate traffic along the major thoroughfares.

Policy 2.3.9. The City shall continue to coordinate with the North Florida TPO and FDOT on a traffic flow management system (signal synchronization) for all signalization along US 17 and SR 16.

Policy 2.3.10. The City shall prioritize mobility projects that encourage people to walk, bicycle, use new mobility technology and ride public transit in lieu of adding capacity to roadways.

OBJECTIVE 2.4. BICYCLE AND PEDESTRIAN SYSTEM

The City shall encourage and promote the safe integration and utilization of bicycle and pedestrian movement on the major roadway network.

Policy 2.4.1. The City's LDC shall contain standards for the construction of pedestrian and bicycle facilities.

Policy 2.4.2. The LDC shall require the development of multi-use trails, where appropriate.

Policy 2.4.3. The City shall review development for consistency with the standards in the LDC to assure that adequate provisions exist for pedestrians and bicycles.

Policy 2.4.4. The City shall coordinate with Clay County and the FDOT to incorporate pedestrian walkways and bicycle paths, or multi-use trails, in conjunction with road improvements, where such need is demonstrated.

Policy 2.4.5. The City shall continue to enforce all applicable bicycling laws.

Policy 2.4.6. The City shall update the Green Cove Springs Trails Master Plan to address both sidewalks and trails, identify sidewalk gaps along major roadways, and establish main routes through the City.

Policy 2.4.7. The Master Plan shall inventory existing crosswalks at signalized intersections and shall identify recommended locations for additional pedestrian crossings.

Policy 2.4.8. The City shall seek funds and grant opportunities and private/public partnerships to further the implementation of the Trails Master Plan.

OBJECTIVE 2.5. DEVELOPMENT DESIGN

All future development shall be required to provide an adequate internal circulation system that is integrated into the surrounding network and minimizes impacts on the existing system.

Policy 2.5.1. A program shall be instituted in connection with development approvals for the dedication, preservation, or other protection of right-of-way for the existing and future major roadway network as defined in the Future Land Use and Transportation Plan.

Policy 2.5.2. The City shall maintain in the LDC minimum standards for the design and construction of transportation facilities.

Policy 2.5.3. The City shall review development applications to ensure that adequate capacity is available to serve the proposed project. The latest version of Trip Generation Manual published by the Institute of Transportation Engineers (ITE) shall be used to determine the number of trips that the proposed development will produce or attract.

Policy 2.5.4. No Development Orders shall be issued if a roadway is presently operating below the adopted LOS standard or if the proposed project will reduce the operating conditions of the road system below the adopted level of service standard, except as provided for in the Capital Improvements Element.

Policy 2.5.5. The LDC shall require new buildings to contribute to the creation of a safe pedestrian friendly environment by locating parking to the rear or side of the buildings.

Policy 2.5.6. The City shall require future developments to provide true vehicular and pedestrian connectivity (as opposed to just "entrances" to the developments), internally and to surrounding areas, to provide multiple alternative access/exit points to/from the development.

Policy 2.5.7. The LDC shall require developments that locate on a principal or minor arterial to:

- Provide adequate and safe entrance intersection(s) including turn lanes, acceleration/deceleration lanes, signalization, signage, and pavement marking as appropriate; and
- Prevent the creation of hazardous traffic conditions, such as excessive curb cuts which may interfere with the function of the roadway.

Policy 2.5.8. The City shall require new subdivisions to provide "stub-outs" to adjoining undeveloped lands to promote road connectivity, and to connect to existing roadways that are "stubbed-out" at their boundaries.

Policy 2.5.9. The LDC shall require new developments to share access with existing development wherever physically possible, consistent with FDOT access management policies.

Policy 2.5.10. The LDC shall contain provisions for on-site parking for motorized and non-motorized vehicles, internal automobile circulation, circulation of motorized and non-motorized vehicles, bicycle use, golf carts, pedestrian movement, multi-use trails, and other features to minimize utilization of the major roadway network.

Policy 2.5.11. The City shall establish a maximum number of parking spaces allowed in excess of the parking space requirements to encourage walking, bicycling, ridesharing, and shared parking, and to minimize the creation of excess impervious surface area.

OBJECTIVE 2.6. COORDINATION WITH OTHER ENTITIES

The City shall coordinate with appropriate local, state, regional, and federal agencies for an integrated, cost-effective transportation system.

Policy 2.6.1. The City shall coordinate roadway improvements with Clay County and the Florida Department of Transportation to ensure effective application of available revenue.

Policy 2.6.2. The City shall review the traffic circulation plan and programs of Clay County, as they are amended in the future, for compatibility with this element.

Policy 2.6.3. The City shall attend workshops and periodic meetings with FDOT to coordinate with the Florida Department of Transportation Five-Year Transportation Plan.

Policy 2.6.4. The City shall provide Clay County information received in review of traffic studies performed within the City and shall request that Clay County provide the City with information

obtained in their major traffic studies.

Policy 2.6.5. The City shall participate on the committees of the North Florida TPO.

Policy 2.6.6. The City shall work with the North Florida TPO, Clay County, and other applicable agencies to expand public transportation to residents of Green Cove Springs.

Policy 2.6.7. The City shall work with FDOT and CSX Railroad for the establishment of a "Quiet Zone" in Green Cove Springs.

Policy 2.6.8. The City shall work with North Florida TPO, Clay County, and the FDOT to promote the light rail for residents of Green Cove Springs.

TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES



TRANSPORTATION ELEMENT

GOAL 2. ~~GOAL 2~~THE CITY SHALL OPERATE AND MAINTAIN A MULTI-MODAL TRANSPORTATION SYSTEM TO FACILITATE THE EFFICIENT MOVEMENT OF PEOPLE AND GOODS ~~WITHIN AND THROUGH THE CITY.~~

Formatted: GCS Goal

Objective 2.1. ~~Objective 2.5 Safety and Efficiency~~Multi-Modal System. The City shall implement a multi-modal transportation system that supports the Future Land Use Map and ensures the safe, convenient, and efficient movement of ~~people and goods~~all transportation modes within and through the City.

Formatted: GCS Obj Title

Policies

Policy 2.1.1. ~~Objective 2.7 Right of Way Protection.~~ The City shall institute a program of protection and acquisition of right-of-way for the major roadway network, to ensure continuity of the ~~roadway network~~system and the ~~protection of~~ existing and future roadway network from development ~~and other or~~encroachments, while being cognizant of protecting private property rights. ~~Right-of-way acquisitions needed for road improvements shall be kept to a minimum.~~

Formatted: GCS Policy

Policy 2.1.2. ~~The City shall enhance the feasibility of transit and alternative transportation modes by implementing higher densities and mixed-use as shown in the Future Land Use Map.~~

Policy 2.1.3. ~~New and improved streets within the City shall be designed and operated to enable safe access for all users, including pedestrians, bicyclists, freight, motorists and transit, according to the purpose of each street.~~

Formatted: GCS Policy

Policy 2.1.4. ~~The City shall establish a Complete Streets design guidebook and corridor prioritization plan to implement these policies.~~

Policy 2.1.5. ~~The City shall continue to coordinate with the North Florida Transportation Planning Organization (TPO), FDOT and Clay County to implement a Complete Streets concept along US 17/Orange Avenue between SR 16 and Orion Road.~~

Formatted: Not Highlight

Formatted: Not Highlight

Formatted: Not Highlight

Policy 2.1.6. ~~The City shall initiate coordination with the TPO, FDOT and Clay County to implement Complete Streets concepts along SR 16/Idlewild Avenue/Ferris Street. Other streets that should be considered for Complete Street designs include Oakridge Ave., Green Cove Ave. and other local collectors.~~

Formatted: Not Highlight

Formatted: GCS Policy

Formatted: Not Highlight

Policy 2.1.7. ~~Streets shall accommodate people of all ages and abilities, including children, teenagers, adults, senior citizens, and persons with disabilities.~~

Policy 2.1.8. ~~The City shall ensure land uses along primary corridors support the goal of Complete Streets.~~

Formatted: Tab stops: Not at 3.25" + 6.67"

Formatted: Tab stops: 3.5", Centered + 7", Right + Not at 3.25" + 6.67"

TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES



~~Policy 2.1.9. 2.7.1.~~ The following minimum right-of-way standards shall be included in the land development ~~regulations-code (LDC)~~ for future new segments of the roadway network:

Formatted: Font: Not Bold

Roadway Classification Right-of-Way Width

Principal Arterial	200 feet
Minor Arterial - 2 lane	100 feet
Collector <u>and Local</u>	60 feet
Local	60 feet
Cul-de-sacs	85-foot diameter

~~Policy 2.1.10.~~ The City shall consider the following speed management strategies when designing or approving new roadways or modifying existing roads in the City:

Formatted: Indent: Left: 0.75"

Formatted: Not Highlight

Enclosure: Framing the road with street trees, buildings, on-street parking.

Engagement: Connecting the driver with the surrounding environment using tools such as on-street parking, narrower lanes, architectural details, pedestrian activity

Deflection: Creating vertical or horizontal shifts incorporating roundabouts, splitter medians, raised intersections, raised and or mid-block crosswalks, or similar designs.

~~Policy 2.1.11. 2.2.1 Roadway Evaluation Criteria- City funded or partially funded Proposed~~ roadway improvement projects ~~that the City funds, in whole or in part,~~ shall be evaluated, ranked, and added to the Five-Year Schedule of Capital Improvements based on the criteria established in **Policy 8.1.3** in the Capital Improvements Element where applicable.

Formatted: Font: Not Bold

Formatted: Font:

Formatted: Font: Highlight

Formatted: Font:

Objective 2.2. Safe and Convenient. The City shall strive at making the transportation system safe and convenient for all transportation modes and users.

Formatted: Font: Bold

Formatted: GCS Objective

Formatted: Font: Bold

Policy 2.2.1. The City shall strive to reduce the number of traffic crashes and eliminate fatalities and serious injuries (FDOT's Vision Zero).

Policy 2.2.2. Intersections shall be made pedestrian-friendly by limiting the pedestrian crossing width; use of adequate lighting; adequate timing for traffic signals; and the provision of facilities for persons with disabilities.

Formatted: GCS Policy

~~Policy 2.2.3. 2.5.1~~ Traffic operation improvements such as traffic signals, turn lanes, service roads, signing, and pavement marking shall be undertaken when warranted to improve the safety and efficiency of the existing roadway network.

Policy 2.2.4. Where applicable, the City shall consider traffic signal enhancements such as Lead Pedestrian Interval (LPI), Rectangular Rapid Flashing Beacons (RRFB), and pedestrian hybrid signals such as a High-Intensity Activated Crosswalk beacon (HAWK) signals.

Formatted: GCS Policy

Formatted: Tab stops: Not at 3.25" + 6.67"

Formatted: Tab stops: 3.5", Centered + 7", Right + Not at 3.25" + 6.67"

TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES



Policy 2.2.5. 2.5.2 Accident Crash records shall be investigated on a regular basis to determine whether improvements to the roadway network are warranted to relieve high accident-crash conditions and cooperate with the FDOT on high accident-crash locations on state highways.

Policy 2.2.6. 2.5.4 Provisions shall be maintained in tThe Land Development RegulationsLDC to shall require that all new roadways intersecting with existing roadways shall provide a clear zone where no objects will impair the sight of motorists at said intersections.

Policy 2.2.7. 2.5.6The City shall continue to pave, maintain, and resurface its roads to ensure safe conditions. The paving of unpaved streets shall be done according to priority of need. Complete Streets designs should be incorporated as part of repaving and resurfacing projects, where feasible.

Policy 2.2.8. The City shall conduct a parking study to determine the need for a public parking lot or garage in downtown.

255The City shall continue to pave unpaved streets within the City and shall rank unpaved streets according to priority of need operational efficiency of all transportation facilities.

Objective 2.6 Roadway Network and Land Use Consistency. The City shall develop, construct, and maintain a major roadway network which is consistent with and supports the Future Land Use Map.

Policies

2.6.1 Upon plan implementation, proposed developments shall be developed in a manner consistent with the Future Land Use Map, the Future Transportation Map, and applicable goals, objectives, and policies.

Objective 2.2 Road Improvements. The City shall make improvements to roads under its jurisdiction that are needed to maintain acceptable traffic conditions and that are financially feasible.

Policies

Objective 2.3. Objective 2.1 Level of Service StandardsSystem Performance. The City shall use level of service standards to ensure that acceptable operating conditions are maintained. various tools to improve the operational efficiency of all transportation facilities.

Policies

Policy 2.3.1. 2.1.1 Peak Hour Level of Service Standards.The City shall rely on level of service (LOS) standards adopted in the Capital Improvements Element to ensure that acceptable traffic conditions are maintained. The minimum acceptable level of service during the peak hour shall be as set forth below.

Formatted: Font:

Formatted: Font: Not Expanded by / Condensed

Formatted: Font:

Formatted: GCS Policy

Formatted: Not Highlight

Formatted: GCS Obj Title

Formatted: Font: Bold

Formatted: GCS Obj Title

Formatted: GCS Obj Title, Font: (Default) Proxima Nova Rg

Formatted: Not Highlight

Formatted: Not Highlight

Formatted: GCS Policy

Formatted: Not Expanded by / Condensed by

Formatted: Tab stops: Not at 3.25" + 6.67"

Formatted: Tab stops: 3.5", Centered + 7", Right + Not at 3.25" + 6.67"

TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES

**Roadway Classification — Peak Hour LOS —**

capacity or deficiency of each road segment on the Concurrency Management System. An annual report shall be prepared.

Principal Arterial	D
Minor Arterial	D
Collector	D
Local Road	D

Policy 2.3.2. 2.1.2 Using information from FDOT and Clay County. The City shall maintain a system to monitor the capacity or deficiency of each road segment on the Concurrency Management System. An annual report shall be prepared.

Policy 2.3.3. The City shall coordinate with FDOT and the North Florida TPO to utilize Intelligent Transportation Systems (ITS) tools and strategies to improve mobility.

Policy 2.3.4. The LDC shall establish a connectivity index standard (number of street links divided by the number of nodes or link ends) for residential developments.

Policy 2.3.5. 2.5.3 The City shall propose the removal of any unnecessary traffic control devices after a traffic engineering study has determined that they are unnecessary.

2.1.3 The City shall annually prepare a report, using information from FDOT and Clay County that will analyze each link within the City to determine if it has sufficient capacity or is deficient.

Policy 2.3.6. 2.6.2 The City of Green Cove Springs will work with Clay County to establish a Transportation Exception Area, with the Department of Community Affairs, by 2015 in order to address Clay County development impacts on SR along US 17 to promote infill development and encourage use of alternative modes of transportation, as they impact the City.

Policy 2.3.7. The City shall investigate the feasibility of opting out of transportation concurrency and instead relying on mobility strategies.

Policy 2.3.8. The City shall encourage local traffic to use alternate routes to alleviate traffic along the major thoroughfares.

Policy 2.3.9. The City shall continue to coordinate with the North Florida TPO and FDOT on a traffic flow management system (signal synchronization) for all signalization along US 17 and SR 16.

Policy 2.3.10. The City shall prioritize mobility projects that encourage people to walk, bicycle, use new mobility technology and ride public transit in lieu of adding capacity to roadways.

Formatted: Font: 11 pt

Formatted: Font: 11 pt, Not Expanded by / Condensed by

Formatted: Font: 11 pt

Formatted: Font: 11 pt

Formatted: Font: 11 pt, Not Expanded by / Condensed by

Formatted: Font: 11 pt

Formatted: GCS Policy Text, Tab stops: 3.5", Centered

Formatted: Font: 11 pt

Formatted: Font: 11 pt

Formatted: GCS Policy

Formatted: GCS Policy

Formatted: Not Highlight

Formatted: GCS Policy

Formatted: GCS Policy

Formatted: Tab stops: Not at 3.25" + 6.67"

Formatted: Tab stops: 3.5", Centered + 7", Right + Not at 3.25" + 6.67"

TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES



Objective 2.4. ~~Objective 2.10 Pedestrian and Bicycle and Pedestrian Ways~~System. The City shall encourage and promote the safe integration and utilization of pedestrian and bicycle and pedestrian movement on the major roadway network.

Policies

Policy 2.4.1. 2-10.1 The ~~Land Development Regulations~~City's LDC shall contain ~~regulations-standards~~ for the construction of pedestrian and bicycle walkwaysfacilities.

Policy 2.4.2. 2-10.6 The ~~Land Development Regulations~~LDC shall ~~be amended by 2012 to~~ require the development of multi-use trails, in all developments over 5 acreswhere appropriate.

Policy 2.4.3. 2-10.4 The City shall review development for consistency with the standards in the ~~land development regulations~~LDC to assure that adequate provisions exist for ~~the pedestrians and bicycles and pedestrian~~.

Policy 2.4.4. 2-10.2 The City shall coordinate with Clay County and the FDOT to incorporate ~~assure that all road improvements shall be analyzed to determine the need for pedestrian walkways and bicycle paths and pedestrian walkways, or multi-use trails, in conjunction with road improvements, and constructed~~ where such need is demonstrated by such analysis.

~~2-10.5~~ The City assures that roadway improvements along the principal and minor arterials and collector roads provide for the development of multi-use trails.

Policy 2.4.5. 2-10.3 The City shall continue to enforce all applicable bicycling laws.

~~Policy 2.1.1. Policy 2.4.6. 2-10.7~~ The City shall update ~~promote the implementation of the~~ Green Cove Springs Trails Master Plan to address both sidewalks and trails, identify sidewalk gaps along major roadways, and establish main routes through the City.

Policy 2.4.7. The Master Plan shall inventory existing crosswalks at signalized intersections and shall identify recommended locations for additional pedestrian ~~designated~~ crossings.

~~Policy 2.1.2. Policy 2.4.8.~~ The City ~~and~~ shall seek funds and grant opportunities and private/public partnerships to further its the completion implementation of the Trails Master Plan.

Objective 2.5. ~~Objective 2.3 Review of Proposed Development Design.~~ All future development shall be ~~reviewed required to provide an adequate internal circulation system that is integrated into the surrounding network and minimizes impacts on the existing system to ensure that the adopted the level of service standards is met and that the~~

Formatted: GCS Obj Title

Formatted: GCS Obj Title

Formatted: GCS Obj Title

Formatted: GCS Policy, Outline numbered + Level: 4 + Numbering Style: 1, 2, 3, ... + Start at: 1 + Alignment: Left + Aligned at: 0.81" + Indent at: 1.06"

Formatted: GCS Policy

Formatted: Not Expanded by / Condensed by

Formatted: GCS Obj Title

Formatted: GCS Objective

Formatted: GCS Obj Title

Formatted: Tab stops: Not at 3.25" + 6.67"

Formatted: Tab stops: 3.5", Centered + 7", Right + Not at 3.25" + 6.67"

5

TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES



development is consistent with applicable land development regulations and supports the Future Land Use Map.

Policies

~~2.7.2 Minimum right of way shall be acquired as part of roadway improvement projects undertaken on existing segments of the major roadway network, unless such acquisition is unreasonable because of cost or funding.~~

Formatted: GCS Policy

~~Policy 2.5.1. 2.7.3~~ A program shall be instituted in connection with development approvals for the dedication, preservation, or other protection of right-of-way for the existing and future major roadway network as defined in the Future Land Use and Transportation Plan.

~~Policy 2.5.2. 2.3.1~~ The City shall maintain in the ~~land development regulations~~ LDC minimum standards ~~and design criteria for future traffic circulation~~ the design and construction of transportation facilities.

~~Policy 2.5.3. 2.3.2~~ The City shall review ~~proposed~~ development ~~applications~~ to ensure that ~~adequate~~ any remaining capacity is ~~sufficient~~ available to serve ~~the traffic generated by the proposed~~ project. ~~In reviewing proposed developments, the City shall use the latest version of Trip Generation Manual that is published by the Institute of Transportation Engineers (ITE) shall be used to determine the number of trips that the proposed development will produce or attract.~~

~~Policy 2.5.4. 2.3.3~~ No Development Orders shall be issued if a roadway is presently operating below the adopted LOS standard. ~~The City shall not issue any development order where or if the proposed project will reduce the operating conditions of the road system below the adopted level of service standards, except as provided for in the Capital Improvements Element. No Development Orders will be issued if a roadway is presently operating below the adopted LOS standard.~~

Formatted: Highlight

~~2.3.4 The City shall require new buildings to contribute to the creation of a safe pedestrian friendly environment by locating parking to the rear or side of the buildings.~~

~~Policy 2.5.5. The LDC shall require new buildings to contribute to the creation of a safe pedestrian friendly environment by locating parking to the rear or side of the buildings.~~

Formatted: Not Highlight

Objective 2.4 Control of Access Points to Roadways

The City shall continue to control the location and number of access points to principal and minor arterials within the City.

Policies

~~Policy 2.5.6. The City shall require future developments to provide true vehicular and pedestrian connectivity (as opposed to just "entrances" to the developments), internally~~

Formatted: Indent: Left: 0.75", Outline numbered + Level: 4 + Numbering Style: 1, 2, 3, ... + Start at: 1 + Alignment: Left + Aligned at: 0.81" + Indent at: 1.06"

Formatted: Tab stops: Not at 3.25" + 6.67"

Formatted: Tab stops: 3.5", Centered + 7", Right + Not at 3.25" + 6.67"

[DRAFT 08/21]

II. TRANSPORTATION

TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES



and to surrounding areas, to provide multiple alternative access/exit points to/from the development.

Policy 2.5.7. 2.4.1 The City LDC shall require ensure the long-term adequacy of the major roadway network by requiring that developments that locate on provide access directly to a principal or minor arterial. The access shall be designed to:

Formatted: GCS Policy

a. a) Provide adequate and safe entrance intersection(s) including turn lanes, acceleration/deceleration lanes, signalization, signage, and pavement marking as appropriate; and

Formatted: GCS Policy Text, Numbered + Level: 1 + Numbering Style: a, b, c, ... + Start at: 1 + Alignment: Left + Aligned at: 1.25" + Indent at:

b. b) Prevent the creation of hazardous traffic conditions, such as excessive curb cuts which may interfere with impede traffic flow the function of the roadway.

Formatted: Not Expanded by / Condensed by

Policy 2.5.8. The City shall require new subdivisions to provide "stub-outs" to adjoining undeveloped lands to promote road connectivity, and to connect to existing roadways that are "stubbed-out" at their boundaries.

Policy 2.5.9. 2.4.2 The Land Development Regulations LDC shall require new developments to share access with existing development wherever physically possible, consistent with FDOT access management policies.

Formatted: GCS Policy

Objective 2.8 Site Development Traffic Circulation

The City shall require that all major developments and planned unit developments provide a circulation system which: provides adequate access to the major roadway network; provides for sound design of local and collector streets within such development; provides for the development of multi-use trails, and otherwise provides for the objectives and policies of the Land Use and Transportation Plan.

Policies

Policy 2.5.10. 2.8.1 Land Development Regulations The LDC will shall contain provisions for on-site parking for motorized and non-motorized vehicles, internal automobile circulation, circulation of motorized and non-motorized vehicles, bicycle use, golf carts, pedestrian movement, multi-use trails, and other features to minimize utilization of the major roadway network.

Formatted: Font: Not Bold

Formatted: GCS Policy

Policy 2.5.11. The City shall establish a maximum number of parking spaces allowed in excess of the parking space requirements to encourage walking, bicycling, ridesharing, and shared parking, and to minimize the creation of excess impervious surface area.

Objective 2.6. Objective 2.9 Coordination with Other Entities. The City shall coordinate with appropriate local, state, regional, and federal agencies for an integrated, cost-effective transportation system.

Formatted: GCS Obj Title

Policies

Policy 2.6.1. 2.9.1 The City shall coordinate roadway improvements with Clay County and the Florida Department of Transportation to ensure effective application of available revenue.

Formatted: GCS Policy

Formatted: Tab stops: Not at 3.25" + 6.67"

Formatted: Tab stops: 3.5", Centered + 7", Right + Not at 3.25" + 6.67"

[DRAFT 08/21]

II. TRANSPORTATION

7

TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES



Policy 2.6.2. 2.9.2 The City shall review ~~for compatibility with this element~~ the traffic circulation plan and programs of Clay County, as they are amended in the future, for compatibility with this element.

Policy 2.6.3. 2.9.3 The City shall attend ~~FDOT~~ workshops and ~~hold~~ periodic meetings with FDOT to coordinate with the Florida Department of Transportation Five-Year Transportation Plan.

Policy 2.6.4. 2.9.4 The City shall provide Clay County information received in review of traffic studies performed within the City and shall request that Clay County ~~shall~~ provide the City with information obtained in their major traffic studies.

Policy 2.6.5. 2.9.5 The City shall ~~coordinate transportation planning with participation~~ on the committees of the North Florida TPO ~~(Transportation Planning Organization) the regional MPO for Clay County~~.

Policy 2.6.6. 2.9.6 The City shall work with the North Florida TPO, Clay County, and other applicable agencies to provide expand public transportation to residents of Green Cove Springs.

~~2.9.7 The City shall work with North Florida TPO, Clay County, and the FDOT to establish a truck bypass, west of the city limits.~~

~~2.9.8 The City shall work with North Florida TPO, Clay County, and the FDOT to promote the construction of the First Coast Outer Beltway.~~

Policy 2.6.7. 2.9.10 The City shall work with FDOT and CSX Railroad for the establishment of a "Quiet Zone" in Green Cove Springs.

Policy 2.1.3. Policy 2.6.8. 2.9.11 The City shall work with North Florida TPO, Clay County, and the FDOT to promote ~~the~~ light rail for residents of Green Cove Springs.

Formatted: Tab stops: Not at 3.25" + 6.67"

Formatted: Tab stops: 3.5", Centered + 7", Right + Not at 3.25" + 6.67"

8

HOUSING ELEMENT



GOAL 3.

The City of Green Cove Springs shall make provisions for safe, affordable, quality housing that meets the needs of all segments of the current and future population of the City while preserving and enhancing the community's physical appearance and cultural diversity and protecting the interests of special needs groups.

OBJECTIVE 3.1. AFFORDABLE HOUSING

The City shall foster the provision of dwelling units of various types, sizes, and costs to meet the housing needs of the current and future residents and residents with special housing needs.

Policy 3.1.1. The City shall review and revise LDC requirements including density controls and street classification standards that may inhibit the provision of low- and moderate-income housing and consider regulations that permit compact, innovatively designed homes or neighborhoods.

Policy 3.1.2. The City shall promote the development of housing types for all income ranges, especially low- and moderate-income households.

Policy 3.1.3. The City shall assure through future land use and zoning designations that adequate sites are provided to meet the housing needs of extremely low, very low, low, and moderate-income households.

Policy 3.1.4. 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.

Policy 3.1.5. The City shall continue to seek State and Federal assistance through the Community Development Block Grant (CDBG) and similar programs to support housing preservation, renovation or demolition of substandard dwellings, and energy efficient upgrades.

Policy 3.1.6. The City shall seek funds to assist residents renovating their homes to practice resource conservation by promoting the use of energy star appliances, high efficiency air conditioning systems, programmable thermostats, and solar water heaters.



Veterans Village, Sonoma County (Credit: Ramsey Photography)



Alder Forest Cottages (Credit: Perfect Little House)



Robuck Homes (Credit: Scott Clevenger/Martin Communications)

OBJECTIVE 3.2. QUALITY HOUSING CONDITIONS

The City shall work to improve the quality of the housing stock to achieve a housing stock free of substandard units by implementing strategies that address the conservation, rehabilitation, and demolition / deconstruction of housing units.

Policy 3.2.1. The City shall support the development of and assist in the programs of neighborhood and / or community groups focused on housing improvement, beautification, neighborhood revitalization, and crime prevention.

Policy 3.2.2. The City shall address the quality of housing through the implementation and enforcement of minimum structural and aesthetic standards in the Land Development Regulations.

Policy 3.2.3. The City shall employ an active approach to Code Enforcement wherein the enforcement officer regularly performs windshield inspections through the city and works with property owners to achieve code compliance.

Policy 3.2.4. The City shall continue to conduct a detailed survey every five years of housing conditions to determine the need for conservation, rehabilitation, or demolition / deconstruction and develop appropriate strategies, policies, and techniques for action. The inventory shall be based on the following criteria:

- a. **Standard** housing includes those units that are structurally sound with only slight defects, if any. **Substandard** housing includes those units that are structurally sound but exhibit signs of deterioration. Specific criteria for signs of deterioration should be developed prior to the commencement of the inventory.
- b. **Conservation:** Standard Housing
- c. **Rehabilitation:** Units that are not structurally sound where the cost of rehabilitation does not exceed the market value of the unit.
- d. **Demolition / Deconstruction:** Units that are not structurally sound where the cost of rehabilitation exceeds the market value of the unit. When feasible, deconstruction is preferred over demolition.

Policy 3.2.5. The City shall apply for and encourage the use of Federal and State funding for the demolition or rehabilitation of substandard housing.

OBJECTIVE 3.3. ADEQUATE SITES FOR SPECIAL RESIDENTIAL FACILITIES

The City shall assure the provision of housing to all citizens of the City including those with special needs.

Policy 3.3.1. The land development regulations shall include provisions that support the location of foster care facilities, group homes, child/adolescent care facilities, and retirement homes into areas of residential character, which shall consider infrastructure availability, convenience, and accessibility.

OBJECTIVE 3.4. HISTORICALLY SIGNIFICANT HOUSING

The City shall promote the preservation, restoration, rehabilitation and/or adaptive reuse of historically significant structures, as appropriate.

Policy 3.4.1. The City shall continue to identify, evaluate, protect, and preserve housing that is historically significant. Historically significant housing would include those houses listed on the National Register of Historic Places, the Florida Master Site File, and those listed on the local register that may be established.

Policy 3.4.2. The City shall continue to pursue available Federal, State, and local funding sources

that support public and private efforts to preserve and protect historically significant housing.

Policy 3.4.3. The City shall consider a local Historic Preservation Ordinance.

Policy 3.4.4. The City shall aid, when feasible, owners of historically significant housing and others who are interested in preservation activities relating to historically significant structures.

OBJECTIVE 3.5. RELOCATION HOUSING

The City shall ensure equitable relocation of any person displaced from their housing unit or business as a result of City action consistent with Section 421.55 Florida Statutes, as may be amended.

Policy 3.5.1. The City shall ensure, prior to the time of displacement, that persons displaced by City action have adequate replacement housing that meets minimum housing standards and is comparable to the existing housing as much as

possible in size, cost, access to public facilities and services.

Policy 3.5.2. The City shall participate in federal and state programs that assist displaced persons.

[DRAFT 08/18/2021]

HOUSING

HOUSING ELEMENT

GOAL 3

The City of Green Cove Springs shall make provisions for ~~adequate and safe~~, affordable, quality housing that meets the ~~physical and social~~ needs of all segments of the current and future population of the City while preserving and enhancing the community's physical appearance and cultural diversity and protecting the interests of special needs groups.

Objective 3.1 ~~Adequate and Affordable Housing~~

The City shall ~~continue to assist the private sector in providing~~ foster the provision of dwelling units of various types, sizes, and costs to meet the housing needs of the current and future residents and residents with special housing needs.

Policies

3.1.1 The City shall review and revise ~~if necessary, any ordinances, codes, regulations, and the permitting process to eliminate unnecessary requirements and LDC requirements~~ including density controls and street classification standards that may inhibit the provision of low- and moderate-income housing; and ~~to consider regulations that permit compact, innovatively designed homes or neighborhoods. - streamline the development review process, while maintaining opportunity for public participation in the review process and insuring the health, welfare, and safety of the residents.~~

3.1.X The City shall promote the development of housing types for all income ranges, especially low- and moderate-income households.

3.1.X. The City shall assure through future land use and zoning designations that adequate sites are provided to meet the housing needs of extremely low, very low, low, and moderate-income households. [previously Objective 3.3, revised]

3.1.X The City shall provide the following incentives for the development and redevelopment of affordable housing that are reference in Florida Stat. These incentives include:

- (a) density bonuses
- (b) modification of street requirements for affordable housing
- (c) Affordable accessory residential units

[DRAFT 08/18/2021]

HOUSING

(d) the preparation of a printed inventory of locally owned public lands suitable for affordable housing. ~~consider state recommended incentives to promote affordable housing, pursuant to Florida Statutes Section 420.9076, as amended.~~

(e) The support of development near transportation hubs and major employment centers and mixed use developments.

Formatted: Indent: Left: 0.5"

~~3.1.2 The City shall continue to work with and encourage private and non-profit developers in the housing production process.~~

Formatted: Highlight

Commented [HG1]: Does not seem to be implemented, proposing for deletion in favor of more specific solutions such as the incentives above.

~~3.1.2~~ The City may stimulate the development of affordable housing by surplussing vacant or underutilized city-owned property when feasible for said development.

Formatted: Highlight

~~3.1.3 The City shall continue to work with the Housing Finance Authority of Clay County and the Clay County SHIP Office for financing housing for the low- and moderate-income residents. The City shall continue to seek State and Federal assistance through the Community Development Block Grant (CDBG) and similar programs to support housing preservation, renovation or demolition of substandard dwellings, and energy efficient upgrades.~~

3.1.4 The City shall ~~seek funds to assist residents renovating their homes to practice encourage energy efficiency resource conservation in the design and renovation of the housing in Green Cove Springs~~ by promoting the use of energy star appliances, high efficiency air conditioning systems, programmable thermostats, and solar water heaters.

~~3.1.5 The City shall seek funds to assist residents of Green Cove Springs with energy upgrades.~~

Objective 3.2 ~~Substandard Quality~~ Housing Conditions

The City shall ~~conserve work to improve~~ the quality of the ~~existing~~ housing stock ~~and work to reduce the number of substandard housing units each year to achieve a housing stock free of substandard units by implementing strategies that address the conservation, rehabilitation, and demolition / deconstruction of housing units.~~

Policies

~~3.2.3 The City shall encourage and work with neighborhood groups to develop projects which will upgrade housing and neighborhood environment by providing code enforcement assistance, removing blighting influences, and providing capital and/or operating budget improvements in such neighborhoods.~~

[DRAFT 08/18/2021]

HOUSING

The City shall support the development of and assist in the programs of neighborhood and / or community groups focused on housing improvement, beautification, neighborhood revitalization, and crime prevention.

3.2.1 The City shall ~~increase code enforcement activities through regular inspections of housing in the City and shall enforce full compliance.~~ address the quality of housing through the implementation and enforcement of minimum structural and aesthetic standards in the Land Development Regulations.

3.2.X The City shall employ an active approach to Code Enforcement wherein the enforcement officer regularly performs windshield inspections through the city and works with property owners to achieve code compliance.~~increase code enforcement activities through regular inspections of housing in the City and shall enforce full compliance.~~

MOVED FROM 3.5 -- 3.5.1 The City shall continue to conduct a detailed survey ~~on an annual basis every five years~~ of housing conditions to determine the need for conservation, rehabilitation, or demolition / deconstruction and develop appropriate strategies, policies, and techniques for action. The inventory shall be based on the following criteria:

1. Substandard housing includes those units that are structurally sound but exhibit signs of deterioration. Specific criteria for signs of deterioration should be developed prior to the commencement of the inventory.
2. Housing suitable for rehabilitation includes those units that are not structurally sound where the cost of rehabilitation does not exceed the market value of the unit.
3. Housing suitable for demolition / deconstruction includes those units that are not structurally sound where the cost of rehabilitation exceeds the market value of the unit. When feasible, deconstruction is preferred over demolition.
4. Housing suitable for conservation includes those units that are structurally sound with only slight defects, if any. Such housing would be deemed "standard."

3.2.2 The City shall ~~investigate the use of and~~ apply for and encourage the use of Federal and ~~s~~State funding for the demolition or rehabilitation of substandard housing.

MOVED TO OBJECTIVE 3.1 AS POLICY ~~Objective 3.3 Adequate Sites for Affordable Housing~~

The City shall assure that adequate sites are provided for affordable housing such as multi-family structures and manufactured and modular housing units.

[DRAFT 08/18/2021]

HOUSING

Policies

~~3.3.1 The land development regulations shall allow for the development of a variety of housing types in areas of residential character with densities consistent with the Future Land Use Map.~~

Objective 3.4 Adequate Sites for Special Residential Facilities

The City shall assure the provision of housing to all citizens of the City including those with special needs.

Policies

3.4.1 The land development regulations shall include provisions that support the location of foster care facilities, group homes, child/adolescent care facilities, and retirement homes into areas of residential character, which shall consider infrastructure availability, convenience, and accessibility.

Objective 3.5 Conservation, Rehabilitation, and Demolition of Housing

~~The City shall develop strategies to address the conservation, rehabilitation, and demolition of housing units.~~

Policies

MOVED TO OBJECTIVE 3.2-2.5.1 ~~The City shall continue to conduct a detailed survey on an annual basis of housing conditions to determine the need for conservation, rehabilitation, or demolition and develop appropriate strategies, policies, and techniques for action. The inventory shall be based on the following criteria:~~

Formatted: Double strikethrough, Highlight

Formatted: Double strikethrough

- ~~1. Substandard housing includes those units that are structurally sound but exhibit signs of deterioration. Specific criteria for signs of deterioration should be developed prior to the commencement of the inventory.~~
- ~~2. Housing suitable for rehabilitation includes those units that are not structurally sound where the cost of rehabilitation does not exceed the market value of the unit.~~
- ~~3. Housing suitable for demolition includes those units that are not structurally sound where the cost of rehabilitation exceeds the market value of the unit.~~

[DRAFT 08/18/2021]

HOUSING**Objective 3.6 Historically Significant Housing**

The City shall promote the preservation, ~~restoration, and rehabilitation~~ and/or adaptive reuse of historically significant ~~housing structures, as appropriate and encourage its use for residential purposes.~~

Policies

3.6.1 The City shall continue to identify, evaluate, protect, and preserve housing ~~which that~~ is historically significant. Historically significant housing would include those houses listed on the National Register of Historic Places, the Florida Master Site File, and those listed on the local register that may be established.

3.6.2 The City shall continue to pursue available ~~f~~Federal, ~~s~~State, and local funding sources ~~which that~~ support public and private efforts to preserve and protect historically significant housing.

3.6.3 ~~By December 31, 2012, the~~The City shall consider a local Historic Preservation Ordinance.

3.6.4 The City shall provide ~~technical~~ assistance when feasible to owners of historically significant housing and others who are interested in preservation activities relating to historically significant structures.

Objective 3.7 Relocation Housing

The City shall ensure equitable relocation of any person displaced from ~~his or her~~their housing unit, or business as a result of City action consistent with Section 421.55 Florida Statutes, as may be amended.

Policies

3.7.1 The City shall ensure, prior to the time of displacement, that persons displaced by City action have adequate replacement housing that meets minimum housing standards prior to the time of displacement and ~~that~~ is comparable to the existing housing as much as possible in size, cost, location access to public facilities and, services ~~and cost and meets minimum housing codes.~~

3.7.2 The City shall participate in federal and state programs that assist displaced persons.

PUBLIC FACILITIES ELEMENT



Goal 4

The City of Green Cove Springs shall provide sanitary sewer, solid waste, drainage and potable water facilities and services to meet the needs of existing and future populations.

Objective 4.1: PUBLIC FACILITIES

The City shall assure implementation of the Concurrency Management System, which will include procedures to ensure that when a development permit is issued, adequate facility capacity is available or will be available when needed to serve the development. All system improvements for replacement, expansion, or increase in capacity of facilities shall comply with the adopted level of service standards for the facilities.

Policy 4.1.1 The City shall use the level of service standards established in the Capital Improvements Element, policy 8.3.1.

Objective 4.2: PUBLIC FACILITIES

The City shall continue to provide safe and adequate sanitary sewer service to all existing and future developments located within the City limits. Existing Sanitary Sewer deficiencies shall be scheduled for correction in the Capital Improvements Element.

Policy 4.2.1 The City shall continue to ensure proper maintenance of its sanitary sewer facilities and ensure wastewater effluent meets all state and federal requirements.

Policy 4.2.2 All sanitary sewer improvements and replacements shall be corrected in accordance with the priorities set forth in the Capital Improvements Element.

Policy 4.2.3 Sanitary sewer improvements as identified by the 2015 Sanitary Sewer Master Plan creating a regional Waste Water Treatment Plan at the Harbor Road shall be prioritized.

OBJECTIVE 4.3 PUBLIC FACILITIES

The City shall provide efficient and economical solid waste service in a manner which protects public health, safety and welfare.

- Policy 4.3.1 The City shall coordinate with the County in a solid waste reduction program, which will reduce the amount of solid waste the City disposes to landfills.
- Policy 4.3.2 The City shall encourage all commercial and industrial establishments to participate in the recycling program. The City will encourage industrial developments to recycle or reuse other wastes not included in the recycling program.
- Policy 4.3.3 All solid waste improvements and replacements shall be provided in accordance with the priorities set forth in the Capital Improvements Element.

OBJECTIVE 4.4 PUBLIC FACILITIES

Stormwater management facilities shall be designed in accordance with St Johns Water Management District (SJRWMD) and Florida Department of Environmental Protection (FDEP) criteria that reduces flooding, promotes aquifer recharge, minimizes degradation of water quality in surface and ground waters and protects the functions of wetlands.

Policy 4.4.1. Manmade drainage systems including swales and ditches shall be routinely maintained to prevent the interruption of stormwater flows.

Policy 4.4.2. The City shall implement recommendations of its Stormwater Master Drainage Plan to ensure adequate drainage is provided for existing and future development.

Policy 4.4.3. All drainage improvements and replacements shall be corrected in accordance with the priorities set forth in the Capital Improvements Element.

Policy 4.4.4. The City shall review and approve all drainage plans for project that are exempted from the stormwater permit requirements of the DEP, SJRWMD and Army Corps of Engineers to assure compliance with all City regulations and requirements.

Policy 4.4.5. The City shall prohibit future encroachment of nonresidential development into established neighborhoods which fail to serve the daily needs of its residents and are incompatible with its character.

Policy 4.4.6. The City shall amend its LDC to provide additional design and compatibility requirements for developments located along major roadway corridors.

Policy 4.4.7. The City shall encourage the shared construction, maintenance, and use of shared parking and stormwater management facilities between adjacent and nearby developments.

Policy 4.4.8. The City shall seek to develop a signage and wayfinding master plan to enhance the navigability, branding, and aesthetic character of the City.

Policy 4.4.9. The City shall work with FDOT and Clay County to explore the possibility of allowing the City to annex and take over the operation of the site that currently houses the Clay County Sheriff's Office Marine Enforcement Unit (1300 North Orange Avenue). This site has the potential of serving as a gateway into the City and providing public access to a pier and boat ramp.

OBJECTIVE 4.5. Public Facilities

The City shall maintain land development regulations which provide for the conservation and protection of its potable water resources. Existing potable water deficiencies shall be scheduled for correction in the Capital Improvements Elements

Policy 4.5.1. The City shall require low-use showers and toilets for all construction within the City and areas outside the City which use city water.

Policy 4.5.2. The City shall, in its landscaping ordinance, require low water use features and vegetation and water conserving irrigation practices.

Policy 4.5.3. The City shall continue to participate with the SJRWMD in their water conservation efforts.

Policy 4.5.4. The City shall incorporate the alternative water supply projects from the 2017 SJRWMD Water Supply Plan into the Capital Improvements Element.

Policy 4.5.5. The City shall continue to be a member of the North Florida Water Supply Partnership promoting and developing strategies regarding water conservation. The City shall implement the improvements identified in the 2016 Reclaimed Water System Master Plan.

Policy 4.5.6. No development, except for structures required for water supply, shall be located within 50 feet of existing and future public potable water wellfields. Within 500' feet

of the wellheads, the following uses shall be prohibited: Landfills, facilities for bulk storage, handling or processing of materials on the Florida Substance list; acid manufacture; cement, lime manufacturing; distillation of bones; manufacture of explosives; fat, tallow, or lard rendering; garbage or dead animal reduction; activities that require the storage of use or transportation of restricted substances, agricultural chemicals, hazardous toxic waste, medical waste, and petroleum products; mines; feedlots or other commercial animal facilities; automobile wrecking or junkyards; excavation of waterways or drainage facilities which intersect the water table and, paper and pulp manufacturing. No septic tanks or new sewage treatment plants shall be allowed within 500' feet of the wellheads. Only those uses identified in the "Wellfield Protection Plan for the City of Green Cove Springs" shall be located within 500 feet of the public potable water well.

Policy 4.5.7. The City shall implement the improvements identified in the 2018 Water Master Plan. All potable water improvements and replacements shall be corrected in accordance with the priorities set forth in the Capital Improvements Element

OBJECTIVE 4.6. PUBLIC FACILITIES

Future development shall be required to connect with central water systems and provide drainage facilities which maximize the use of existing facilities and discourage urban sprawl.

Policy 4.6.1. The City shall annually monitor the condition of level of service standards for solid waste, potable water, sanitary sewer, and drainage facilities. The Planning and Zoning Department shall be assigned the task of reviewing all development orders to determine their current and future impacts on the capacities of existing public facilities.

Policy 4.6.2. No permit shall be issued for new development which will result in an increase in

demand on deficient capacities or if adequate facility capacities for solid waste, potable water, sanitary sewer and drainage facilities is not available prior to or concurrent with the development's impact.

Policy 4.6.3. Extension of public utilities outside of the City limits shall be in the areas designated in the Green Cove Springs Water and Sewer Service Area in the Interlocal Agreement with Clay County Utility Authority (CCUA).

OBJECTIVE 4.7. PUBLIC FACILITIES

The City shall protect the functions of natural drainage features and floodplains by implementing land use controls which limit the density of development in floodplain areas.

Policy 4.7.1. The City shall enforce land development regulations which limit the density of dwelling units within FEMA designated 100-year floodplains such that existing flood storage is maintained and allowable densities do not create potential flood hazards, or degrade the natural functions of the floodplain and does not alter the capacity of the floodplain.

OBJECTIVE 4.8. PUBLIC FACILITIES

To conserve and protect the natural functions of groundwater resources, the City shall coordinate with the SJRWMD to identify all natural groundwater recharge areas.

Policy 4.8.1. Green Cove Springs shall seek assistance from the SJRWMD and coordinate with Clay County to protect identified natural groundwater recharge areas in the City limits

OBJECTIVE 4.9. OBJECTIVE TITLE

Understanding the scale, economic importance and redevelopment potential of the Reynolds Park property, the City shall establish a framework for the redevelopment of MURP lands into a livable and sustainable community.

Policy 4.9.1. The City shall seek to develop a Special Area Plan (SAP) for all MURP-designated lands to establish a clear development path that implements the following planning and design principles

Policy 4.9.2. A

Policy 4.9.3. A

Policy 4.9.4. A

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

**SANITARY SEWER, SOLID WASTE, DRAINAGE, POTABLE WATER
AND AQUIFER RECHARGE ELEMENT**

GOAL 4

The City of Green Cove Springs shall provide sanitary sewer, solid waste, drainage and potable water facilities and services to meet the needs of existing and future populations.

Objective 4.1

The City shall assure implementation of the Concurrency Management System, which will include procedures to ensure that when a development permit is issued, adequate facility capacity is available or will be available when needed to serve the development. All system improvements for replacement, expansion, or increase in capacity of facilities shall comply with the adopted level of service standards for the facilities.

Policies

4.1.1 The City shall use the ~~following~~ level of service standards ~~as the basis for determining the availability of facility capacity and the demand generated by development established in the Capital Improvements Element, policy 8.3.1.~~

Facilities	Level of Service Standards
Sanitary Sewer	120 gallons per capita per day;
Solid Waste	8.0 pounds per capita per day;
Potable Water	150 gallons per person per day

Drainage

~~Minor Internal Facilities~~ ~~10-year return period storm;~~
~~24-hour duration;~~

~~Storage basins~~ ~~25-year return period storm-~~
~~for peak flow attenuation; 24-hour duration;~~

~~Major Drainage Facilities~~ ~~100-year return period storm;~~
~~24-hour duration;~~

~~Water Quality~~ ~~Treatment of stormwater-~~

Formatted: Right: 2.89", Space Before: 2.75 pt, Line spacing: Exactly 27.6 pt, Tab stops: 3.23", Left + Not at 3.15"

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

~~runoff shall be required for all development, redevelopment and, when expansion occurs, in existing developed areas. The stormwater treatment system or systems can be project specific, serve sub-areas within the City or be a system to serve the entire City. Regardless of the area served and in accordance with Chapter 17-25, F.A.C., the stormwater treatment systems must provide a level of treatment for the runoff from the first one (1) inch of rainfall for projects in drainage basins of 100 acres or more, or as an option for projects with drainage basins less than 100 acres, the first one-half (1/2) inch of runoff in order to meet receiving water quality standards of Chapter 17-302, Section 17-302.500, F.A.C.~~

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

~~Stormwater discharge facilities shall be designed so as to not lower receiving water quality or degrade the receiving water body below the minimum conditions necessary to assure the suitability of water for the designated use of its classification as established in Chapter 17-302, F.A.C. It is intended that all standards in these citations are to apply to all development and redevelopment and that any exemptions or exceptions in these citations, including project size thresholds, are not applicable. Infill residential development within improved residential areas or subdivisions existing prior to the adoption of this comprehensive plan, must ensure that its post-development stormwater runoff will not contribute pollutants which will cause the runoff from the entire improved area or sub-division to degrade receiving water bodies and their water quality as stated above.~~

~~Water Quantity _____ Post-development runoff from the site shall not exceed peak pre-development runoff rates.~~

~~4.1.2 In order to ensure that these level of service standards are maintained, methodologies for determining capacity and demand shall incorporate appropriate peak demand coefficients for each facility and for each type of development proposed.~~

~~4.1.3 All improvements for replacement, expansion, or increase in capacity shall be compatible with the adopted level of service standards for facilities.~~

~~4.1.4 The City shall review facility demands and capacity information when building permits~~

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

are issued:

~~4.1.5 To ensure that adequate facility capacity is available at the time a development permit is issued or when needed to serve a development, the City shall annually review procedures in accordance with Objective 4.7 and its implementing policies.~~

~~4.1.6 Prior to approval of a building permit or its functional equivalent, the City shall consult with its water suppliers to determine whether adequate water supplies are available to serve the new development no later than the anticipated date of issuance of a certificate of occupancy or its functional equivalent. The City shall ensure with its water suppliers that adequate water supply and potable water facilities shall be in place and available to serve the new development no later than the issuance of a certificate of occupancy or its functional equivalent.~~

Objective 4.2

The City shall continue to provide safe and adequate sanitary sewer service to all existing and future developments located within the City limits. Existing Sanitary Sewer deficiencies shall be scheduled for correction in the Capital Improvements Element.

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

Policies

~~42.1 All future development shall continue to be required to connect to the City's Sanitary Sewer Collection system.~~

~~42.2~~ The City shall continue to ensure proper maintenance of its sanitary sewer facilities and ensure wastewater effluent meets all state and federal requirements.

~~42.2~~ All sanitary sewer improvements and replacements shall be corrected in accordance with the priorities set forth in the Capital Improvements Element.

~~42.3 Sanitary sewer improvements as identified by the 2015 Sanitary Sewer Master Plan creating a regional Waste Water Treatment Plan at the Harbor Road shall be prioritized.~~

Objective 4.3

The City shall ~~provide efficient and economical solid waste service in a manner which protects public health, safety and welfare. coordinate with the county in the collection, transfer, and disposal of solid waste and in the development of resource recovery programs.~~

Policies

~~4.3.1~~ The City shall coordinate with the County in a solid waste reduction program, which will reduce the amount of solid waste the City disposes to landfills.

~~4.3.2~~ The City shall encourage all commercial and industrial establishments to participate in the recycling program. The City will encourage industrial developments to recycle or reuse other wastes not included in the recycling program.

~~4.3.3~~ All solid waste improvements and replacements shall be ~~corrected~~provided in accordance with the priorities set forth in the Capital Improvements Element.

Objective 4.4

~~Stormwater management facilities shall be designed in accordance with St Johns Water Management District (SJRWMD) and Florida department Department of Environmental Protection (FDEP) criteria that reduces flooding, promotes aquifer recharge, minimizes degradation of water quality in surface and ground waters and protects the functions of wetlands. Adequate stormwater management will be provided to afford reasonable protection from flooding and to prevent degradation of quality. Existing Drainage deficiencies shall be scheduled for correction in the Capital Improvements Element.~~

Policies

~~4.4.1~~ The City's land development regulations shall require review of all proposed development to ensure adequate retention/detention of stormwater runoff to maintain surface water quality, to encourage percolation, and reduce impacts to drainage canals, surface water, and groundwater. The City shall require proof of obtaining the appropriate drainage and stormwater permits and approvals from the (FDEP), SJRWMD and Army Corps of Engineers, prior to issuing development permits. No development shall be allowed to degrade surface water quality below the standards set forth in Chapter 40C-42, F.A.C. and Chapter 17-25, F.A.C. Chapter 62-330, F.A.C.

Formatted: Font: 12 pt

Formatted: Justified, Indent: Left: 0.74", Hanging: 0.5", Right: 0.94", Space Before: 0 pt, Line spacing: single, No bullets or numbering, Tab stops: Not at 1.24" + 1.24"

Formatted: Font: Not Italic

Formatted: Font: Not Italic

Formatted: Font: Not Italic

Commented [MPD1]: Do we have a list of existing drainage deficiencies

Formatted: Indent: Left: 1.24", No bullets or numbering

Formatted: List Paragraph, Left, Indent: Left: 1.24", Right: 0.94", Space Before: 0.05 pt, Line spacing: Multiple 1.01 li, Tab stops: 1.24", Left

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

~~442~~441 Manmade drainage systems including swales and ditches shall be routinely maintained to prevent the interruption of stormwater flows.

~~443~~442 The City shall implement recommendations of its Stormwater Master Drainage Plan to ensure adequate drainage is provided for existing and future development.

Commented [MPD2]: The Master drainage plan is from 2012, does this need to be updated?

~~444~~ In accordance with ~~Chapter 62-330, FAC, Chapter 40-4, F.S.,~~ new development and redevelopment's drainage facilities must be constructed so as to prevent peak ~~flows~~ discharge rates after development from exceeding the peak ~~flow-discharge~~ prior to development.

Formatted: Space Before: 0.55 pt

~~445~~443 All drainage improvements and replacements shall be corrected in accordance with the priorities set forth in the Capital Improvements Element.

~~446~~444 The City shall review and approve all drainage plans for project that are exempted from the stormwater permit requirements of the DEP, SJRWMD and Army Corps of Engineers to assure compliance with ~~the~~ all City regulations and requirements.

Objective 4.5

The City shall maintain land development regulations which provide for the conservation and protection of its potable water resources. Existing potable water deficiencies shall be scheduled for correction in the Capital Improvements Element.

Policies

4.5.1 The City shall require low-use showers and toilets for all construction within the City and areas outside the City which use city water.

4.5.2 The City shall, in its landscaping ordinance, ~~encourage~~ require low water use features and vegetation and water conserving irrigation practices.

~~4.5.3~~ The City shall continue to participate with the SJRWMD in their water conservation efforts. ~~The City shall maintain in the Land Development Regulations that contain the features of the SJRWMD Model Water Conservation Ordinance for Landscape and Irrigation for the development of conservation and preservation policies for the use and re-use of water resources.~~

Formatted: Justified

~~4.5.4~~ The City shall incorporate the alternative water supply projects from the 2017 SJRWMD Water Supply Plan into the Capital Improvements Element.

Formatted: Font: 12 pt

~~4.5.3~~4.5.5 The City shall continue to be a member of the North Florida Water Supply Partnership promoting and developing strategies regarding water conservation.

~~4.5.4~~ The City shall implement the improvements identified in the 2016 Reclaimed Water System Master Plan. ~~continue to determine the potential for water reuse and coordinate the results with the SJRWMD and DEP.~~

Formatted: Justified, Space Before: 0.35 pt

~~4.5.5~~4.5.6 No development, except for structures required for water supply, shall be located within 50 feet of existing and future public potable water wellfields. Within 500' feet of the wellheads, the following uses shall be prohibited: Landfills, facilities for bulk storage, handling or processing of materials on the Florida Substance list; acid manufacture; cement, lime manufacturing; distillation of bones; manufacture of

Formatted: List Paragraph, Right: 0.94", Line spacing: Multiple 1.01 li, Tab stops: 1.24", Left

EAR BASED AMENDMENTS – ADOPTED 08/02/2011
explosives; fat, tallow, or lard rendering; garbage or dead animal reduction; activities that require the storage of use or transportation of restricted substances, agricultural chemicals, hazardous toxic waste, medical waste, and petroleum products; mines; feedlots or other commercial animal facilities; automobile wrecking or junkyards; excavation of waterways or drainage facilities which intersect the water table and, paper and pulp manufacturing. No septic tanks or new sewage treatment plants shall be allowed within 500' feet of the wellheads. Only those uses identified in the "Wellfield Protection Plan for the City of Green Cove Springs" shall be located within 500 feet of the public potable water well.

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

~~4.5.64.5.7~~ The City shall implement the improvements identified in the 2018 Water Master Plan. All potable water improvements and replacements shall be corrected in accordance with the priorities set forth in the Capital Improvements Element.

Objective 4.6

Future development shall be required to connect with central ~~sewer-and~~ water systems and provide drainage facilities which maximize the use of existing facilities and discourage urban sprawl.

Commented [MPD3]: Should there be a distance requirement?

Policies

4.6.1 The City shall annually monitor the condition of level of service standards for solid waste, potable water, sanitary sewer, and drainage facilities. The Planning and Zoning Department shall be assigned the task of reviewing all development orders to determine their current and future impacts on the capacities of existing public facilities.

4.6.2 No permit shall be issued for new development which will result in an increase in demand on deficient capacities or if adequate facility capacities for solid waste, potable water, sanitary sewer and drainage facilities is not available prior to or concurrent with the development's impact.

~~**4.6.3** The City shall continue to maintain existing public facilities in such a manner so as to encourage in-fill development on vacant parcels of land that are within a close proximity to existing public facilities.~~

~~**4.6.4.6.3**~~ Extension of public utilities outside of the City limits shall be in the areas designated in the Green Cove Springs Water and Sewer Service Area in the Interlocal Agreement with Clay County Utility Authority (CCUA).

Objective 4.7

The City shall protect the functions of natural drainage features and floodplains by implementing land use controls which limit the density of development in floodplain areas.

Policies

4.7.1 The City shall enforce land development regulations which limit the density of dwelling units within FEMA designated 100-year floodplains such that existing flood storage is maintained and allowable densities do not create potential flood hazards, or degrade the natural functions of the floodplain and does not alter the capacity of the floodplain.

Objective 4.8

To conserve and protect the natural functions of groundwater resources, the City shall coordinate with the SJRWMD to identify all natural groundwater recharge areas

Policies

4.8.1 Green Cove Springs shall seek assistance from the SJRWMD and coordinate with Clay County to protect identified natural groundwater recharge areas in the City limits.

CONSERVATION ELEMENT



GOAL 5.

***THE CITY SHALL CONSERVE, UTILIZE, AND PROTECT ITS NATURAL
RESOURCES TO ENSURE THAT ADEQUATE RESOURCES ARE AVAILABLE
FOR FUTURE GENERATIONS.***

GREEN COVE
Springs

OBJECTIVE 5.1. PROTECT HABITATS, ECOLOGICAL SYSTEMS, & WETLANDS

The City shall protect unique natural habitats and ecological systems and wetlands, based on state, regional or local fish and wildlife inventories and other available data.

Policy 5.1.1. Environmentally sensitive lands shall be defined to include FEMA designated 100-year Floodplains, location of habitats for listed plant and animal species, and wetlands as defined by the SJRWMD.

Policy 5.1.2. The City shall regulate development activities by limiting impacts to environmentally sensitive land.

Policy 5.1.3. The City shall regulate development activities necessary to protect wetlands.

- a. A permit from the St. Johns Water Management District shall also be first obtained before any construction commences.
- b. The development must be served by central water and sewer.
- c. The dwelling will be constructed so that the lowest floor elevation is at least one foot above the base flood elevation as established by the FEMA Flood Insurance Rate Maps.
- d. No dredging and filling shall be allowed in the wetlands unless permitted by the appropriate agencies.

Policy 5.1.4. Developers shall be responsible for obtaining all necessary permits from the appropriate state and federal agencies. The City shall not issue a development order until all required permits are obtained.

ADD GRAPHICS

OBJECTIVE 5.2. MANAGE DEVELOPMENT IMPACTS

Land Development Regulations shall protect ecological systems which are sensitive to development impacts and provide important natural functions for maintenance of environmental quality. Soil conditions, native vegetative communities (including forests), natural drainage areas, and wetlands shall be evaluated to ensure development impacts are minimized.

Policy 5.2.1. The City shall ensure the preservation of native and significant vegetative communities through implementation of its Landscape and Tree Protection Ordinance.

Policy 5.2.2. The City shall continue to implement the Drainage Master Plan and include the drainage development standards for all development within the city limits.

Policy 5.2.3. The City shall ensure all proposed development activities and uses are consistent with the type and nature of the soils and require Best Management Practices of the Soil Conservation Service are utilized before and after construction activities.

Policy 5.2.4. Soil suitability, wetland, and floodplain areas shall be considered as development constraints and development of land shall be restricted depending on the severity of those constraints and consistent Best Management Practices of the Soil Conservation Service and the City's Drainage and Flood Control Ordinance.

Policy 5.2.5. The City shall review the hurricane storm surge maps and determine if more stringent requirements are for development in areas designated in the Category 3, 4, or 5 hurricane storm surge zones and amend applicable portions of the Land Development Regulations.

OBJECTIVE 5.3. WATER CONSERVATION

The City will develop and adopt a water conservation plan to ensure that it has adequate water supplies, of a quality and quantity sufficient, for its intended use to meet existing and projected future demands.

Policy 5.3.1. The City shall, in cooperation with the St. Johns River Water Management District, maintain a water shortage contingency plan for dealing with temporary severe water shortages, which includes provisions for cooperative agreement with CCUA on back-up water supplies, and shortage facilities, and organized procedures for emergency response.

Policy 5.3.2. The City shall insure that future public potable water wellfields will be located in areas where they will be least impacted by development and contamination. Existing and future public potable water well fields shall be protected from possible contamination by limiting the type of development or uses within 500 feet of the wellheads. Only those uses identified in the "Wellfield Protection Plan for the City of Green Cove Springs" shall be permitted within 500 feet of existing and future public potable water wellfields. No development shall be permitted within 50 feet of the wellheads, except for structures that are required for water supply. Within 500 feet of the wellhead, the following are prohibited:

- a. Landfills.
- b. Facilities for the bulk storage, handling or processing of materials on the Florida Substance list.
- c. Activities that require the storage, use or transportation of restricted substances, agricultural chemicals, hazardous toxic waste, medical waste, and petroleum products.

- d. Feedlots or other commercial animal facilities.
- e. Mines.
- f. Acid manufacture, cement, lime manufacturing, distillation of bones, manufacture of explosives; fat, tallow, or lard rendering; garbage or dead animal reduction, automobile wrecking or junkyards; and, paper and pulp manufacturing.
- g. Wastewater Treatment Plants.
- h. Excavation of waterways or drainage facilities which intersect the water table.

Policy 5.3.3. No development order shall be approved which will reduce the quality of existing or future water supplies below standards set by the DEP.

Policy 5.3.4. The City shall ensure that all future development and redevelopment activities obtain all necessary stormwater permits from the appropriate federal and state agencies prior to the issuance of building permits. Further, all development and redevelopment activities shall be required to meet or exceed the levels of service standards set forth in the Drainage Element.

Policy 5.3.5. The City shall review and approve all drainage plans for projects that are exempted from the stormwater permit requirements of the DEP, SJRWMD and Army Corps of Engineers to assure the development is in compliance with all City regulations and requirements

OBJECTIVE 5.4. POINT / NON-POINT POLLUTION SOURCE STANDARDS

Land Development Regulations shall ensure the impacts of point and non-point pollution sources meet the minimum standards of state agencies to surface waters within the City are minimized.

Policy 5.4.1. Stormwater management systems in new developments shall be designed and constructed in accordance with all standards and criteria in the Drainage Sub-element and all adopted regulations related to stormwater management.

Policy 5.4.2. In conformance with state and federal regulations, commercial establishments which use, treat, store, generate, or transport toxic or hazardous substances shall prepare a plan which identifies the materials and how these materials will be handled and disposed of to preclude invasion of stormwater systems.

Policy 5.4.3. Prohibit development activities that would potentially endanger lives, and/or harm property, water quality and quantity, or any other valued environmental system resulting from an alteration to existing drainage structures and natural drainage patterns. Prior to issuing a development activity to ensure the development meets the following criteria.

a. Level of Service standards established in the

Capital Improvements Element for water quality and quantity are met.

- b. All applicable stormwater permits are obtained from the appropriate reviewing agency(ies).
- c. Activities in or adjacent to designated Conservation areas meet the criteria established in Conservation objectives and policies.

Policy 5.4.4. The City shall continue to review all developments to assure compliance with the Federal requirements of the NPDES permit for Green Cove Springs.

Policy 5.4.5. The City shall promote the health of the St. Johns River and comply with the long term goals of the 2017 SJRWMD Regional Water Supply Plan and the 2018 City of Green Cove Springs Water Master Plan by reducing the nutrient pollutant load, reducing the nutrients from non-point loadings by promoting water reuse and enhancing nutrient removal capabilities.

OBJECTIVE 5.5. IDENTIFY & PROTECT HABITATS AND ECOLOGICAL SYSTEMS

The City shall assist in the identification, acquisition, and protection of unique natural habitats and ecological systems (as identified by the Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, or any other relevant agency) by implementing programs in conjunction with other governmental and non-governmental entities toward this effort.

Policy 5.5.1. The City should cooperate with the state and county in efforts to acquire and/or preserve environmentally sensitive land as identified by DEP or other state or federal environmental agencies, through grant programs such as FCT, to assure their conservation and protect their availability for future generations.

Policy 5.5.2. The City will coordinate with Clay County in preserving areas of continuous and contiguous vegetative communities to ensure natural open space and wildlife corridors are protected from encroachment.

Policy 5.5.3. The City shall actively participate in the acquisition of unique natural habitats and ecological systems using grant funds and/or City funding sources.

Policy 5.5.4. The Clay County Manatee Protection Plan is hereby adopted by reference and all development within the city limits of Green Cove Springs shall comply with all the policies and standards included in the Clay County Manatee Protection and all updates to the Protection Plan.

OBJECTIVE 5.6. PROTECT THREATENED / ENDANGERED SPECIES

Consistent with Objectives and Policies of the Conservation Element, the City will protect significant habitats of viable populations of threatened or endangered species.

Policy 5.6.1. The City shall coordinate with the Florida Fish and Wildlife Conservation Commission, the U.S. Fish and Wildlife Service and the U.S. Department of Agriculture in their effort to identify and map the presence of threatened, endangered, or significant wildlife species located in Green Cove Springs.

Policy 5.6.2. Lands acquired by the City that include unique natural habitat and ecological systems shall be placed in the Conservation Land Use category. The Conservation Land Use category shall limit the use of the land to recreation or conservation uses that are compatible with the environmental character of the land; no residential use is permitted.

OBJECTIVE 5.7. IMPROVE AIR QUALITY

The City will strive to maintain and improve air quality throughout the City.

Policy 5.7.1. New point-source and renewal permits shall be required to meet or exceed all EPA and State permit requirements for air quality.

Policy 5.7.2. The City will coordinate with DEP and the EPA to ensure enforcement of air quality regulations.

OBJECTIVE 5.8. ENERGY CONSERVATION

The City will set standards to reduce energy consumption both for the public and private sectors.

Policy 5.8.1. The City shall promote energy conservation and develop educational programs to inform the public on means of energy conservation in public and private buildings.

Policy 5.8.2. Construction standards, particularly for public buildings, shall be reviewed in an effort to encourage more energy-efficient buildings.

OBJECTIVE 5.9. CONSERVE AND PROTECT GROUNDWATER

The City will conserve and protect the natural functions of groundwater resources, the City shall coordinate with the SJRWMD to identify all natural groundwater recharge areas within the City.

Policy 5.9.1. Green Cove Springs shall seek assistance from the SJRWMD and coordinate

with Clay County to protect identified natural groundwater recharge areas in the City limits.

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

CONSERVATION ELEMENT**GOAL 5**

The City of Green Cove Springs shall conserve, utilize, and protect its natural resources to ensure that adequate resources are available for future generations.

Objective 5.1

The City shall protect unique natural habitats and ecological systems and wetlands, based on state, regional or local fish and wildlife inventories and other available data.

Policies

5.1.1 Environmentally sensitive lands shall be defined to include FEMA designated 100-year Floodplains, location of habitats for listed plant and animal species, and wetlands as defined by the SJRWMD.

5.1.2 The City shall regulate development activities by limiting impacts to environmentally sensitive land.

5.1.3 The City shall regulate development activities necessary to protect wetlands.

- 1) A permit from the St. Johns Water Management District shall also be first obtained before any construction commences.
- 2) The development must be served by central water and sewer;
- 3) The dwelling will be constructed so that the lowest floor elevation is at least one foot above the base flood elevation as established by the FEMA Flood Insurance Rate Maps; and,
- 4) No dredging and filling shall be allowed in the wetlands unless permitted by the appropriate agencies.

~~**5.1.4** The City shall require all future development to hook into the City's sanitary sewer system. Future development in the City shall not be allowed to use septic tanks or small private treatment plants.~~

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

~~5.1.55.14~~ Developers shall be responsible for obtaining all necessary permits from the appropriate state and federal agencies ~~when a proposed development would affect or alter the water quality, shoreline or submerged lands along Governor Creek or the St. Johns River and discuss potential projects with the City during the permitting process.~~ The City shall not issue a development order until all required permits are obtained.

Objective 5.2

Land Development Regulations shall protect ecological systems which are sensitive to development impacts and provide important natural functions for maintenance of environmental quality. Soil conditions, native vegetative communities (including forests), natural drainage areas, and wetlands shall be evaluated to ensure development impacts are minimized.

Policies

- 5.2.1 The City shall ensure the preservation of native and significant vegetative communities through implementation of its Landscape and Tree Protection Ordinance.
- 5.2.2 The City shall continue to implement the Drainage Master Plan and include the drainage development standards for all development within the city limits.
- 5.2.3 The City shall ensure all proposed development activities and uses are consistent with the type and nature of the soils and require Best Management Practices of the Soil Conservation Service are utilized before and after construction activities.
- 5.2.4 Soil suitability, wetland, and floodplain areas shall be considered as development constraints and development of land shall be restricted depending on the severity of those constraints and consistent Best Management Practices of the Soil Conservation Service and the City's Drainage and Flood Control Ordinance.
- ~~5.2.5 The Land Development Regulations will include regulations restricting development in flood-prone areas that shall require development in the FEMA 100-year flood hazard zone to be constructed so that the lowest floor elevation is at least one foot above the base flood elevation as established by the FEMA Flood Insurance Rate Maps.~~
- ~~5.2.6 Development within the 100-year floodplain shall be regulated by the City to minimize flood-storage capacity reductions. The storage of hazardous materials shall not be permitted within the 100-year floodplain. Dredging and filling of lands within flood plains shall be subject to permitting so as to preserve the natural functions of the 100-year floodplain.~~
- ~~5.2.7 No hazardous materials or waste shall be stored within the 100-year floodplain.~~
- ~~5.2.85.2.5~~ The City shall review the hurricane storm surge maps and determine if more stringent requirements are for development in areas designated in the Category 3, 4, or 5 hurricane storm surge zones and amend applicable portions of the Land Development Regulations.
- ~~5.2.9 The City shall seek grant funds to implement the Drainage Master Plan.~~

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

Objective 5.3

The City will develop and adopt a water conservation plan to ensure that it has adequate water supplies, of a quality and quantity sufficient, for its intended use to meet existing and projected future demands.

Policies

5.3.1 The City shall, in cooperation with the St. Johns River Water Management District, maintain a water shortage contingency plan for dealing with temporary severe water shortages, which includes provisions for cooperative agreement with CCUA on back-up water supplies, and shortage facilities, and organized procedures for emergency response.

5.3.2 The City shall insure that future public potable water wellfields will be located in areas where they will be least impacted by development and contamination. Existing and future public potable water well fields shall be protected from possible contamination by limiting the type of development or uses within 500 feet of the wellheads. Only those uses identified in the “Wellfield Protection Plan for the City of Green Cove Springs” shall be permitted within 500 feet of existing and future public potable water wellfields. No development shall be permitted within 50 feet of the wellheads, except for structures that are required for water supply.

Within 500’ feet of the wellhead the following are prohibited and not allowed:

- 1) Landfills;
- 2) Facilities for the bulk storage, handling or processing of materials on the Florida Substance list;
- 3) Activities that require the storage, use or transportation of restricted substances, agricultural chemicals, hazardous toxic waste, medical waste, and petroleum products.
- 4) Feedlots or other commercial animal facilities;
- 5) Mines; and,
- 6) Acid manufacture, cement, lime manufacturing, distillation of bones, manufacture of explosives; fat, tallow, or lard rendering; garbage or dead animal reduction, automobile wrecking or junkyards; and, paper and pulp manufacturing,
- 7) Wastewater Treatment Plants, and
- 8) Excavation of waterways or drainage facilities which intersect the water table.

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

5.3.3 No development order shall be approved which will reduce the quality of existing or future water supplies below standards set by the DEP.

5.3.4 The City shall ensure that all future development and redevelopment activities obtain all necessary stormwater permits from the appropriate federal and state agencies prior to the issuance of building permits. Further, all development and redevelopment activities shall be required to meet or exceed the levels of service standards set forth in the Drainage Element.

5.3.5 The City shall review and approve all drainage plans for projects that are exempted from the stormwater permit requirements of the DEP, SJRWMD and Army Corps of Engineers to assure the development is in compliance with all City regulations and requirements.

Objective 5.4

Land Development Regulations shall ensure the impacts of point and non-point pollution sources meet the minimum standards of state agencies to surface waters within the City are minimized.

Policies

5.4.1 Stormwater management systems in new developments shall be designed and constructed in accordance with all standards and criteria in the Drainage Sub-element and all adopted regulations related to stormwater management.

~~**5.4.2** Stormwater management systems shall be properly permitted by all applicable agencies, including the SJRWMD, DEP and COE prior to being issued development permits to maintain minimum state surface water quality standards.~~

~~**5.4.3**~~**5.4.2** In conformance with state and federal regulations, commercial establishments which use, treat, store, generate, or transport toxic or hazardous substances shall prepare a plan which identifies the materials and how these materials will be handled and disposed of to preclude invasion of stormwater systems.

~~**5.4.4**~~**5.4.3** Prohibit development activities that would potentially endanger lives, and/or harm property, water quality and quantity, or any other valued environmental system resulting from an alteration to existing drainage structures and natural drainage patterns. Prior to issuing a development activity to ensure the development meets the following criteria:

- a. Level of Service standards established in the ~~Drainage Sub-element~~Capital Improvements Element for water quality and quantity are met;
- b. All applicable stormwater permits are obtained from the appropriate reviewing agency(ies);
- c. Activities in or adjacent to designated Conservation areas meet the criteria established in Conservation objectives and policies.

~~**5.4.5**~~**5.4.4** The City shall continue to review all developments to assure compliance with the Federal requirements of the NPDES permit for Green Cove Springs.

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

5.4.5 The City shall promote the health of the St. Johns River and comply with the long term goals of the 2017 SJRWMD Regional Water Supply Plan and the 2018 City of Green Cove Springs Water Master Plan by reducing the e-nutrient pollutant load reductions, the Total Maximum Daily Load (TMDL), as well as the reduction of reducing the nutrients from non-point loadings by promoting water reuse and enhancing nutrient removal capabilities.

5.4.6

Objective 5.5

The City shall assist in the identification, acquisition, and protection of unique natural habitats and ecological systems (as identified by the Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, or any other relevant agency) by implementing programs in conjunction with other governmental and non-governmental entities toward this effort.

Policies

5.5.1 The City should cooperate with the state and county in efforts to acquire and/or preserve environmentally sensitive land as identified by DEP or other state or federal environmental agencies, through grant programs such as FCT, to assure their conservation and protect their availability for future generations.

5.5.2 The City will coordinate with Clay County in preserving areas of continuous and contiguous vegetative communities to ensure natural open space and wildlife corridors are protected from encroachment.

5.5.3 The City shall actively participate in the acquisition of unique natural habitats and ecological systems using grant funds and/or City funding sources.

~~5.5.4 The City shall work towards the establishment of a greenway and blueway in Green Cove Spring and coordinate with Clay County for the establishment of a greenway and blueway throughout the County.~~

5.5.6 The Clay County Manatee Protection Plan is hereby adopted by reference and all development within the city limits of Green Cove Springs shall comply with all the policies and standards included in the Clay County Manatee Protection and all updates to the Protection Plan.

Objective 5.6

Consistent with Objectives and Policies of the Conservation Element, the City will protect significant habitats of viable populations of threatened or endangered species.

Policies

5.6.1 The City shall coordinate with the Florida Fish and Wildlife Conservation Commission, the U.S. Fish and Wildlife Service and the U.S. Department of Agriculture in their effort to identify and map the presence of threatened, endangered, or significant wildlife species located in Green Cove Springs.

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

~~5.6.2 All development over 10 acres shall provide documentation of the location of threatened, endangered or species of special concern. This documentation shall be utilized during the~~

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

~~review process of development orders or permits to ensure the necessary protection of endangered or threatened species. Habitats identified as necessary for the support of an existing threatened or endangered species shall be preserved consistent with all relevant federal and state requirements.~~

~~5.6.3~~5.6.2 Lands acquired by the City that include unique natural habitat and ecological systems shall be placed in the Conservation Land Use category. The Conservation Land Use category shall limit the use of the land to recreation or conservation uses that are compatible with the environmental character of the land; no residential use is permitted.

Objective 5.7

The City will strive to maintain and improve air quality throughout the City.

Policies

- 5.7.1** New point-source and renewal permits shall be required to meet or exceed all EPA and State permit requirements for air quality.
- 5.7.2** The City will coordinate with DEP and the EPA to ensure enforcement of air quality regulations.

Objective 5.8

The City will set standards to reduce energy consumption both for the public and private sectors.

Policies

- 5.8.1** The City shall promote energy conservation and develop educational programs to inform the public on means of energy conservation in public and private buildings.
- 5.8.2** Construction standards, particularly for public buildings, shall be reviewed in an effort to encourage more energy-efficient buildings.

Objective 5.9

To conserve and protect the natural functions of groundwater resources, the City shall coordinate with the SJRWMD to identify all natural groundwater recharge areas within the City.

Policies

- 5.9.1** Green Cove Springs shall seek assistance from the SJRWMD and coordinate with Clay County to protect identified natural groundwater recharge areas in the City limits.

RECREATION & OPEN SPACE ELEMENT



GOAL 6.

THE CITY SHALL PROVIDE AND MAINTAIN A FULL RANGE OF RECREATIONAL ACTIVITIES TO MEET THE CULTURAL, SOCIAL, AND ATHLETIC NEEDS OF THE CITY AND PROVIDE OPEN SPACE TO MEET THE AESTHETIC, HEALTH, SAFETY, AND WELFARE NEEDS OF ITS CITIZENS AND VISITORS.

OBJECTIVE 6.1. PROVIDE ADEQUATE RECREATIONAL FACILITIES AND OPEN SPACE

The City shall maintain its existing recreational facilities and provide adequate facilities and parks for the current and future population.

Policy 6.1.1. The City shall draft and adopt a Master Recreation Plan with the following purposes:

- Improve, sustain, and enhance the quality of life in Green Cove Springs.
- Make recommendations for prioritization of future land acquisition and park facility construction.
- Identify and make recommendations on how the City might partner with other agencies to maximize its parks and recreation resources.
- Locate and identify existing bicycle and pedestrian pathways in the City and recommend safe connections between these and recreation properties
- Inventory and evaluate current park property and facilities.
- Identify current recreation issues and future needs of the community and make recommendations to resolve issues and meet those needs over a specific period of time.
- Engage the community and stakeholders in the future of the City's recreation through involving them in the development of the plan.



Credit: City of Green Cove Springs

Policy 6.1.2. The City shall investigate and apply for State and Federal grants and assistance available for the enhancement and improvement of recreation and open space throughout the City.

Policy 6.1.3. The City shall continue to expand the Spring Park area as adjacent property, becomes available for purchase, with emphasis on adjacent properties located along the St. Johns River.

Policy 6.1.4. The City shall continue to provide funding on an annual basis for the maintenance of existing recreational facilities and budget for future parks, recreation, and open space in accordance with the Capital Improvements Element.

Policy 6.1.5. The City shall seek private/public partnerships and grant funding to increase recreational programming for residents of Green Cove Springs.

OBJECTIVE 6.2. PUBLIC ACCESS TO RECREATION

The City shall ensure public access to recreation sites throughout Green Cove Springs.



Oakledge Accessible Playground (Credit: enjoyburlington.com)



St. Johns River from Spring Park (Credit: Development Services, GCS)



3 Crossings Concept Plan, Pittsburgh (Credit: WTW Architecture)

Policy 6.2.1. The City shall provide ADA-compliant parking and barrier-free access for the elderly and disabled population to all municipally owned recreation facilities.

Policy 6.2.2. The City shall center accessibility in the design of future recreational spaces and add inclusive facilities where feasible in existing recreational spaces.

Policy 6.2.3. The City shall prohibit development or activities that reduce access to public recreation facilities.

Policy 6.2.4. The City shall ensure access to the St. Johns River is maintained and improved by:

- a. not allowing the closure of any street to the St. Johns River and maintaining the rights-of-way to the St. Johns River.
- b. prohibiting development or activities that reduce or restrict access to the St. Johns River.
- c. working with property owners/developers of riverfront property to increase public access to the St. Johns River during the Site Plan Review process.

OBJECTIVE 6.3. MEETING FUTURE NEEDS

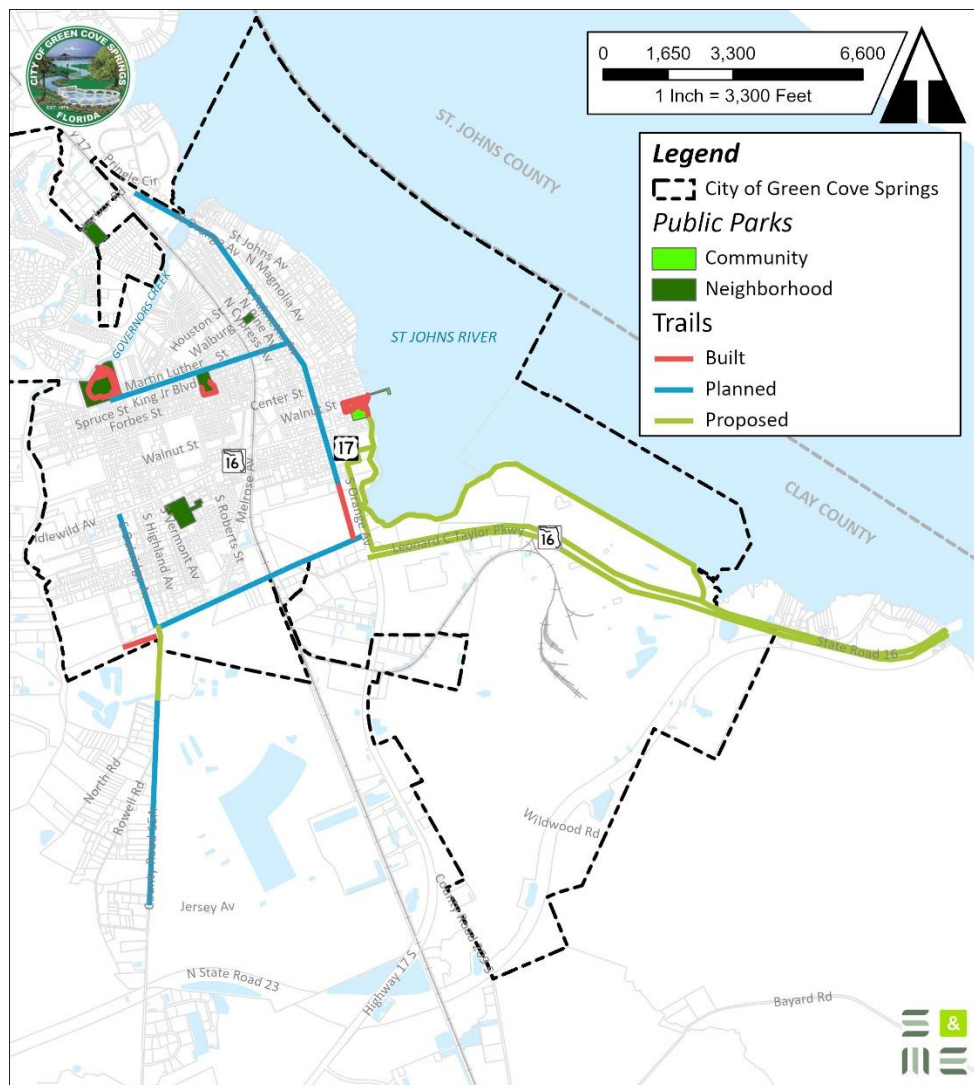
The City shall ensure new development does not diminish the Recreation Level of Service (LOS).

Policy 6.3.1. New development shall provide parks, recreation facilities, and open space based on the level of service (LOS) standards set forth in Policy 8.3.1 of the Capital Improvements Element.

Policy 6.3.2. New development shall, when feasible, provide a trail or trails that connect into the City's existing or planned recreational facilities to support the establishment of an urban trail system.

Policy 6.3.3. Development permits shall not be issued if the size and nature of the new development lowers the adopted level of service standards.

Policy 6.3.4. The City shall continue to upgrade and improve Spring Park and facilities therein that support access to and enjoyment of the St. Johns River, while preserving the historical Green Cove Spring.



OBJECTIVE 6.4. PROTECT ENVIRONMENTALLY SENSITIVE LANDS

The City shall preserve open space by limiting/prohibiting development of environmentally sensitive lands in Green Cove Springs.

Policy 6.4.1. The City will seek donation of land or grant funds for the purchase of lands designated as environmentally sensitive lands and for property located along the St. Johns River to be preserved as permanent open space and/or use the land for bike/pedestrian trails, nature walks, greenways, etc.

Policy 6.4.2. Pursue available Federal and State grant sources for the acquisition and development of recreation and open space areas.

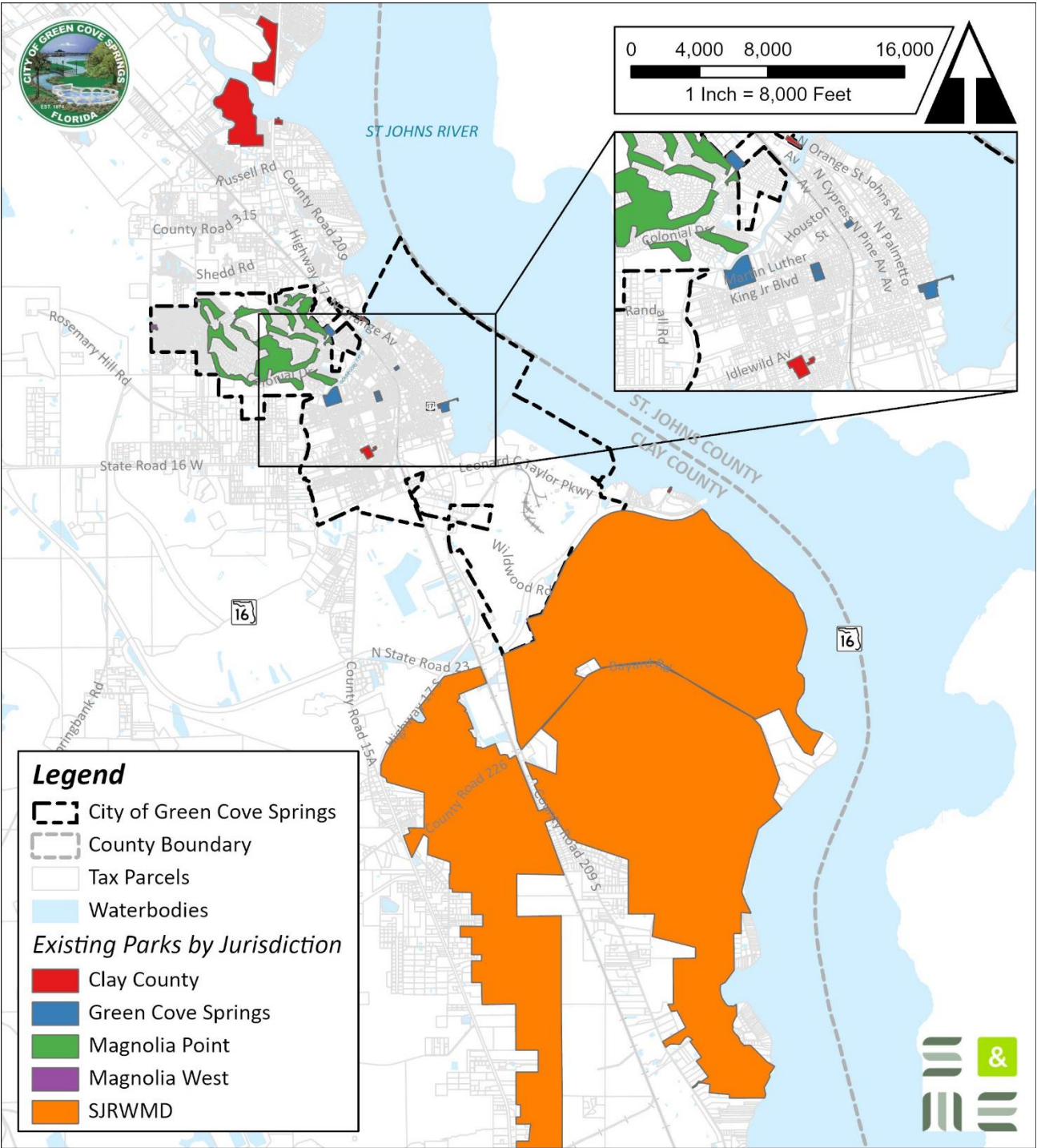
Policy 6.4.3. Conservation areas shall be designated on the Future Land Use Map as Public and shall be developed for public recreation uses that are compatible with the environmental characteristics of the property. Any development in these areas shall

not be allowed unless the appropriate agency (i.e., SJRWMD, COE, FDEP) issues a permit for the development and if the land was purchased with grant funds is developed in accordance with the grant requirements.

Policy 6.4.4. The City shall coordinate with the St. Johns River Water Management District and Clay County to purchase lands and develop a recreational trail system throughout the City and along the St. Johns River connecting Spring Park, the Green Cove Springs Nature Preserve, and the J. P. Hall Nature Preserve.

MAPS

EXISTING PARKS MAP



[DRAFT 08/17/2021]

RECREATION

RECREATION AND OPEN SPACE ELEMENT

GOAL 6

To provide and maintain a full range of recreational activities to meet the cultural, social and athletic needs of the City and provide open space to meet the aesthetic, health, safety, and welfare needs of its citizens and visitors.

Objective 6.3 Provide Adequate Recreational Facilities and Open Space

The City shall maintain its existing recreational facilities and provide adequate facilities and parks for the current and future population.

Policies

 The City shall draft and adopt a Master Recreation Plan with the following purposes:

- a. Improve, sustain, and enhance the quality of life in Green Cove Springs.
- b. Make recommendations for prioritization of future land acquisition and park facility construction.
- c. Identify and make recommendations on how the City might partner with other agencies to maximize its parks and recreation resources.
- d. Locate and identify existing bicycle and pedestrian pathways in the City and recommend safe connections between these and recreation properties.
- e. Inventory and evaluate current park property and facilities.
- f. Identify current recreation issues and future needs of the community and make recommendations to resolve issues and meet those needs over a specific period of time.
- g. Engage the community and stakeholders in the future of the City's recreation through involving them in the development of the plan.

6.X.4 The Level of Service (LOS) standard for recreation shall be as follows:

(a) **Generally.** the LOS standard is 5 acres per 1,000 population for Neighborhood / Pocket Parks and 2 acres per 1,000 population for Community Parks. All residences should be within a quarter mile of a neighborhood or pocket park and a half mile of a Community Park. Residential developers shall pay a park dedication fee.

(b) **Private / Gated Neighborhoods.** Private / Gated neighborhoods shall provide within their community recreational facilities and open space meeting the LOS standard. This space, as it is not open to the public, will not count toward the City's LOS. Developers of such neighborhoods shall also pay the park dedication fee which may be reduced through construction of a public park.

Commented [MPD1]: This section should be moved to the CIP 8.3.1

[DRAFT 08/17/2021]

RECREATION

6.2.2 The City shall investigate and apply for State and Federal grants and assistance available for the enhancement and improvement of recreation and open space throughout the City.

6.3.1 The City shall continue to expand the Spring Park area as adjacent property, becomes available for purchase, with emphasis on adjacent properties located along the St. Johns River.

6.3.3 The City shall continue to provide funding on an annual basis for the maintenance of existing recreational facilities and budget for future parks, recreation and open space in accordance with the Capital Improvements Element.

6.3.6 The City should seek private/public partnerships and grant funding to increase recreational programming for residents of Green Cove Springs.

Objective 6.1 Public Access to Recreation.

~~To~~The City shall ensure public access to recreation sites throughout Green Cove Springs.

Policies

6.1.1 The City shall provide handicapped parking and barrier-free access for the elderly and handicapped population to all municipally owned recreation facilities.

6.1.2 The City shall prohibit development or activities; ~~which that~~ reduce ~~public~~ access to public recreation facilities; ~~including development or activities that restrict access to the St. Johns River.~~

6.1.3 The City shall ~~en~~ assure access to the St. Johns River is maintained and improved, by:

- ~~(a) not allowing the~~ closure of any street to the St. Johns River and maintaining the rights ~~of~~ ways to the St. Johns River;
- ~~(b) prohibiting development or activities that reduce or restrict access to the St. Johns River;~~
- ~~(c) working with property owners/developers of riverfront property to increase public access to the St. Johns River during the Site Plan Review process~~

6.1.4 ~~During the Site Plan Review process, the City shall work with property owners/developers of riverfront property to increase public access to the St. Johns River.~~ Reserved

Formatted: Highlight

Objective 6.2 Meeting Future Needs.

[DRAFT 08/17/2021]

RECREATION

~~To coordinate public and private resources to meet the recreation needs of the City~~
 The City shall ensure new development does not diminish the Recreation Level of Service (LOS).

Policies

6.2.1 ~~New development~~ ~~Planned Unit Developments~~ shall provide parks, recreation facilities, and open space based on the ~~recreational need generated by the development~~ level of service (LOS) standards set forth ~~herein~~ in Policy 8.3.1 of the Capital Improvements Element.

~~6.2.2~~ New development shall, when feasible, provide a trail or trails that connect into the City's existing or planned recreational facilities to support the establishment of an urban trail system.

~~6.2.2~~ The City shall investigate state and federal grants and assistance available for the enhancement and improvement of recreation and open space throughout the City, including grants which improve public access to, and recreational opportunities for the St. Johns River.

6.2.3 Development permits shall not be issued if the size and nature of the new development lowers the adopted level of service standards.

6.2.4 The City shall continue to upgrade and improve Spring Park and facilities ~~at the park therein~~ that ~~improve support access to public use and enjoyment~~ of the St. Johns River, while preserving the historical Green Cove Spring.

~~6.2.5~~ The City shall work towards the establishment ~~establish~~ of a greenway and blueway in Green Cove Spring and coordinate with Clay County for the establishment of a greenway and blueway throughout the County.

Formatted: Highlight

Commented [MPD2]: Where do we want the greenway/blueway?

~~6.2.6~~ The City shall develop an "eco heritage" trail throughout Green Cove Springs.

Commented [MPD3]: Where is this?

~~Objective 6.3~~

~~Maintain its existing recreational facilities and provide adequate facilities and parks for the future population.~~

Policies

~~6.3.1~~ Continue to expand the Spring Park area as adjacent property becomes available for purchase, with emphasis on adjacent properties located along the St. Johns River.

[DRAFT 08/17/2021]

RECREATION

~~6.3.2 The City shall seek funds for the development of and improvements to Vera Francis Park.~~

~~6.3.3 Continue to provide funding on an annual basis for the maintenance of existing recreational facilities and budget for future parks, recreation and open space in accordance with the Capital Improvements Element.~~

~~6.3.4 The Level of Service standard for recreation shall be 5 acres per 1,000 population, for land designated as Recreation on the Future Land Use Map with type of facilities at each park based on the adopted Master Recreation Plan.~~

~~6.3.5 The City shall seek funds for the development of, and improvements to Augusta Savage Arts and Community Center.~~

~~6.3.6 The City should seek private/public partnerships and grant funding to increase recreational programming for residents of Green Cove Springs.~~

Objective 6.4

To preserve open space by limiting/prohibiting development of environmentally sensitive lands in Green Cove Springs.

Policies

6.4.1 The City shall continue to seek state and federal grants for acquisition and expansion of the lands for the Green Cove Springs Nature Preserve.

6.4.2 The City will seek donation of land or grant funds for the purchase of lands designated as environmentally sensitive lands and for property located along the St. Johns River to be preserved as permanent open space and/or use the land for bike/pedestrian trails, nature walks, greenways, etc.

6.4.3 Pursue available Federal and State grant sources for the acquisition and development of recreation and open space areas.

6.4.4 Conservation areas shall be designated on the Future Land Use Map as Conservation-Public and shall be developed for public recreation uses that are compatible with the environmental characteristics of the property. Any development in these areas shall not be allowed unless the appropriate agency (i.e., SJRWMD, COE, FDEP) issues a permit for the development and if the land was purchased with grant funds is developed in accordance with the grant requirements.

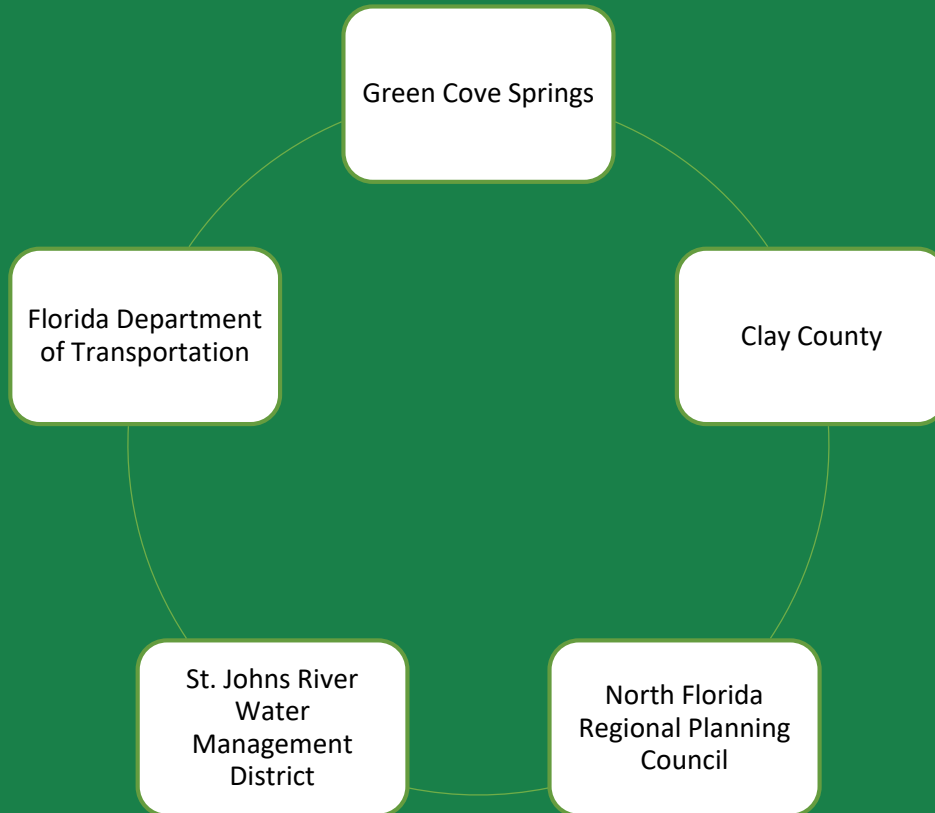
[DRAFT 08/17/2021]

RECREATION

6.4.5 Open Space areas are defined as undeveloped lands suitable for passive recreation.

6.4.6 The City shall coordinate with the St. Johns River Water Management District and Clay County to purchase lands and develop a recreational trail system throughout the City and along the St. Johns River connecting Spring Park, the Green Cove Springs Nature Preserve, and the J. P. Hall Nature Preserve.

INTERGOVERNMENTAL COORDINATION ELEMENT



GOAL 7.

THE CITY OF GREEN COVE SPRINGS SHALL FOSTER AND ENCOURAGE INTERGOVERNMENTAL COORDINATION BETWEEN THE CITY, CLAY COUNTY AND REGIONAL, STATE, AND FEDERAL ENTITIES.

OBJECTIVE 7.1. COORDINATION OF COMPREHENSIVE PLANNING

The City shall act to ensure that all planning and development related activities are coordinated with the comprehensive plan or any other plans of Clay County, the Northeast Florida Regional Council (NEFRC), and the School Board

Policy 7.1.1. Maintain procedures to review comprehensive plans and comprehensive plan amendments of the County and the plans of the Clay County School Board and the Northeast Florida Regional Council.

Policy 7.1.2. Participate in the update of the Northeast Florida Regional Strategic Policy Plan. Coordinate with the NEFRC in the implementation of those policies included in the Northeast Florida Regional Planning Strategic Policy Plan, which necessitates intergovernmental coordination.

Policy 7.1.3. Encourage and support the participation of professional staff in local and regional organizations which serve to promote intergovernmental coordination.

Policy 7.1.4. Develop, adopt, and implement an Interlocal Agreement with the Clay County School Board and Clay County for the coordination of planning efforts for the location of school facilities.

OBJECTIVE 7.2. COMPREHENSIVE PLANNING IMPACTS

The City shall ensure that the impacts resulting from the implementation of the City's Comprehensive Plan are addressed through intergovernmental coordination mechanisms.

Policy 7.2.1. The City shall expand the Interlocal Agreement with Clay County and establish procedures that are for resolving conflicts, such as land use compatibility, adequacy of public facilities and services, and level of service consistency.

Policy 7.2.2. The City shall review the Interlocal Agreements with the Clay County Utility Authority and Clay Electric Cooperative to assure all extensions of public facilities are coordinated with the policies of the Future Land Use Elements and Public Facilities Elements, to minimize public expenditure in the provision of services and infrastructure. Expansion of the utility service areas will require a Comprehensive Plan amendment.

Policy 7.2.3. The City shall continue to coordinate with Clay County, the Northeast Florida Regional Council, the North Florida TPO, and the Florida Department of Transportation regarding transportation improvements, levels of services, new roads, and land uses along corridors, as needed, prior to or at the time of development impacts.

Policy 7.2.4. The City shall coordinate with Clay County in the review of all proposed projects for new low-income and subsidized housing to

ensure these forms of housing are proportionately distributed throughout the County.

Policy 7.2.5. To ensure the continued preservation of the City's historical resources, the City shall seek technical assistance for placing historical properties on state and national historical registers, and financial assistance (including grants, loans, or other sources of funding) with the Florida Department of State, the Florida Trust for Historic Preservation, and the National Trust for Historical Preservation.

Policy 7.2.6. The City shall continue to participate with the St. Johns River American Heritage River Steering Committee for their efforts to improve the St. Johns River.

Policy 7.2.7. The City shall continue to coordinate with the St. Johns River Water Management District in the preparation of the District Water Supply Plan and enforcing local water conservation protection measures to prevent the degradation of surface and groundwater in or adjacent to the City, based on the Comprehensive Plan data and analysis as well as additional material from these agencies.



Policy 7.2.8. The City shall seek the assistance of the Department of Environmental Protection and Clay County to identify all hazardous waste generators in the City and to develop a collection/transfer plan to ensure all hazardous waste is disposed of properly.

Policy 7.2.9. Establish procedures to achieve coordination with Clay County, local authorities,

regional authorities and districts, State agencies, federal agencies, and private entities, as appropriate, for the effective implementation of the Goals, Objectives, and Policies contained within the Comprehensive Plan which identify specific intergovernmental coordination efforts.

OBJECTIVE 7.3. LEVEL OF SERVICE COORDINATION

The City will coordinate with the responsible local, regional, and State authorities, and private utility companies, as appropriate, in the establishment of level of service standards for public facilities. Upon adoption of the City and County's comprehensive plans, initiate further coordination efforts, if necessary, to ensure consistency between adopted level of service standards.

Policy 7.3.1. Seek to employ the Northeast Florida Regional Council for non-binding mediation if incompatibilities regarding all conflicts which cannot be resolved by the affected government entities.

Coordinate with the NEFRC in the implementation of those policies included in the Northeast Florida Regional Planning Strategic Policy Plan, which necessitates intergovernmental coordination.

Policy 7.3.2. The City of Green Cove Springs shall seek the services of the Northeast Florida Regional Council through its informal mediation process if the City and County are unable to resolve annexation issues.

Policy 7.3.3. The City of Green Cove Springs shall

seek the services of the Northeast Florida Regional Council through its informal mediation process if the City and County are unable to resolve annexation issues.

Policy 7.3.4. Participate with the County Development Review Committee for new development projects within the City's Utility Services Area.

INTERGOVERNMENTAL COORDINATION ELEMENT**GOAL 7**

The City of Green Cove Springs shall foster and encourage intergovernmental coordination between the City, Clay County and regional, state, and federal entities.

Objective 7.1

The City shall act to ensure that all planning and development related activities are coordinated with the comprehensive plans or any other plans of adjacent municipalities, counties, the NEFRC, the School Board, and other entities providing services but not having regulatory authority over land use.

~~To maintain procedures which will ensure that the City's Comprehensive Plan is coordinated with the comprehensive plans of Clay County, the Clay County School Board, and the Northeast Florida Regional Council.~~

Policies

- 7.1.1** Maintain procedures to review comprehensive plans and comprehensive plan amendments of the County and the plans of the Clay County School Board and the Northeast Florida Regional Council.
- 7.1.2** Participate in the update of the Northeast Florida Regional Strategic Policy Plan. Coordinate with the NEFRC in the implementation of those policies included in the Northeast Florida Regional Planning Strategic Policy Plan, which necessitates intergovernmental coordination.
- 7.1.3** Encourage and support the participation of professional staff in local and regional organizations which serve to promote intergovernmental coordination.
- 7.1.4** Develop, adopt, and implement an Interlocal Agreement with the Clay County School Board and Clay County for the coordination of planning efforts for the location of school facilities.

Objective 7.2

To ensure that the impacts resulting from the implementation of the City's Comprehensive Plan are addressed through intergovernmental coordination mechanisms.

Policies

- 7.2.1** The City shall expand the Interlocal Agreement with Clay County and establish procedures that are for resolving conflicts, such as land use compatibility, adequacy of public facilities and services, and level of service consistency.
- 7.2.2** The City shall review the Interlocal Agreements with the Clay County Utility Authority and Clay Electric Cooperative to assure all extensions of public facilities are coordinated with the policies of the Future Land Use Elements and Public Facilities Elements, to minimize public expenditure in the provision of services and infrastructure. Expansion of the utility service areas will require a Comprehensive Plan amendment.

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

- 723 The City shall continue to coordinate with Clay County, the Northeast Florida Regional Council, the North Florida TPO, and the Florida Department of Transportation regarding transportation improvements, levels of services, new roads, and land uses along corridors, as needed, prior to or at the time of development impacts.
- 724 The City shall coordinate with Clay County in the review of all proposed projects for new low-income and subsidized housing to ensure these forms of housing are proportionately distributed throughout the County.
- 725 To ensure the continued preservation of the City's historical resources, the City shall seek technical assistance for placing historical properties on state and national historical registers, and financial assistance (including grants, loans, or other sources of funding) with the Florida Department of State, the Florida Trust for Historic Preservation, and the National Trust for Historical Preservation.
- 726 The City shall continue to participate with the St. Johns River American Heritage River Steering Committee for their efforts to improve the St. Johns River.
- 727 The City shall continue to coordinate with the St. Johns River Water Management District in the preparation of the District Water Supply Plan and enforcing local water conservation protection measures to prevent the degradation of surface and groundwater in or adjacent to the City, based on the Comprehensive Plan data and analysis as well as additional material from these agencies.
- 728 The City shall seek the assistance of the Department of Environmental Protection and Clay County to identify all hazardous waste generators in the City and to develop a collection/transfer plan to ensure all hazardous waste is disposed of properly.
- 729 Establish procedures to achieve coordination with Clay County, local authorities, regional authorities and districts, State agencies, federal agencies and private entities, as appropriate, for the effective implementation of the Goals, Objectives, and Policies contained within the Comprehensive Plan which identify specific intergovernmental coordination efforts.

Objective 7.3

To coordinate with the responsible local, regional, and State authorities, and private utility companies, as appropriate, in the establishment of level of service standards for public facilities. Upon adoption of the City and County's comprehensive plans, initiate further coordination efforts, if necessary, to ensure consistency between adopted level of service standards.

Policies

- 7.3.1 Seek to employ the Northeast Florida Regional Council for non-binding mediation if incompatibilities regarding all conflicts which cannot be resolved by the affected government entities.

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

7.3.2 Coordinate with the NEFRC in the implementation of those policies included in the Northeast Florida Regional Planning Strategic Policy Plan, which necessitates intergovernmental coordination.

7.3.3 The City of Green Cove Springs shall seek the services of the Northeast Florida Regional Council through its informal mediation process if the City and County are unable to resolve annexation issues.

7.3.3

7.3.4 Participate with the County Development Review Committee for new evelopment projects within the City's Utility Services Area.

Formatted: Font: 12 pt

Formatted: Indent: Left: 0.74", Hanging: 0.5", Line spacing: single, No bullets or numbering, Tab stops: Not at 1.24"

Formatted: Indent: Left: 0.75", Hanging: 0.5", Right: 0.93", No bullets or numbering

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

CAPITAL IMPROVEMENTS ELEMENT



GOAL 8.

THE CITY SHALL ENSURE THE ORDERLY AND EFFICIENT PROVISION OF THE FOLLOWING PUBLIC FACILITIES TO SERVE THE NEEDS OF THE PRESENT AND FUTURE RESIDENTS: ROADS, SANITARY SEWER, SOLID WASTE, DRAINAGE, POTABLE WATER, AND RECREATION / OPEN SPACE.

OBJECTIVE 8.1. CONSISTENT WITH FIVE-YEAR SCHEDULE

Public facilities shall be provided consistent with the adopted Five-Year Schedule of Capital Improvements to correct existing deficiencies, if any; to accommodate desired future growth; and to replace obsolete and worn-out facilities.

Policy 8.1.1. As part of the annual budgeting process, the City shall prepare a Five-Year Schedule of Capital Improvements, which shall be based on:

- a. An inventory of capital improvements for public facilities needed to correct existing deficiencies, to correct projected future deficiencies, and to replace obsolete and worn- out facilities.
- b. The estimated cost of the capital improvement.
- c. The priority of the capital improvement, consistent with policy 8.1.3.
- d. An estimate of funds available to finance the capital improvements.

Policy 8.1.2. A capital improvement in the context of the Comprehensive Plan and the Five-Year Schedule of Capital Improvements shall refer to a public expenditure for roads, sanitary sewer facilities, solid waste facilities, drainage facilities, potable water facilities, and recreation/open space facilities which: is needed to meet concurrency requirements, and requires an investment of \$25,000 or more for the construction, acquisition, or installation of facilities or for the acquisition of land.

Policy 8.1.3. The scheduling of capital improvements shall be predicated on the following criteria to ensure ranking of the improvements in the appropriate order of need:

- a. PRIORITY A
 - i. Capital improvements needed to protect public health and safety.
- b. PRIORITY B
 - i. Capital improvements needed to correct existing deficiencies.
 - ii. Capital improvements needed to replace or repair obsolete or worn-out facilities in order to maintain adopted LOS standards.
- c. PRIORITY C
 - i. Capital improvements that will increase efficient use of existing public facilities where the economic benefit exceeds the economic costs of increasing the facility efficiency.
 - ii. Capital improvements that will promote redevelopment and/or in-fill development.
- d. PRIORITY D
 - i. Capital improvements that represent a logical extension of public facilities to accommodate projected new development that is consistent with the Future Land Use Map.
 - ii. Capital improvements needed to serve developments that were approved prior to the adoption of this Plan.
- e. PRIORITY E
 - i. Capital improvements that will further the

plans of the St. Johns Water Management District and other state agencies that may provide public facilities within the City.

Policy 8.1.4. As part of the annual budgeting process, the City shall review the criteria used to prioritize capital improvements on the basis of consistency with local comprehensive planning activities, cost feasibility, effectiveness, and overall impact on the budget.

Policy 8.1.5. The City shall ensure that all proposed capital improvements are consistent with each of the goals, objectives, and policies in this Comprehensive Plan.

OBJECTIVE 8.2. INEFFICIENT, WORN-OUT, OBSOLETE FACILITIES

The City shall maintain a list of inefficient, worn-out, or obsolete public facilities.

Policy 8.2.1. City departments shall identify inefficient, worn-out, or obsolete public facilities that need to be replaced or improved in order to maintain the adopted LOS standards.

Policy 8.2.2. City departments shall prepare cost estimates for the replacement or improvement

of the public facilities identified in Policy 8.2.1 and shall identify potential sources of financing, if any.

Policy 8.2.3. Consistent with Policy 8.1.1, the public facilities and cost estimates shall be included in the Five-Year Budgeting process.

OBJECTIVE 8.3. LEVEL OF SERVICE (LOS) STANDARDS

The City shall use Level of Service (LOS) Standards to measure the adequacy of existing public facilities and to ensure that future development will be served with adequate public facilities.

Policy 8.3.1. The City shall require that public facilities shall meet or exceed the following Level of Service Standards.

PUBLIC FACILITY	LOS STANDARD
ROADS	
Principal Arterials	"D" peak hour traffic
Minor Arterials	"D" peak hour traffic
Collector	"D" peak hour traffic
Local Road	"D" peak hour traffic
UTILITIES	
Sanitary Sewer	120 gallons per person per day
Potable Water	150 gallons per person per day
Solid Waste	8 pounds per capita per day
DRAINAGE	
Minor Internal Facilities	10-year return period storm; 24-hour duration
Storage Basins	25-year return period storm for peak flow attenuation; 24-hour duration
Major Drainage Facilities	100-year return period storm; 24-hour duration
Water Quality	Treatment of stormwater runoff shall be required for all development, redevelopment and, when expansion occurs, in existing developed areas. The stormwater treatment system or systems can be project specific, serve sub-areas within the City or be a system to serve the entire City.

	<p>Regardless of the area served and in accordance with Chapter 62-330, F.A.C., the stormwater treatment systems must provide a level of treatment for the runoff from the first one (1) inch of rainfall for projects in drainage basins of 100 acres or more, or as an option for projects with drainage basins less than 100 acres, the first one-half (1/2) inch of runoff in order to meet receiving water quality standards of Chapter 62-302, Section 62-302.500, F.A.C</p> <p>Stormwater discharge facilities shall be designed so as to not lower receiving water quality or degrade the receiving water body below the minimum conditions necessary to assure the suitability of water for the designated use of its classification as established in Chapter 62-302, F.A.C. It is intended that all standards in these citations are to apply to all development and redevelopment and that any exemptions or exceptions in these citations, including project size thresholds, are not applicable. Infill residential development within improved residential areas or subdivisions existing prior to the adoption of this comprehensive plan, must ensure that its post-development stormwater runoff will not contribute pollutants which will cause the runoff from the entire improved area or sub-division to degrade receiving water bodies and their water quality as stated above</p>
Water Quantity	Post-development runoff rates

	from the site shall not exceed peak pre-development runoff rates
RECREATION / OPEN SPACE	
Generally	<p>Neighborhood / Pocket Parks</p> <p>5 acres per 1,000 population</p> <p>Community Parks</p> <p>2 acres per 1,000 population</p> <p>Community Parks also function and count as neighborhood parks, so long as they are within a residential area.</p> <p>All residents should be within a quarter mile of a Neighborhood Park or Pocket Park and a half mile of a Community Park.</p> <p>Residential Developers shall pay a park dedication fee. Providing public park space in their development shall reduce that fee.</p>
Private / Gated Neighborhoods	Such neighborhoods shall provide within their community recreational facilities and open space meeting the LOS standard.

	This space, as it is not open to the public, will not count toward the City's LOS. Developers of such neighborhoods shall also pay a park dedication fee which may be reduced through construction of a public park.
PUBLIC SCHOOL FACILITIES*	
Elementary Schools	110% of capacity
Middle Schools	110% of capacity
High Schools	110% of capacity

*School capacity shall be determined by the lesser of FISH Capacity or core capacity.

Policy 8.3.2. The City shall annually review the adopted Level of Service Standards to determine their adequacy to meet public needs and to determine cost feasibility and budget implications.

OBJECTIVE 8.4. DEVELOPER CONTRIBUTION TO PUBLIC FACILITIES

The City shall require that developers provide and pay for all public facilities at the adopted level of service needed by the development, except where there is sufficient capacity or where the needed facilities are included in the Five-Year Schedule of Capital Improvements.

Policy 8.4.1. The City shall require the performance bonding of project-related utility or traffic circulation improvements necessary to accommodate the development.

Policy 8.4.2. Annually, the City shall review the potential use of impact fees as a means to assess

new developments for needed public facilities.

Policy 8.4.3. The City shall continue to require mandatory dedications as a condition of plat approval.

OBJECTIVE 8.5. NEEDED IMPROVEMENTS FOR EXISTING DEVELOPMENT ORDERS

The City shall manage the land development process to ensure the provision of needed capital improvements for development orders that were issued prior to the adoption of the Comprehensive Plan and for future development and redevelopment projects.

Policy 8.5.1. The City shall require that new development or redevelopment projects meet the established Level of Service Standards.

Policy 8.5.2. The City shall provide public facilities at the adopted Level of Service

Standards to serve developments that have been issued development orders prior to the adoption of the Comprehensive Plan consistent with Policy 8.1.3.

OBJECTIVE 8.6. MANAGING FISCAL RESOURCES

The City shall manage its fiscal resources to ensure the provision of needed capital improvements for development orders that were issued prior to the adoption of the Comprehensive Plan and for future development and redevelopment projects.

Policy 8.6.1. The City shall limit outstanding indebtedness for capital facilities to ten (10) percent of the assessed property value, except in the case of natural disaster as determined by the City Council.

Policy 8.6.2. There shall be no limitation placed on the use of revenue bonds as a percentage of the total debt of the City.

Policy 8.6.3. The City shall adopt a capital budget as part of the annual budgeting process to schedule capital facility construction.

Policy 8.6.4. Annually as part of the budgetary process, the Finance Director shall prepare estimates of existing and potential revenue sources.

OBJECTIVE 8.7. CONCURRENCY MANAGEMENT SYSTEM

The City shall maintain the Concurrency Management System.

Policy 8.7.1. The City shall maintain provisions in the land development regulations for concurrency to ensure that public facilities are provided to serve future development and redevelopment projects concurrent with the impacts of such development the following criteria shall be used in the Concurrency Management System to determine when concurrency has been satisfied.

Policy 8.7.2. The following criteria shall be used in the Concurrency Management System to determine when concurrency has been satisfied:

a. CATEGORY 1

- i. The necessary facilities and services are in place at the time a development permit is issued; OR
- ii. A development permit is issued subject to the conditions that the necessary facilities and services will be in place prior to the impacts of the development occur; OR
- iii. The necessary facilities are under construction when a permit is issued; OR
- iv. The necessary facilities and services are guaranteed in an enforceable development agreement that includes the provisions of 1, 2, and 3 above.

b. CATEGORY 2

- i. The necessary facilities and services are subject to a binding executed contract which provides for commencement of construction or provision of the required facilities and services within one year of

the issuance of the development permit;
OR

- ii. The necessary facilities and services are guaranteed in an enforceable development agreement that requires commencement of construction of the required facilities or provision of the required facilities and services within one year of the issuance of the development permit.

Policy 8.7.3. For potable water, water supply, sanitary sewer, solid waste, and drainage, concurrency shall be met if one of the Category 1 provisions, as listed in Policy 8.7.2, has been satisfied.

Policy 8.7.4. For recreation and parks, concurrency shall be met if one of the Category 1 or Category 2 provisions, as listed in Policy 8.7.2, has been satisfied.

Policy 8.7.5. For roads, concurrency shall be met if one of the Category 1 or Category 2 provisions, as listed in Policy 8.7.2, have been satisfied or if the road is scheduled for improvement prior to the beginning of the fourth year of the adopted Five-Year Schedule of Capital Improvements, provided that a plan amendment shall be required to eliminate, defer, or delay construction of said roadway listed in the Five-Year Schedule of Capital Improvements.

Policy 8.7.6. The City shall continue to monitor the remaining capacity and deficiencies of the public facilities addressed in the Capital Improvements Element.

Policy 8.7.7. As part of the preparation of the Five-Year Schedule of Capital Improvements, the City shall annually review the capacity or deficiency of the following public facilities: roads, sanitary sewer, solid waste, drainage, potable water, and parks and recreation. The annual review shall, at a minimum, analyze the following information for each facility:

- a. Adopted level of service standard;
- b. Existing deficiency or capacity;
- c. Reserved capacity for approved but unbuilt development;
- d. Improvements to be made by all approved developments; and
- e. Improvements to be made by the City or any other governmental agency.

Policy 8.7.8. A concurrency certificate shall be required prior to the issuance of any final development order or final development permit. Final development orders and permits shall contain a specific plan for development including the densities and intensities of development.

Policy 8.7.9. The City may approve developments in phases or stages.

Policy 8.7.10. No development order shall be issued within those areas of the City as defined below where public facilities do not meet the adopted level of service standards:

- a. Roads, area of impact pursuant to the requirements set forth in Florida Statutes 163.3180 (h)
- b. Sanitary sewer, treatment plant service area;
- c. Solid waste, city-wide;
- d. Drainage, drainage sub-basin;
- e. Potable water, treatment plant service area;
- f. Parks and recreation, city-wide;

g. Public School, Concurrency Service Area

Policy 8.7.11. If a development fails to meet a condition of approval of the concurrency application, no additional development orders, development permits, or certificates of occupancy may be issued for the development, until such time as the conditions of concurrency approval have been fully satisfied.

Policy 8.7.12. If any concurrency requirement as stipulated in Policies 8.7.3 through 8.7.5 can not be satisfied, the developer may take the following corrective actions:

- a. Provide the necessary improvements to maintain the adopted level of service; or
- b. Reduce the impact of the proposed project so that concurrency requirements can be met.

Policy 8.7.13. The determination of concurrency shall be determined by comparing available capacity of a facility to the demand created by the proposed project. Available public facility capacity that can be reserved on a first-come-first-serve basis shall be calculated by adding together the design capacity and the capacity of new facilities that will become available on or before the date of occupancy of the development, if any, and subtracting reserved capacity and used capacity.

Policy 8.7.14. All development shall be consistent with the terms and conditions of the development order or development permit for which a concurrency certificate was issued. Any proposed change from the development order or development permit shall cause the proposed change to be subject to concurrency review and issuance of a concurrency certificate if applicable.

Policy 8.7.15. If the developer decides to

provide some or all of the needed facilities to satisfy the concurrency requirements, the concurrency application shall include appropriate plans for improvements, documentation that such improvements are designed to provide the capacity necessary to achieve or maintain the level of service, and recordable instruments guaranteeing the construction, consistent with the provisions of Policy 8.7.2, Category 1, 1-3.

Policy 8.7.16. The City shall provide level of service information as contained in the Comprehensive Plan to the public for all public facilities.

Policy 8.7.17. The City shall require a traffic study for new and redevelopment pursuant to the City's Traffic Impact Analysis Guidelines. If the applicant does not comply with such a request, the application shall be denied.

Policy 8.7.18. The City Manager or their designee shall prepare an assessment of project-related impacts and an assessment of public facility capacity. Based on these, the City Manager shall determine if available capacity for all public facilities exceeds project-related impacts and issue or deny the concurrency certificate accordingly.

Policy 8.7.19. The assessment of project-related impacts shall be based on the adopted level of service standards, the total number and type of dwelling units for residential development

applications, and the type and intensity of use for non-residential development applications. The assessment may be based on any studies, measurements, or calculations prepared by the developer or upon professionally acceptable methods. The selected methodologies must be clearly described and the data sources must be clearly identified.

Policy 8.7.20. The assessment of public facility capacity shall, at a minimum, include the following types of information for each public facility:

- a. Design capacity;
- b. Improvement capacity of new facilities that will become available on or before the date of occupancy of the development, if any;
- c. Used capacity;
- d. Reserve capacity;
- e. Available capacity.

Policy 8.7.21. The issuance of a concurrency certificate constitutes the issuance of reserve capacity, where applicable, as stipulated in the certificate.

Policy 8.7.22. The concurrency certificate shall be valid so long as the development conforms to time limitations that may be stipulated in the development order or permit.

001 - 3072 PARKS

FY 2021/22 THRU FY 2025/26 CAPITAL IMPROVEMENT PROGRAM

ACCOUNT NUMBER		FUNDING SOURCE	21/22	22/23	23/24	24/25	25/26
	Revenues & Other Sources:						
3832238	Grant - Legislative Delegation	LD	300,000				
3810000	Transfers in from Fund Balance	TR	100,000				
	Revenue	R	23,000	2,000	15,500	10,000	2,000
3832236	FRDAP Grant	FRDAP	50,000	50,000		50,000	50,000
3832236	Grant	G	73,000	750,000	1,300,000		
3126000	Surtax - Current	ST	25,000		100,000		
3832239	Private Developer	PD	215,000				
	Total Revenues & Other Sources		\$ 786,000	\$ 802,000	\$ 1,415,500	\$ 60,000	\$ 52,000
	Expenditures & Other Uses:						
	Improvements:						
	Spring Park						
6300	Park Concession	PD	200,000				
6300	Spring Park Flag Pole (80 Ft.)	PD	15,000				
6300	Fencing and Electric around new ADA playground	ST	25,000				
6300	Finishing City Pier Extension	G/ST			400,000		

001 - 3072 PARKS

FY 2021/22 THRU FY 2025/26 CAPITAL IMPROVEMENT PROGRAM

ACCOUNT NUMBER		FUNDING SOURCE	21/22	22/23	23/24	24/25	25/26
	Vera Francis Hall Park						
6300	<u>VFH Park Phase VI - (FRDAP 100%)</u>	FRDAP	50,000				
	<u>VFH Park Phase VII - (FRDAP 100%)</u>	FRDAP				50,000	
	CDBG Improvements	G	73,000				
	Softball Field Lighting	G		250,000			
	Augusta Savage Friendship Park (Tot Lot)						
6300	<u>ASF Park Phase I - (FRDAP 100%)</u>	FRDAP		50,000			
	<u>ASF Park Phase II - (FRDAP 100%)</u>	FRDAP					50,000
6300	Governors Creek Boat Ramp (\$300K LD;\$100K FB)	LD/TR	400,000				
6300	Miscellaneous Park Expansion & Improvements	G		500,000	1,000,000		
	Equipment						
6400	Replace #621 - 2010, Scag Mower, 61 in.	R	13,000				
6400	Small Equipment, Weed Eaters, Blowers, Chain Saws	R	10,000	2,000	2,000	10,000	2,000
6400	Replace #623 - 2013 Scag Mower	R			13,500		
Total Expenditures & Other Uses			\$ 786,000	\$ 802,000	\$ 1,415,500	\$ 60,000	\$ 52,000

001 - 3072 PARKS

FY 2021/22 CIP PROJECT PRIORITY

RANK	ACCOUNT NUMBER	ACCOUNT NAME	FUNDING SOURCE	AMOUNT	BRIEF EXPLANATION
1	6400	Fencing around new playground	ST	25,000	Safety item for the kids on the play area. Electric improvements to remove overhead lines in the area.
2	6400	Replace # 621 - 2010, Scag Mower 61 in.	R	13,000	Replacing because it has reached its life expectancy
3	6400	Small Equipment, Weed eaters, Blowers, Chain Saw	R	10,000	Replacing several items that have reached their life expectancy.
4	6300	Large Flag Pole on the River in Spring Park	PD	15,000	Large Flag Pole in Spring Park
5	6300	Park Concession	PD	200,000	Build a concession in the pool area or in Spring Park
6	6300	VFH Park - CDBG Improvements	G	73,000	
7	6300	VFH Park Phase VI - (FRDAP 100%)	FRDAP	50,000	Improvements to include trails, playground, picnic tables and recreation
8	6300	Governors Creek Boat Ramp	LD/TR	400,000	
		TOTAL		\$ 786,000	

402-3033 WATER			FY 2021/22 THRU FY 2025/26 CAPITAL IMPROVEMENT PROGRAM				
ACCOUNT NUMBER	PROJECT	FUNDING SOURCE	21/22	22/23	23/24	24/25	25/26
	Revenues & Other Sources:						
3435551	Reimbursable	RE	30,000	30,000	30,000	30,000	40,000
3849993	Depreciation Reserve	DR					
	Revenue	R	115,000	60,000	30,000	30,000	40,000
3433540	Trust Fund/Reserves	TF					
3910000	Transfers from Retained Earnings	TR					
3849994	Loan (To be Secured) - SRF	L	1,750,000	1,750,000	700,000	900,000	300,000
Total Revenues & Other Sources			\$ 1,895,000	\$ 1,840,000	\$ 760,000	\$ 960,000	\$ 380,000
	Expenditures & Other Uses:						
6200	CUP Planning: Reynolds development could affect timing. Requirement by SJRWMD to conduct water system modeling could affect cost. - Expires 2024	R		50,000			
6391	Loop Energy Cove Court (will let development of parcel or Master Plan drive easement obtainment) (\$10K)	R					
6393	Replace Valves	R	10,000	10,000	10,000	10,000	10,000
6394	Meter Replacement (Program Complete. Next Generation to follow)	R			20,000	20,000	30,000
6395	New Meters Install	RE	20,000	20,000	20,000	20,000	20,000
63xx	New Meter Reading Infrastructure & Software	R	75,000				

402-3033 WATER		FY 2021/22 THRU FY 2025/26 CAPITAL IMPROVEMENT PROGRAM					
ACCOUNT NUMBER	PROJECT	FUNDING SOURCE	21/22	22/23	23/24	24/25	25/26
	<u>Water Line Replacements/Upgrades</u>						
6396	Line Extensions	RE	10,000	10,000	10,000	10,000	20,000
	Water Main - Governors Creek (part of consolidated AWWTP) (\$360,000 beyond FY 26)	L					
	Magnolia Point Culdesacs 2" Water Main Upgrades. 17 culdesacs, 4/year, \$75,000.00 each.	L			300,000	300,000	300,000
6405	City-Wide Water Distribution System Upgrade: Elimination of AC water mains and other upgrades (\$6,620,000 beyond FY 25)	L					
6400	<u>Equipment/Vehicles</u>						
	Replace Truck #804-2009 F150 Pickup	R	30,000				

402-3033 WATER		FY 2021/22 THRU FY 2025/26 CAPITAL IMPROVEMENT PROGRAM					
ACCOUNT NUMBER	PROJECT	FUNDING SOURCE	21/22	22/23	23/24	24/25	25/26
6403	Treatment Plants						
	Bonaventure Water Plant (new facility to improve pressure/flow to Magnolia Point)	L	1,750,000	1,750,000			
	HRWTP GST #3 Design & Construction Timing still under consideration and could change	L			400,000	600,000	
	Reynolds Plant upgrade - One (1) - 16" well Design & Construction Reynolds development could change timing. (\$1,830,000 beyond FY 26)	L					
	Reynolds High Service Pump Improvements Reynolds development could change timing. (\$650,000 beyond FY 26)	L					
	ReyWTP GST #3 Reynolds development could change timing. (\$1,000,000 beyond FY 26)	L					
	ReyWTP & HRWTP Ground Storage Tank Rehabilitation Placeholder - pending engineering evaluation FY 23	TF					
Total Expenditures & Other Uses			\$ 1,895,000	\$ 1,840,000	\$ 760,000	\$ 960,000	\$ 380,000

402 - 3033 WATER			FY 2021/22 CIP PROJECT PRIORITY		
RANK	ACCOUNT NUMBER	ACCOUNT NAME	FUNDING SOURCE	AMOUNT	BRIEF EXPLANATION
1	6403	Bonaventure Water Plant (new facility to improve pressure/flow to Magnolia Point)	L	1,750,000	Boost water pressure in Mag Point and Eliminate \$100,000 per year cost to CCUA
2	6400	Replace Truck #804 - 2009 F150	R	30,000	
3	6393	Replace Valves	R	10,000	As needed - system wide
4	6395	New Meters Install	RE	20,000	To service new customers - reimbursable
5	6396	Line Extensions	RE	10,000	To service new customers - reimbursable
6	63xx	New Meter Reading Infrastructure & Software	R	75,000	
		TOTAL		\$ 1,895,000	

403-3035 WASTEWATER			FY 2021/22 THRU FY 2025/26 CAPITAL IMPROVEMENT PROGRAM				
ACCOUNT NUMBER	PROJECT	FUNDING SOURCE	21/22	22/23	23/24	24/25	25/26
	<u>Revenues & Other Sources:</u>						
3435551	Reimbursable	RE	20,000	20,000	20,000	20,000	20,000
	Revenue	R	575,000	440,000	320,000	330,000	340,000
3849994	Loan - AWWTP	L	13,500,000	925,000	2,926,875	642,155	101,250
3849993	Depreciation Reserve	DR					
	Trust Fund/Reserves	TF	103,864				
	Grant - FEMA/HMGP	G	256,136				
Total Revenues & Other Sources			\$ 14,455,000	\$ 1,385,000	\$ 3,266,875	\$ 992,155	\$ 461,250
	<u>Expenditures & Other Uses:</u>						
6200	HRWWTP Equipment Buildings stop-gap repairs only as needed	R	25,000				
	Improvements other than Buildings:						
6300	Structural R & R - stop-gap repairs only as needed	R	25,000	25,000			
	WW Collection System						
6301	Line Extensions (reimbursable)	RE	20,000	20,000	20,000	20,000	20,000
6302	Lift Station Rehab (Re-pipe 3 per year)	R	200,000	200,000	200,000	200,000	200,000
6304	Manhole Rehab (120 locations per SSES)	R	30,000	30,000	30,000	30,000	30,000
	Rehab Sewer Lines (Routine)						
6317	Rehab sewer Lines -- Routine	R	30,000	40,000	40,000	40,000	50,000

403-3035 WASTEWATER		FY 2021/22 THRU FY 2025/26 CAPITAL IMPROVEMENT PROGRAM					
ACCOUNT NUMBER	PROJECT	FUNDING SOURCE	21/22	22/23	23/24	24/25	25/26
6317	Rehab Sewer Lines (AWWTP) Updated per SSES. Decision as to project by project or major initiative						
	Rehab 1,125 LF 18" VC Sewer Line (\$151,875)	L/G			151,875		
	Rehab 600 LF 18" VC Sewer Line (\$100,000) Houston Trunk	R	100,000				
	Rehab 660 LF 15" VC Sewer Line (\$71,280)	L/G				71,280	
	Rehab 750 LF 12" VC Sewer Line (\$70,875)	L/G				70,875	
	Rehab 250 LF 12" VC Sewer Line (\$101,250)	L/G					101,250
	Rehab 650 LF 10" VC Sewer Line (\$60,750)	L/G					
	Rehab 900 LF 10" VC Sewer Line (\$303,750)	L/G					
	Rehab (pipe burst) 1,300 LF 10" VC Sewer Line (\$175,000)	L/G					
	Rehab 24,200 LF 8" VC Sewer Line (\$1,306,800)	L/G					
	Rehab 7,500 LF 8" VC Sewer Line to SWWTP<--Not part of SSES (\$405,000)	L/G					
	Point Repairs (30 locations per SSES/various sz) (\$607,500)	L/G					
	Scioto Court Gravity Replacement	TF					
63xx	New Meter Reading Infrastructure & Software	R	75,000				
	Equipment -- Plant & Lift Station Repair						
6400	Small Equipment (Plants, Line Maintenance)	R	50,000	50,000	50,000	60,000	60,000
6401	Equipment/Vehicles						
	Replace Truck #952-2006 Ford F150	R		45,000			
	Replace Truck #955-2006 Ford F150	R	40,000				
	Skid Steer for HRWWTF Vac-Con Pad	R		50,000			

403-3035 WASTEWATER		FY 2021/22 THRU FY 2025/26 CAPITAL IMPROVEMENT PROGRAM					
ACCOUNT NUMBER	PROJECT	FUNDING SOURCE	21/22	22/23	23/24	24/25	25/26
6500	TREATMENT PLANTS & LIFT STATIONS						
	Consolidated Advanced WW Treatment Plant (AWWTP)						
	Consolidated AWWTP Engineering, Design, and Permitting - Eng. Services for Sewer Rehab TBD (For Collection system above (6317)) Timing could change if part of Phase III AWWTF (New force main from LS#2 and decommissioning South WWTF)	L/G				500,000	
	Phase II Consolidated AWWTP Construction and Construction Management (AWT Improvements)	L/G	13,500,000				
	Phase III Consolidated AWWTP Construction and Construction Management (SWWTF Decommissioning and PS 2/4 16" FM)	L/G		925,000	2,775,000		
6305	HMGP 4337-215-R, Utility Mitigation/Generator, Lift Station #6. Project Cost \$107,500, Grant \$80,500, Budget \$27,000 (Carryover)	TF/G	30,000				
6305	HMGP 4337-217-R, Generators, 17 Lift Stations, Project Cost \$876,425, Grant \$537,018.75, Budget \$339,406.25 (Carryover)	TF/G	100,000				
6305	HMGP 4337-218-R, Utility Mitigation/Generator, Lift Station #18. Project Cost \$44,950, Grant \$33,712.50, Budget \$11,237.50 (Potential scope and price change (eliminating pump station))	TF/G	200,000				
6305	HMGP 4337-294-R, Utility Mitigation/Generator, Lift Station #3. Project Cost \$150,150, Grant \$112,096, Budget \$38,054 (Carryover)	TF/G	30,000				
Total Expenditures & Other Uses			\$ 14,455,000	\$ 1,385,000	\$ 3,266,875	\$ 992,155	\$ 461,250

403 - 3035 WASTEWATER			FY 2021/22 CIP PROJECT PRIORITY		
RANK	ACCOUNT NUMBER	ACCOUNT NAME	FUNDING SOURCE	AMOUNT	BRIEF EXPLANATION
1	6500	Phase II Consolidated AWWTP Construction and Construction Management (AWT Improvements)	L/G	13,500,000	
2	6305	HMGP 4337-215-R, Utility Mitigation/Generator, Lift Station #6. Project Cost \$107,500, Grant \$80,500, Budget \$27,000 (Carryover)	TF/G	30,000	
3	6305	HMGP 4337-217-R, Generators, 17 Lift Stations, Project Cost \$876,425, Grant \$537,018.75, Budget \$339,406.25 (Carryover)	TF/G	100,000	
4	6305	HMGP 4337-218-R, Utility Mitigation/Generator, Lift Station #18. Project Cost \$44,950, Grant \$33,712.50, Budget \$11,237.50 (Potential scope and price change (eliminating	TF/G	200,000	
5	6305	HMGP 4337-294-R, Utility Mitigation/Generator, Lift Station #3. Project Cost \$150,150, Grant \$112,096, Budget \$38,054 (Carryover)	TF/G	30,000	
6	6302	Lift Station Rehab	R	200,000	Replacing wet-well piping with stainless steel, 3 per year
7	6304	Manhole Rehab (120 locations per SSES)	R	30,000	
8	6317	Rehab sewer Lines -- Routine	R	30,000	
9	6317	Rehab 600 LF 18" VC Sewer Line (\$100,000) Houston Trunk	R	100,000	
10	6200	HRWWTP Equipment Buildings	R	25,000	
11	6300	Structural R & R	R	25,000	
12	6301	Line Extensions (reimbursable)	RE	20,000	
13	6400	Small Equipment (Plants, Line Maintenance)	R	50,000	
14	6401	Replace Truck #952-2006 Ford F150	R	40,000	
15	63xx	New Meter Reading Infrastructure & Software	R	75,000	
		TOTAL		\$ 14,455,000	

404 - 3034 SOLID WASTE		FY 2021/22 THRU FY 2025/26 CAPITAL IMPROVEMENT PROGRAM					
ACCOUNT NUMBER	PROJECT	FUNDING SOURCE	21/22	22/23	23/24	24/25	25/26
	<u>Revenues & Other Sources:</u>						
3895000	Depreciation Revenue	DR		330,000		180,000	350,000
3849994	Loan (To be Secured)	L					
3434300	Revenue	R					
Total Revenues & Other Sources			\$ -	\$ 330,000	\$ -	\$ 180,000	\$ 350,000
	<u>Expenditures & Other Uses:</u>						
6431	Equipment / Vehicles						
	Replace #702 2006 Claw Truck	DR		150,000			
	Replace #709 Recycle Truck 2018 Freightliner M210	DR				180,000	
	Replace #701 Garbage Truck 2017, Freightliner	DR		180,000			
	Replace #712 Garbage Truck 2021, Freightliner	DR					175,000
	Replace #713 - Garbage Truck 2021, Freightliner	DR					175,000
Total Expenditures & Other Uses			\$ -	\$ 330,000	\$ -	\$ 180,000	\$ 350,000

406 - 3036 STORMWATER

FY 2021/22 THRU FY 2025/26 CAPITAL IMPROVEMENT PROGRAM

ACCOUNT NUMBER	PROJECTS	FUNDING SOURCE	21/22	22/23	23/24	24/25	25/26
	<u>Revenues & Other Sources:</u>						
3431100	Stormwater Usage Fees	STWU	400,000	840,000	1,300,000	1,055,000	1,150,000
3699320	Grants (CDBG)	G	333,431				
3699301	Transfer in from General Fund (Depr Reserve)	TR					
3810000	Transfer in from Fund Balance	TR	335,000				
3xxxxxx	Loan (To be Secured)	L	380,000				
Total Revenues & Other Sources			\$ 1,448,431	\$ 840,000	\$ 1,300,000	\$ 1,055,000	\$ 1,150,000
	<u>Expenditures & Others Uses:</u>						
	<u>Stormwater</u>						
6307	Stormwater Improvements						
	Julia Street (Design FY 22, Construction FY 23)	STWU	50,000	750,000			
	St. Johns Ave. (Bayard St. - Park St. Imprv.)	STWU				50,000	
	Clay St. Storm Basin (Design FY 23, Const FY 24)	STWU		35,000	500,000		
	Ferris St. Storm Basin	STWU				275,000	
	Esplanade Ave. Stormwater (Design FY 23, Const FY 24)	STWU		20,000	200,000		
	Roberts St.	STWU				400,000	
	407 Highland Ave. (Design FY 24, Const FY 26)	STWU			100,000		700,000
	West St. Stormwater Rehab - Construction	STWU/G /TR	1,018,431				
	Oakridge Ave from North St to MLK	STWU				250,000	
	Property Purchases	STWU					50,000

406 - 3036 STORMWATER

FY 2021/22 THRU FY 2025/26 CAPITAL IMPROVEMENT PROGRAM

ACCOUNT NUMBER	PROJECTS	FUNDING SOURCE	21/22	22/23	23/24	24/25	25/26
	Vermont Ave S - Pipe Ditch	STWU				80,000	
	Magnolia Ave (Design FY 23, Const FY 24)	STWU		35,000	500,000		
	Walnut St and Vermont Ave (Design & Construction)	STWU					400,000
6431	Replacement of #200 2008 Vac-Con Truck	L	380,000				
Total Expenditures & Other Uses			\$ 1,448,431	\$ 840,000	\$ 1,300,000	\$ 1,055,000	\$ 1,150,000

406 - 3036 STORMWATER

FY 2021/22 CIP PROJECT PRIORITY

RANK	ACCOUNT NUMBER	ACCOUNT NAME	FUNDING SOURCE	AMOUNT	BRIEF EXPLANATION
1	6307	West St Stormwater rehab - Construction	STWU/G /TR	1,018,431	Reconstruction of the drainage basin on West St.
2	6307	Julia St Design of Drainage Basin Improvements	STWU	50,000	Design Julia St basin drainage
3	6431	Replace # 200 Vac-Con Truck	L	380,000	Replace # 200 - 2008 Vac-Con truck that has reached its life expectancy
		TOTAL		\$ 1,448,431	

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

CAPITAL IMPROVEMENTS ELEMENT**GOAL 8**

The City of Green Cove Springs shall ensure the orderly and efficient provision of the following public facilities to serve the needs of the present and future residents: roads, sanitary sewer, solid waste, drainage, potable water, and recreation/open space.

Objective 8.1

Public facilities shall be provided consistent with the adopted Five-Year Schedule of Capital Improvements to correct existing deficiencies, if any; to accommodate desired future growth; and to replace obsolete and worn-out facilities.

Policies

8.1.1 As part of the annual budgeting process, the City shall prepare a Five-Year Schedule of Capital Improvements, which shall be based on:

An inventory of capital improvements for public facilities needed to correct existing deficiencies, to correct projected future deficiencies, and to replace obsolete and worn-out facilities;

The estimated cost of the capital improvement;

The priority of the capital improvement, consistent with the criteria in Policy 8.1.3;

An estimate of funds available to finance the capital improvements.

8.1.2 A capital improvement in the context of the Comprehensive Plan and the Five-Year Schedule of Capital Improvements shall refer to a public expenditure for roads, sanitary sewer facilities, solid waste facilities, drainage facilities, potable water facilities, and recreation/open space facilities which: is needed to meet concurrency requirements, and requires an investment of \$25,000 or more for the construction, acquisition, or installation of facilities or for the acquisition of land.

8.1.3 The scheduling of capital improvements shall be predicated on the following criteria to ensure ranking of the improvements in the appropriate order of need:

Priority A

1. Capital improvements needed to protect public health and safety.

Priority B

1. Capital improvements needed to correct existing deficiencies.

2. Capital improvements needed to replace or repair obsolete or worn-out facilities in order to maintain adopted LOS standards.

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

Priority C

1. Capital improvements that will increase efficient use of existing public facilities where the economic benefit exceeds the economic costs of increasing the facility efficiency.
2. Capital improvements that will promote redevelopment and/or in-fill development.

Priority D

1. Capital improvements that represent a logical extension of public facilities to accommodate projected new development that is consistent with the Future Land Use Map.
2. Capital improvements needed to serve developments that were approved prior to the adoption of this Plan.

Priority E

1. Capital improvements that will further the plans of the St. Johns Water Management District and other state agencies that may provide public facilities within the City.

8.1.4 As part of the annual budgeting process, the City shall review the criteria used to prioritize capital improvements on the basis of consistency with local comprehensive planning activities, cost feasibility, effectiveness, and overall impact on the budget.

8.1.5 The City shall ensure that all proposed capital improvements are consistent with each of the goals, objectives, and policies in this Comprehensive Plan.

Objective 8.2

The City shall maintain a list of inefficient, worn-out, or obsolete public facilities.

Policies

8.2.1 City departments shall identify inefficient, worn-out, or obsolete public facilities that need to be replaced or improved in order to maintain the adopted LOS standards.

8.2.2 City departments shall prepare cost estimates for the replacement or improvement of the public facilities identified in Policy 8.2.1 and shall identify potential sources of financing, if any.

8.2.3 Consistent with Policy 8.1.1, the public facilities and cost estimates shall be included in the Five-Year Budgeting process.

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

Objective 8.3

The City shall use Level of Service (LOS) Standards to measure the adequacy of existing public facilities and to ensure that future development will be served with adequate public facilities.

8.3.1 The City shall require that public facilities shall meet or exceed the following Level of Service Standards:

<u>Public Facility</u>	<u>LOS Standard Traffic</u>
Principal Arterials	"D" peak hour traffic
Minor Arterials	D" peak hour traffic
Collector	"D" peak hour traffic
Local Road	"D" peak hour traffic

Sanitary Sewer 120 gallons per person per day;

Potable Water 150 gallons per person per day;

Solid Waste 8 pounds per capita per day;

Drainage

Minor Internal Facilities 10-year return period storm; 24-hour duration;

Storage basins 25-year return period storm for peak flow attenuation; 24-hour duration;

Major Drainage Facilities 100-year return period storm; 24-hour duration;

Water Quality

Treatment of stormwater runoff shall be required for all development, redevelopment and, when expansion occurs, in existing developed areas. The stormwater treatment system or systems can be project specific, serve sub-areas within the City or be a system to serve the entire City. Regardless of the area served and in accordance with Chapter 17-2562-330, F.A.C., the stormwater treatment systems must provide a level of treatment for the runoff from the first one (1) inch of rainfall for projects in drainage basins of 100 acres or more, or as an option for projects with drainage basins less than 100 acres, the first one-half (1/2) inch of runoff in order to meet receiving water quality standards of Chapter 17-62-302, Section 17-62-302.500, F.A.C.

Formatted: Indent: Left: 0", Tab stops: 0.75", Left + 3.19", Left + Not at 3.74"

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

Stormwater discharge facilities shall be designed so as to not lower receiving water quality or degrade the receiving water body below the minimum conditions necessary to assure the suitability of water for the designated use of its classification as established in Chapter 17-302, F.A.C. It is intended that all standards in these citations are to apply to all development and redevelopment and that any exemptions or exceptions in these citations, including project size thresholds, are not applicable. Infill residential development within improved residential areas or subdivisions existing prior to the adoption of this comprehensive plan, must ensure that its post-development stormwater runoff will not contribute pollutants which will cause the runoff from the entire improved area or subdivision to degrade receiving water bodies and their water quality as stated above.

Water Quantity Post-development runoff rates from the site shall not exceed peak pre-development runoff rates.

Drainage Water Quality

~~Minor Internal Facilities — 10-year return period storm; 24-hour duration~~

~~Storage Basins — 25-year return period storm for peak flow-~~

~~Minimum Floor Elevations — attenuation; 24-hour duration~~

~~Major Drainage Facilities 100-year return period storm 24-hour duration-~~

~~Treatment of stormwater runoff shall be required for all development, redevelopment and, when expansion occurs, existing developed areas. The stormwater treatment system or systems can be project specific, serve sub-areas within the City or be a system to serve the entire City. Regardless of the area served and in accordance with Chapter 17-25, F.A.C., the stormwater treatment systems must provide a level of treatment for the runoff from the first one (1) inch of rainfall for projects in drainage basins of 100 acres or more, or as an option for projects with drainage basins less than 100 acres, the first one half (1/2) inch of runoff in order to meet receiving water quality standards of Chapter 17-302, Section 17-302.500, F.A.C. Stormwater discharge facilities shall be designed so as to not lower receiving water quality or degrade the receiving water body below the minimum conditions necessary to assure the suitability of water for the designated use of its classification as established in Chapter 17-302, F.A.C.~~

Formatted: Indent: Left: 1.63", Hanging: 2.12"

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

~~It is intended that all standards in these citations are to apply to all development and redevelopment and that any exemptions or exceptions in these citations, including project size thresholds, are not applicable.~~

~~Infill residential development within improved residential areas or subdivisions existing prior to the adoption of this comprehensive plan, must ensure that its post-development stormwater runoff will not contribute pollutants which will cause the runoff from the entire improved area or sub-division to degrade receiving water bodies and their water quality as stated above.~~

~~Potable Water 150 gallons per person per day~~

~~Water Quantity Post development runoff from the site shall not exceed peak pre-development runoff rates.~~

Recreation/Open Space

~~The Level of Service (LOS) standard for recreation shall be as follows:~~

~~(a) Generally, the LOS standard is 5 acres per 1,000 population for Neighborhood / Pocket Parks and 2 acres per 1,000 population for Community Parks. All residences should be within a quarter mile of a neighborhood or pocket park and a half mile of a Community Park.~~

~~(b) Private / Gated Neighborhoods. Private / Gated neighborhoods shall provide within their community recreational facilities and open space meeting the LOS standard. Developers of such neighborhoods shall also pay a park dedication fee of \$400 per unit based on the community's anticipated use of public facilities.~~

~~5 acres per 1,000 population, for land designated as~~

~~Recreation on the Future Land Use Map with type of facilities at each park based on the adopted Master Recreation Plan.~~

Formatted: Indent: Left: 3.31", Tab stops: 3.31", Left

Commented [MPD4]: This section should be moved to the CIP 8.3.1

Public School Facilities	Elementary Schools	110 percent of capacity*
	Middle Schools	110 percent of capacity*
	High Schools	110 percent of capacity*

*School Capacity shall be determined by the lesser of FISH Capacity or core capacity.

- 8.3.2** The City shall annually review the adopted Level of Service Standards to determine their adequacy to meet public needs and to determine cost feasibility and budget implications.

Objective 8.4

The City shall require that developers provide and pay for all public facilities at the adopted level of service needed by the development, except where there is sufficient capacity or where the needed facilities are included in the Five-Year Schedule of Capital Improvements.

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

Policies

- 8.4.1** The City shall require the performance bonding of project-related utility or traffic circulation improvements necessary to accommodate the development.
- 8.4.2** Annually, the City shall review the potential use of impact fees as a means to assess new developments for needed public facilities.

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

8.4.3 The City shall continue to require mandatory dedications as a condition of plat approval.

Objective 8.5

The City shall manage the land development process to ensure the provision of needed capital improvements for development orders that were issued prior to the adoption of the Comprehensive Plan and for future development and redevelopment projects.

Policies

8.5.1 The City shall require that new development or redevelopment projects meet the established Level of Service Standards.

8.5.2 The City shall provide public facilities at the adopted Level of Service Standards to serve developments that have been issued development orders prior to the adoption of the Comprehensive Plan consistent with Policy 8.1.3.

Objective 8.6

The City shall manage its fiscal resources to ensure the provision of needed capital improvements for development orders that were issued prior to the adoption of the Comprehensive Plan and for future development and redevelopment projects.

Policies

8.6.1 The City shall limit outstanding indebtedness for capital facilities to ten (10) percent of the assessed property value, except in the case of natural disaster as determined by the City Council.

8.6.2 There shall be no limitation placed on the use of revenue bonds as a percentage of the total debt of the City.

8.6.3 The City shall adopt a capital budget as part of the annual budgeting process to schedule capital facility construction.

8.6.4 Annually as part of the budgetary process, the Finance Director shall prepare estimates of existing and potential revenue sources.

Objective 8.7

The City shall maintain the Concurrency Management System.

Policies

8.7.1 The City shall maintain provisions in the land development regulations for concurrency to ensure that public facilities are provided to serve future development and redevelopment projects concurrent with the impacts of such development the following criteria shall be used in the Concurrency Management System to determine when concurrency has been satisfied.

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

8.7.2 The following criteria shall be used in the Concurrency Management System to determine when concurrency has been satisfied:

Category 1

1. The necessary facilities and services are in place at the time a development permit is issued; or
2. A development permit is issued subject to the conditions that the necessary facilities and services will be in place ~~when prior to~~ the impacts of ~~the~~ development occur; or;
3. The necessary facilities are under construction when a permit is issued; or
4. The necessary facilities and services are guaranteed in an enforceable development agreement that includes the provisions of 1, 2, and 3 above.

Category 2

1. The necessary facilities and services are subject to a binding executed contract which provides for commencement of construction or provision of the required facilities and services within one year of the issuance of the development permit; or
2. The necessary facilities and services are guaranteed in an enforceable development agreement that requires commencement of construction of the required facilities or provision of the required facilities and services within one year of the issuance of the development permit.

8.7.3 For potable water, water supply, sanitary sewer, solid waste, and drainage, concurrency shall be met if one of the Category 1 provisions, as listed in Policy 8.7.2, has been satisfied.

8.7.4 For recreation and parks, concurrency shall be met if one of the Category 1 or Category 2 provisions, as listed in Policy 8.7.2, has been satisfied.

8.7.5 For roads, concurrency shall be met if one of the Category 1 or Category 2 provisions, as listed in Policy 8.7.2, have been satisfied or if the road is scheduled for improvement prior to the beginning of the fourth year of the adopted Five-Year Schedule of Capital Improvements, provided that a plan amendment shall be required to eliminate, defer, or delay construction of said roadway listed in the Five-Year Schedule of Capital Improvements.

8.7.6 The City shall continue to monitor the remaining capacity and deficiencies of the public facilities addressed in the Capital Improvements Element.

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

- 8.7.7** As part of the preparation of the Five-Year Schedule of Capital Improvements, the City shall annually review the capacity or deficiency of the following public facilities: roads, sanitary sewer, solid waste, drainage, potable water, and parks and recreation. The annual review shall, at a minimum, analyze the following information for each facility:
- a. adopted level of service standard;
 - b. existing deficiency or capacity;
 - c. reserved capacity for approved but unbuilt development;
 - d. improvements to be made by all approved developments; and
 - e. improvements to be made by the City or any other governmental agency.
- 8.7.8** A concurrency certificate shall be required prior to the issuance of any final development order or final development permit. Final development orders and permits shall contain a specific plan for development including the densities and intensities of development.
- 8.7.9** The City may approve developments in phases or stages.
- 8.7.10** No development order shall be issued within those areas of the City as defined below where public facilities do not meet the adopted level of service standards:
- a. Roads, area of impact pursuant to the requirements set forth in Florida Statutes 163.3180 (h);
 - b. Sanitary sewer, treatment plant service area;
 - c. Solid waste, city-wide;
 - d. Drainage, drainage sub-basin;
 - e. Potable water, treatment plant service area; and
 - f. Parks and recreation, city-wide.
 - g. Public School, Concurrency Service Area
- 8.7.11** If a development fails to meet a condition of approval of the concurrency application, no additional development orders, development permits, or certificates of occupancy may be issued for the development, until such time as the conditions of concurrency approval have been fully satisfied.

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

8.7.12 If any concurrency requirement as stipulated in Policies 8.7.3 through 8.7.5 can not be satisfied, the developer may take the following corrective actions:

- (1) Provide the necessary improvements to maintain the adopted level of service; or
- (2) Reduce the impact of the proposed project so that concurrency requirements can be met.

8.7.13 The determination of concurrency shall be determined by comparing available capacity of a facility to the demand created by the proposed project. Available public facility capacity that can be reserved on a first-come-first-serve basis shall be calculated by adding together the design capacity and the capacity of new facilities that will become available on or before the date of occupancy of the development, if any, and subtracting reserved capacity and used capacity.

8.7.14 All development shall be consistent with the terms and conditions of the development order or development permit for which a concurrency certificate was issued. Any proposed change from the development order or development permit shall cause the proposed change to be subject to concurrency review and issuance of a concurrency certificate if applicable.

8.7.15 If the developer decides to provide some or all of the needed facilities to satisfy the concurrency requirements, the concurrency application shall include appropriate plans for improvements, documentation that such improvements are designed to provide the capacity necessary to achieve or maintain the level of service, and recordable instruments guaranteeing the construction, consistent with the provisions of Policy 8.7.2, Category 1, 1-3.

8.7.16 The City shall provide level of service information as contained in the Comprehensive Plan to the public for all public facilities.

~~**8.7.17** If a road segment is deficient as of the date of application or inquiry, the developer may prepare a more detailed Highway Capacity Analysis. The analysis shall be consistent with the TIPS traffic analysis program prepared by the Florida Department of Transportation.~~

~~**8.7.18**~~**8.7.17** The City ~~may require additional studies or information~~ shall require a , such as a traffic study ~~for new and redevelopment pursuant to the City's Traffic Impact Analysis Guidelines. , from applicants in order for an accurate assessment to be conducted. Said requests shall be reasonable and made in writing to the applicant. Review and approval of proposed development may be postponed for a reasonable time to allow the applicant to comply with such requests.~~ If the applicant does not comply with such a request, the application shall be denied.

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

8.7.198.7.18 The City Manager or their designee shall prepare an assessment of project-related impacts and an assessment of public facility capacity. Based on these, the City Manager shall determine if available capacity for all public facilities exceeds project-related impacts and issue or deny the concurrency certificate accordingly.

8.7.208.7.19 The assessment of project-related impacts shall be based on the adopted level of service standards, the total number and type of dwelling units for residential development applications, and the type and intensity of use for non-residential development applications. The assessment may be based on any studies, measurements, or calculations prepared by the developer or upon professionally acceptable methods. The selected methodologies must be clearly described and the data sources must be clearly identified.

8.7.218.7.20 The assessment of public facility capacity shall, at a minimum, include the following types of information for each public facility:

- (1) Design capacity;
- (2) Improvement capacity of new facilities that will become available on or before the date of occupancy of the development, if any;
- (3) Used capacity;
- (4) Reserve capacity; and
- (5) Available capacity.

8.7.228.7.21 The issuance of a concurrency certificate constitutes the issuance of reserve capacity, where applicable, as stipulated in the certificate.

8.7.238.7.22 The concurrency certificate shall be valid so long as the development conforms to time limitations that may be stipulated in the development order or permit.

69

165

PARKS DEPARTMENT
CAPITAL PROJECTS
FY 2010/2011 THROUGH FY2011/2012

001-3072 PARKS		FUND CODE	FY 2010/2011 PROPOSED BUDGET	FY 2011/2012 PROPOSED BUDGET	FY 2012/2013 PROPOSED BUDGET	FY 2013/2014 PROPOSED BUDGET	FY 2014/2015 PROPOSED BUDGET
	<u>Facilities - Spring Park- VFH- GUSTAFSON</u>						
6300	Replace playground Mulch (VFH & SP)	ST	20,000				
6300	Augusta Savage Bathroom	ST					30,000
6422	FCI- Gustafson Regional Park	G	3,208,400				
	<u>Sub Total Facilities</u>		3,278,400	-	-	-	30,000
	Total Expenditures & Other Uses		3,703,400	12,000	52,000	36,000	49,000

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

PUBLIC WORKS
CAPITAL PROJECTS
FY 2010/2011 THROUGH FY2014/2015

ACCOUNT NUMBER		PUBLIC WORKS		FUND CODE		FY 2010/2011 PROPOSED BUDGET	FY 2011/2012 PROPOSED BUDGET	FY 2012/2013 PROPOSED BUDGET	FY 2013/2014 PROPOSED BUDGET	FY 2014/2015 PROPOSED BUDGET
Revenues & Other Sources:										
3126000	Current Surtax		ST		159,300			37,700	45,100	35,500
3832104	Depreciation Reserve		DR		19,000		34,000	110,000	40,000	
3832101	Surtax Reserve		STR		292,000					
3832220	Grant Funds (Gov Off Eco Dev Tran Fund)		G		549,440					
3832102	Gas Tax Reserves		GTR		190,000		100,000			
	LOAN		L				2,780,000	343,000	800,000	80,000
	Total Revenue & Other Sources				1,209,740		2,914,000	490,700	885,100	115,500
Expenditures and Other Uses:										
6100	Purchase Melrose Parcel #017007		ST		7,500					
	Purchase Melrose/Roberts parcel		GTR		10,000					
6200	Buildings									
	Public Works Office Remodel		ST		110,000					
	New Restrooms & Breakroom		STR		80,000					
	Steel Equipment Storage Building		STR		160,000					
	Subtotal Buildings		-		350,000		-			
6202	Property Purchase-Tillinghast		STR		10,000					

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

PUBLIC WORKS
CAPITAL PROJECTS
FY 2010/2011 THROUGH FY2014/2015

001-3052	PUBLIC WORKS		FUND	FY 2010/2011	FY 2011/2012	FY 2012/2013	FY 2013/2014	FY 2014/2015
ACCOUNT NUMBER		CODE	PROPOSED BUDGET	PROPOSED BUDGET	PROPOSED BUDGET	PROPOSED BUDGET	PROPOSED BUDGET	PROPOSED BUDGET
6369	Tech Way Road	G	549,440					
6370	Street Paving							
	Resurfacing	GTR	90,000	100,000				
	Subtotal Street Paving		639,440	100,000	-	-	-	-
6400	Equipment - Phones System	DR	13,000	5,000	5,000	5,000	5,000	-
6411	Computer Upgrades	DR	2,000	1,000	1,000	1,000	1,000	
6431	Vehicles/Large Equipment							
	Mini Excavator	GTR	60,000					
	Replace #275 2004 Dodge Pickup F250	DR		24,000				
	Replace #276 1996 Ford 12 YD Dump Truck	DR			100,000			
	Replace #274 2005 Ford Pickup F350	DR					30,000	
	Replace 2002 JD Backhoe	L						80,000
	Subtotal Vehicles/Large Equipment		40,000	24,000	100,000	30,000	80,000	

**WASTEWATER DEPARTMENT
CAPITAL PROJECTS
FY 2010/2011 THROUGH FY 2014/2015**

403-3035 ACCOUNT NUMBER	WASTEWATER DEPT	8003 QNTY	FY 2010/2011 PROPOSED BUDGET	FY 2011/2012 PROPOSED BUDGET	FY 2012/2013 PROPOSED BUDGET	FY 2013/2014 PROPOSED BUDGET	FY 2014/2015 PROPOSED BUDGET
6301	Line Extensions- Reimbursable	R	10,000	10,000	10,000	10,000	10,000
6302	Lift Stations:						
	Lift Station at Walburg & RR	L		250,000			
	Force Main Walburg to Palmetto & Gum	L		110,000			
	LS 12 Enterprise Way - Upgrade Controls	L		20,000			
	LS 20 JP Hall Park/Tamko - Upgrade Controls	L		20,000			
	LS 24 Reynolds/Pegasus - Upgrade Controls	L		20,000			
	Two spare TCUs for Lift Stations	R	4,500	4,500			
	Subtotal Lift Stations		4,500	424,500	-	-	-
6304	Manhole Rehab	R	7,500	15,000	15,000	15,000	15,000
6397	Rehab Sewer Lines/ SWWT Blowers						
	Rehab 971 LF 18" VC Sewer Line @ \$112.50	L		110,000			
	Rehab 1,235 LF 15" VC Sewer Line @ \$102.25	L			126,500		
	Rehab 2,089 LF 12" VC Sewer Line	L				198,500	
	Rehab 15,650 LF 10" VC Sewer Line	L					1,040,000
	Rehab 73,960 LF 8" VC Sewer Line	L					6,397,540
	Repair LS #2 Force Main to HRWWTP	L			130,000		
	Install new PM from LS#3 to SPRING ST	L		200,000			
	Install Reuse WM f/SWWTP to US 17	L				200,000	
	Subtotal Rehab Sewer Lines		-	310,000	256,500	398,500	7,437,540

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

PARKS DEPARTMENT
CAPITAL PROJECTS
FY 2010/2011 THROUGH FY2014/2015

001-3072 PARKS		ACCOUNT NUMBER		FUND CODE	FY 2010/2011 PROPOSED BUDGET	FY 2011/2012 PROPOSED BUDGET	FY 2012/2013 PROPOSED BUDGET	FY 2013/2014 PROPOSED BUDGET	FY 2014/2015 PROPOSED BUDGET
		Revenues & Other Sources:							
3832104	Depreciation Reserve			DR		12,000	52,000	36,000	12,000
3832101	Surtax			ST	132,500				
	Grants			G	3,545,900				
	GAS TAX RESERVE			GTR	25,000				
	Total Revenue & Other Sources				3,703,400	12,000	52,000	36,000	12,000
		Expenditures and Other Uses:							
		Equipment							
6400	Mowers					12,000	12,000	12,000	12,000
	Replace Vehicle #693 2001 Dodge PU			DR				24,000	
	Replace 2002 JD Tractor (#696)			DR			40,000		
	Replace Slope Mower #694(1983)Attachments			GTR	25,000				
	Subtotal Equipment				25,000	12,000	52,000	36,000	12,000
		Facilities - Spring Park- Gustafson							
6418	FRDAP (Phase VI) Spring Park			G	112,500				
	Multipurpose trails & deck (G=112500 ST=37500)			ST	37,500				
6425	FRDAP (Phase VII) Spring Park			G	112,500				
	Pavillion/ picnic area (G=112500 ST=37500)			ST	37,500				
6419	FRDAP (Phase VIII) Vera Francis Hall Park			G	112,500				
	(G=112500 ST=37500)			ST	37,500				

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

76

001-3052 PUBLIC WORKS							
ACCOUNT NUMBER		FUND CODE	FY 2010/2011 PROPOSED BUDGET	FY 2011/2012 PROPOSED BUDGET	FY 2012/2013 PROPOSED BUDGET	FY 2013/2014 PROPOSED BUDGET	FY 2014/2015 PROPOSED BUDGET
6219	Cove Subdivision Drainage Improvements	STR	42,000				
6300	Parking Lot Improvements Palmetto/Palmer	GTR	30,000				
6304	Pavement Marking	DR	4,000	4,000	4,000	4,000	
	Expenditures and Other Uses:						
6321	Stormwater Improvements						
	Martin Luther King Jr Blvd road improvmt	L		1,250,000			
	Magnolia Ave road improvmt	L		1,250,000			
	St Johns Ave road improvmt	L				100,000	
	Clay St Storm Basin	L				500,000	
	Ferris St Storm Basin	L			243,000		
	West St Storm Rehab	L			100,000	200,000	
	Storm Design Magnolia Avenue	L		100,000			
	Storm Design St Johns Avenue	L		80,000			
	Martin Luther King Jr Blvd Stormwater Imp	L		100,000			
	Subtotal Stormwater replacement		-	2,780,000	343,000	800,000	

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

**SOLID WASTE DEPARTMENT
CAPITAL PROJECTS
FY 2010/2011 THROUGH FY 2014/2015**

ACCOUNT NUMBER	CO FND	FY 2010/2011 PROPOSED BUDGET	FY 2011/2012 PROPOSED BUDGET	FY 2012/2013 PROPOSED BUDGET	FY 2013/2014 PROPOSED BUDGET	FY 2014/2015 PROPOSED BUDGET
Revenues & Other Sources:						
3895000 Depreciation Reserve	DR	67,341				
LOAN	L	158,659	47,000	150,000		
Total Revenue & Other Sources:		226,000	47,000	150,000	0	0
Expenditures and Other Uses:						
6400 Equipment:						
Vehicles:						
Replace #704 2007 Ford Garbage Truck	DR	113,000				
Replace #705 2007 Ford Garbage Truck (L=45639, DR=67341)	DR	113,000				
Replace #702 2006 Ford Claw Truck	L		94,000			
Replace #719 Recycle Truck	L			150,000		
Total Expenditures and Other Uses:		226,000	94,000	150,000	0	0

EAR BASED AMENDMENTS – ADOPTED 08/02/2011

WASTEWATER DEPARTMENT
CAPITAL PROJECTS
FY 2010/2011 THROUGH FY 2014/2015

403-3035	WASTEWATER DEPT	FUND	FY 2010/2011 PROPOSED BUDGET	FY 2011/2012 PROPOSED BUDGET	FY 2012/2013 PROPOSED BUDGET	FY 2013/2014 PROPOSED BUDGET	FY 2014/2015 PROPOSED BUDGET
ACCOUNT NUMBER							
	<u>Expenditures and Other Uses:</u>						
6400	Small Equipment						
	Pumps, Saws etc	R	5,000	5,000	5,000	5,000	5,000
	4" Portable Sewage Pump	R	15,000				
	Portable Generator	R		30,000			
	<u>SubTotal Small Equipment</u>		20,000	35,000	5,000	5,000	5,000
6411	Computer Upgrade	R	2,000				
	<u>Subtotal Computer Upgrades</u>		2,000				
6431	Vehicles:						
	Replace #954 2004 1/2 ton PU	DR		25,000			
	Replace #955 2006 1/2 ton PU	R				25,000	
	Replace #965 2005 F450 Service Utility Truck	R				40,000	
	<u>Subtotal Vehicles</u>		-	25,000	-	65,000	-
	<u>Total Expenditures and Other Uses:</u>		101,500	5,661,500	643,000	16,493,500	7,467,540

**WASTEWATER DEPARTMENT
CAPITAL PROJECTS
FY 2010/2011 THROUGH FY 2014/2015**

403-3035 ACCOUNT NUMBER	WASTEWATER DEPT	FY 2010/2011 PROPOSED BUDGET	FY 2011/2012 PROPOSED BUDGET	FY 2012/2013 PROPOSED BUDGET	FY 2013/2014 PROPOSED BUDGET	FY 2014/2015 PROPOSED BUDGET
	Revenues & Other Sources:					
3893202	CBIR Grant (No Match)		250,000			
3849993	Depreciation Reserve		25,000			
	CDBG		644,000			
	Revenue	R	101,500	70,000	95,000	30,000
	LOAN (USDA)	L				
	GRANT (USDA)	G	3,306,000			
	LOAN	L				
			1,372,000	593,000	16,398,500	7,437,540
	Total Revenue & Other Sources:		5,661,500	663,000	16,493,500	7,467,540
6100	PURCHASE MELROSE PARCEL #017007	R	7,500			
6200	REMODEL HRWTP LAB BLDG	R	-	40,000		
	DECHLOR BUILDING	R	30,000			
6300	Improvements other than buildings:					
	SWWTP EXPANSION - PLANNING	R		42,000		
	- DESIGN	L		600,000		
	- CONSTRUCTION	L			16,000,000	
	Sludge Dewatering - Equip at HRWTP	L/G				
	Sludge Dewatering - Equip -SWWTP	L		256,500		
	Force Main - Governors Creek	L		80,000		
	SWWTP / IMG	L/G				
			3,900,000			
	SWWTP DRYING BED REHAB	R	5,000			
	HR Chlor Contact tank Rehab	R	15,000			
	Subtotal Improvements		20,000	336,500	16,000,000	

ECONOMIC DEVELOPMENT ELEMENT



GOAL 9.

THE CITY SHALL EXPAND THE ECONOMIC BASE BY PROMOTING A DIVERSIFIED ECONOMY THAT REFLECTS THE CITY'S GEOGRAPHIC LOCATION, TRANSPORTATION, PUBLIC FACILITIES, AND NATURAL RESOURCES.

OBJECTIVE 9.1. DEVELOP ECONOMIC DEVELOPMENT STRATEGY

The City shall develop an economic development strategy for the City.

Policy 9.1.1. Develop complete list of community assets including “shovel ready” sites and existing commercial/industrial properties.

Policy 9.1.2. Utilize the city’s website for economic development education, outreach and attraction efforts.

Policy 9.1.3. Promote a business-friendly environment throughout the City.

Policy 9.1.4. Hold an Economic Development Summit in the City with local and regional business leaders, community leaders, non-profit organizations, and elected officials to engage community in the economic development process.

Policy 9.1.5. Coordinate infrastructure and CIP projects with economic development initiatives for seamless integration of major projects.

Policy 9.1.6. Seek opportunities to coordinate through JAXUSA and Clay County Economic Development Corporation (EDC) for grants and

funding opportunities; from agencies such as the Economic Development Administration (EDA) and USDA Rural Development Economic Development Initiatives.

Policy 9.1.7. Continue collaboration through the Clay County EDC and the Clay County Chamber of Commerce with Florida Chamber of Commerce and Enterprise Florida Inc for sector strategy development, regional incentive updates and statewide attraction and site selection programs

Policy 9.1.8. Continue to coordinate efforts with Northeast Florida Planning Council Comprehensive Economic Development Strategy (CEDS).

Policy 9.1.9. Engage and cultivate First Coast Manufacturing Association to develop global competitive presence and international industry investment.

OBJECTIVE 9.2. ENHANCE CONNECTIVITY

The City shall enhance connectivity and transportation projects to attract commercial/industrial business and create jobs.

Policy 9.2.1. Support JAXPort Foreign Trade Zone and Enterprise Zone initiatives.

Policy 9.2.2. Continue to support ClayPort/Reynolds Park and Clay County EDC to market the port, consistent with the Mixed-Use

Reynolds Park (MURP) policies included in the Future Land Use Element.

Policy 9.2.3. Collaborate with the North Florida TPO for potential funding and support programs.

OBJECTIVE 9.3. IMPLEMENT GREEN COVE SPRINGS REDEVELOPMENT PLAN

Implement key elements of the Green Cove Springs Redevelopment Plan. The Plan includes an activation plan to incorporate the Riverfront, Spring Park, Walnut Street, and the Historical Triangle as a destination.

Policy 9.3.1. Engage the community through outreach efforts to work with City officials and staff as a community-wide Action Plan.

Policy 9.3.2. Develop an eco-tourism/historical focus as a key component of City's Redevelopment Plan.

Policy 9.3.3. Conduct brand identity, marketing strategy and development strategy in conjunction with Clay County Tourism Department.

Policy 9.3.4. Design and protect river and environmental resources to support commerce and eco-tourism industry.

Policy 9.3.5. Continue to maintain exceptional recreational facilities along the river including Spring Park and parks throughout the City.

Policy 9.3.6. Encourage cooperative programs with Clay County Tourism, Tourism Development Council, Clay County Chamber of Commerce to market and promote Green Cove Springs as a tourist destination.

OBJECTIVE 9.4. PROMOTE QUALITY OF LIFE

The City shall promote and market quality of life amenities like parks, cultural arts and historic charm.

Policy 9.4.1. Incorporate the Green Cove Springs Redevelopment Plan, included in Objective 1.3, to include utilizing open space, parks, trails and historic elements of the City.

Policy 9.4.2. Celebrate history and culture of the Green Cove Springs “story” to attract visitors, establish destination brand and promote local businesses.

Policy 9.4.3. Develop a historic preservation program with an emphasis on renovating streets, lighting, historic buildings and the “story” of the City.

Policy 9.4.4. Explore creating a Main Street Program to collaborate with the Green Cove

Springs Redevelopment Plan and other City initiatives.

Policy 9.4.5. Partner with the St. Johns River State College, the University of North Florida (UNF) and arts organizations to create a Public Art Program for the City.

Policy 9.4.6. Explore creating a Business Improvement District (BID) as a revenue option for the projects in the Green Cove Springs Redevelopment Plan.

Policy 9.4.7. Explore creating a Community Redevelopment Area (CRA) for the downtown area to provide an ongoing funding source for infrastructure and other needed improvements.

OBJECTIVE 9.5. COLLABORATE WITH STATE, REGIONAL, LOCAL PARTNERS

The City shall collaborate economic development efforts with state, regional and local partners to foster a system of enhanced communication and partnerships within the Northeast Florida region.

Policy 9.5.1. Continue to participate in regular meetings and workshops with representatives from local, regional and state economic development organizations to share information, challenges and trends.

Policy 9.5.2. Achieve a working relationship through a partnership with the Clay County Economic Development Corporation (EDC) and JAXUSA to provide a unified message through the region for a direct and indirect voice for economic development.

Policy 9.5.3. Remain involved and coordinate efforts with state and federal agencies like

Enterprise Florida, Inc (EFI), Clay County Economic Development Council (EDC) and Economic Development Administration (EDA) to ensure accurate and relevant information.

Policy 9.5.4. Engage St. Johns River State College, UNF, the Small Business Development Councils (SBDC) and JAXPORT to enhance partnerships.

Policy 9.5.5. In collaboration with the Clay County Chamber, promote the initiatives set forth in the Florida Chamber of Commerce's Florida 2030 Blueprint.

PRIVATE PROPERTY RIGHTS ELEMENT



GOAL 10.

THE CITY OF GREEN COVE SPRINGS SHALL CONSIDER AND RECOGNIZE THE CONSTITUTIONALLY PROTECTED PRIVATE PROPERTY RIGHTS OF ALL PROPERTY OWNERS AND CONSIDER SUCH RIGHTS IN LOCAL DECISION MAKING CONSISTENT WITH THE INTENT OF THE FLORIDA STATUTES, THE STATE COMPREHENSIVE PLAN, AND ALL OTHER APPLICABLE STATUTORY REQUIREMENTS.

OBJECTIVE 10.1. RECOGNITION OF PRIVATE PROPERTY RIGHTS

The City shall recognize that each property owner has constitutionally protected private property rights and shall consider these property rights in local decision making by referring to a set of statement of rights identified in this element.

Policy 10.1.1. The following rights shall be considered in local decision making:

- a. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
- b. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of
- c. any other person, subject to state law and local ordinances.
- c. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
- d. The right of a property owner to dispose of his or her property through sale or gift.

I. FUTURE LAND USE

[DRAFT 08/21]



Contents

I.	FUTURE LAND USE ELEMENT	I-1
A.	Introduction.....	I-1
	1. Purpose I-1	
	2. General History	I-1
B.	Land Use Data, Inventory, and Analysis	I-5
	1. Current Land Use Composition	I-5
	2. Projected Population.....	I-9
	3. Historic Resources	I-10
	4. Natural Resources	I-13
	5. Public Facilities & Services.....	I-13
	6. Community Character	I-15
C.	Future Land Use.....	I-21
	1. Future Land Use Categories	I-21
	2. Holding Capacity Analysis	I-26



List of Tables

Table I - 1. Existing Land Use Composition	I-5
Table I - 2. Population Estimates and Projections, 2010-2045	I-9
Table I - 3. Future Land Use Categories	I-21
Table I - 4. Future Land Use Categories and Residential Holding Capacity, 2020-2045	I-27

List of Maps

Map I - 1. Regional Context of Green Cove Springs, 2021	I-3
Map I - 2. Green Cove Springs City Boundary, 2021	I-4
Map I - 3. Existing Land Use Composition.....	I-8
Map I - 4. Historic Resources.....	I-11
Map I - 5. National Register Historic District.....	I-12
Map I - 6. Potential Annexation Areas.....	I-14
Map I - 7. Central Business District.....	I-16
Map I - 8. Future Land Use Map, 2045.....	I-25
Map I - 9. Future Land Use Classification of Vacant Parcels, 2045.....	I-28
Map I - 10. Future Land Use Classification of Underdeveloped Parcels, 2045	I-29

I. FUTURE LAND USE ELEMENT

A. INTRODUCTION

1. Purpose

The Future Land Use Element (FLUE) is intended to designate future land use (FLU) patterns that will best accommodate the projected population and development while minimizing adverse impacts on natural resources and maintaining essential public facilities and services.

The FLUE consists of an inventory and analysis of existing land use data and patterns, the projection of future land needs, objectives and policies as well as a land use map series. The Future Land Use Map (FLUM) and its associated policies will guide development in a 25-year planning horizon. Land development regulations and other tools will be used to implement the plan.

2. General History

Just 30 miles south of Jacksonville Florida and 40 miles northeast of St. Augustine, Green Cove Springs lines the middle bend of the St. Johns River. Originally inhabited by native aboriginals thousands of years ago, the City first began to take shape in 1816 when George I.F. Clarke established the area's first large-scale lumbering operation.

In the 1850s, the area was often referred to as White Sulfur Springs before being renamed to Green Cove Springs in 1866. 'Green' refers to the lush, green vegetation in the area and the natural spring in the City, while 'Cove' refers to the bend of the St. Johns River on which the City was established. Continuing the timber legacy of George Clarke, Green Cove Springs' economy was sustained and amplified by the live oak harvesting industry. Moreover, livestock and hunting activities were increasingly prevalent within the area during the in mid-1800s. However, the area's main attractor of early settlers and tourists was the area's warm springs, which quickly grew in popularity with both Florida residents and traveling northerners in late 19th century. As a testament to the area's early tourism industry, several historic full-service hotels from this era continue to line the St. Johns River.

Shortly after this period, a third industry grew into significance: dairy farming. Gustafson's Farm opened in 1908, eventually becoming one of the largest privately-owned dairies in the southeast region of the United States. In 2004, the operation was purchased by Southeast Milk and changes in consumer taste forced the company to close its centurion Green Cove Springs doors in 2013, which caused a significant loss of local jobs and revenue.

Dairy farming was not the only economic stronghold to suffer. The great winter freeze of 1894-1895 inspired railroad owner Henry Flagler to extend his tracks further south towards what is now known as the City of Miami. After Henry Flagler's Florida East Coast (FEC) Railway offered northern Americans access to south Florida locations, such as Palm Beach and Miami, tourism activity greatly declined within Green Cove Springs.

Even with the success of the Gustafson Farm, Green Cover Springs suffered greatly from the American Great Depression of the early 1930s. Fortunately, the military installations, Benjamin Lee Field (renamed Naval Air Station Green Cove Springs) and Camp Blanding, encouraged economic recovery towards the end of the 1930s. The Naval Air Station was purchased by the City after its

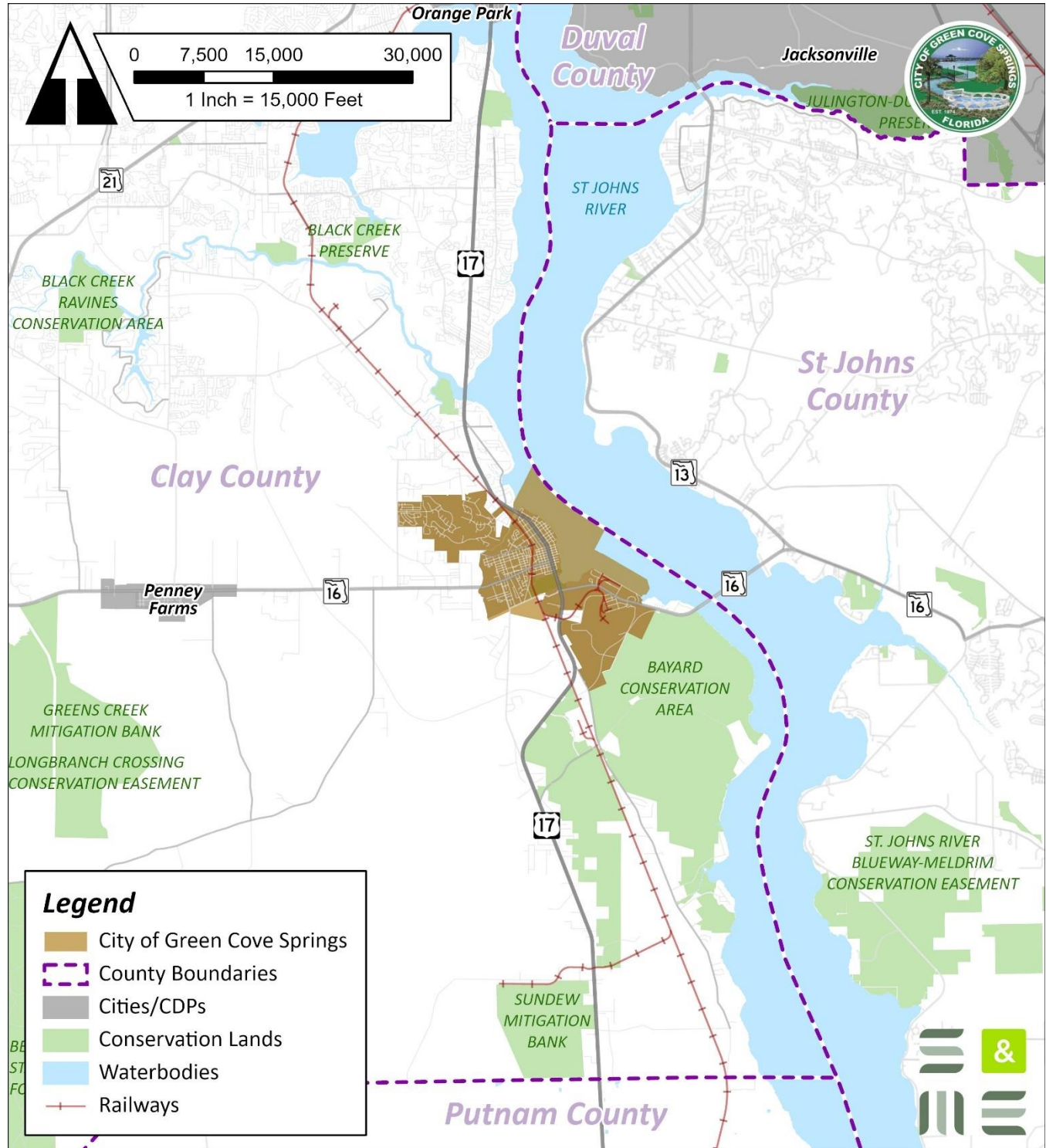
1961 decommission but was eventually sold to the Reynolds Metal Company for the construction of the Reynolds Industrial Park with hopes for substantial job creation. The Park remains an important part of the City's future growth. Today, the City of Green Cove Springs thrives as a historic North Florida community balancing a manufacturing, health care, and retail trade economy.

Green Cove Springs has served as the County Seat of Government for Clay County, Florida since 1871, preceding its incorporation as a town on November 2, 1874. Green Cove's last Comprehensive Plan update was in 2011. In 2010, the Census-recorded population was just under 7,000 residents and has grown nearly 16% through 2020. Activity and population increases are anticipated with the completion of the First Coast Expressway (Florida 23) - estimated to begin its final construction phase in 2023. Phase 2, which runs through Clay County, is currently under construction.

The First Coast Expressway will serve to connect the southwest quadrant of Jacksonville and I-10 to I-95 passing through the south side of Green Cove Springs. As shown in **Map I-1**, Green Cove Springs borders the St. Johns River, is directly south of central Jacksonville and north of central Palatka. The City's current boundaries are reflected in **Map 1-2**.

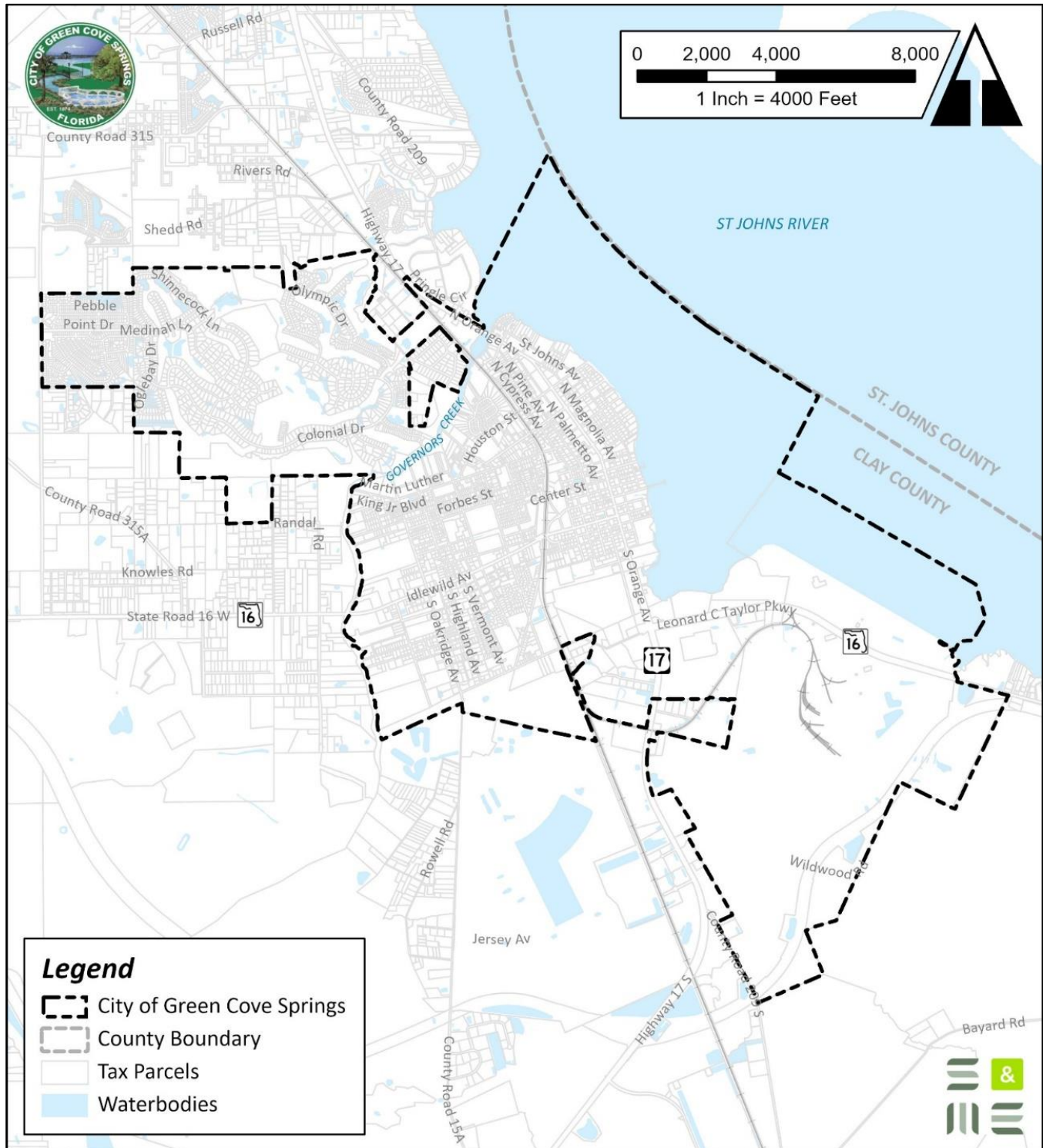


Map I - 1. Regional Context of Green Cove Springs, 2021



Sources: Florida Geographic Data Library (FGDL), Clay County, Clay County Property Appraiser, S&ME, 2021.

Map I - 2. Green Cove Springs City Boundary, 2021



Sources: City of Green Cove Springs, Clay County, Clay County Property Appraiser, S&ME, 2021.

B. LAND USE DATA, INVENTORY, AND ANALYSIS

This section describes the current conditions found in the City of Green Cove Springs. Through the preparation of the Comprehensive Plan update, the City of Green Cove Springs staff and community identified a number of challenges and opportunities that they desired to address in the Plan. This section also describes those challenges and provides recommendations for addressing them. The Goals, Objectives and Policies contain specific direction to implement the recommendations.

1. Current Land Use Composition

Table I-1 shows the acreage of land uses by category. This table and **Map I-3** show that the predominant use of land in the city is currently Industrial, covering about 35.2% of the City's total acreage—most of which can be traced back to Reynolds Park. The second most predominant land use is Low-Density Residential, covering approximately 21.5% of the Green Cove Springs' total land area. A brief description of each generalized land use category, along with their typical uses, is provided below.

Table I - 1. Existing Land Use Composition

Land Use Category	Acres	Percent of Total	Acres under Conservation	Percentage Conserved
Agricultural	18	0.4%	0	0.0%
Low-Density Residential	1,016	21.5%	14	0.3%
Medium-Density Residential	14	0.3%	0	0.0%
High-Density Residential	41	0.9%	0	0.0%
Commercial	86	1.8%	0	0.0%
Office/Professional	26	0.5%	0	0.0%
Industrial	1,666	35.2%	0	0.0%
Public/Institutional	599	12.7%	0	0.0%
Parks & Recreation	337	7.1%	37	0.8%
Utilities, Right-of-Way, Other	235	5.0%	0	0.0%
Vacant	695	14.7%	138	2.9%
Total	4,733	100.0%	189	4.0%

Sources: Clay County Property Appraiser (Tax Parcel Shapefile), S&ME, 2021.

a. Agricultural

There is only one site in the City designated as agriculture and it is currently used for timber. It is located on the west side of the City, south of SR 16.

b. Low Density Residential

The low-density residential land use category includes housing accommodations such as single-family detached dwellings and mobile home units. As shown in **Table I-1** and **Map I-3**, low density residential encompasses nearly one-fifth of the total land in the City. It is the

predominant use north of Governors Creek and mixed with other uses in the central portion of the City.

c. Medium Density Residential

The medium density residential land use category includes attached housing units such as duplexes, triplexes, and quadplexes. Medium residential uses are found in limited supply between US-16 (Idlewild Avenue) and Green Cove Avenue.

d. High Density Residential

This designation includes multi-story apartments or condominiums. As shown on **Map I-3**, high density residential occurs sporadically throughout the central part of the City.

e. Commercial

The commercial land use category accounts for less than two percent of the total land within the City and consists of a variety of retail and restaurant uses including, but not limited to, fast-food establishments, clothing stores, automobile service facilities, and similar uses. As shown on **Map I-3**, commercial uses are predominantly located along the US 17 corridor with a few scattered sites along Idlewild Avenue and the Leonard C. Taylor Parkway.

f. Office/Professional

This land use designation describes lands that contain professional offices including medical complexes, office buildings, doctor's offices, and may include structures that have been converted from single-family homes to offices. Office uses comprise a very small percentage of the City's total land area and are found along US-17 and SR 16, but also around the Clay County Courthouse and scattered throughout the downtown area.

g. Industrial

As noted in **Table I-1**, industrial uses encompass more than one third of the area of the City. These uses typically include manufacturing, assembly, processing, warehousing, wholesaling/distribution, heavy equipment repair, motor vehicle impoundment facilities, construction offices, and outdoor storage. In Green Cove Springs, the majority of the industrial land is in Reynolds Park with



only a few small, scattered sites in the southwest intersection of US-17 and the Leonard C. Taylor Parkway. Industrial activities in Reynolds Park include seafood processing, aviation technologies, railcar repair, pipe manufacturing and distribution, boat storage and manufacturing, and a private airport.

h. Public/Institutional

Public/Institutional uses consist of public, semi-public and private not-for-profit uses, such as civic and community centers, conservation areas, hospitals, libraries, police and fire stations, and government administration buildings, as well as churches, social service facilities, cemeteries, nursing homes, emergency shelters, and similar uses. Educational facilities are also included in this category. Compared to other jurisdictions,



the City of Green Cove Springs has a large percentage of publicly owned lands. Public lands are scattered throughout the City, with two large areas at the intersection of Green Cove Avenue and the railroad (vacant property owned by the City).

i. Parks & Recreation

The Parks and Recreation land use category is generally a subcategory of publicly owned land, but it also includes privately owned facilities such as golf courses. **Map I-3** shows the Magnolia Point golf course and City parks including Spring Park, Carl Pugh Park, Augusta Savage Friendship Park, and Vera Francis Hall Park.



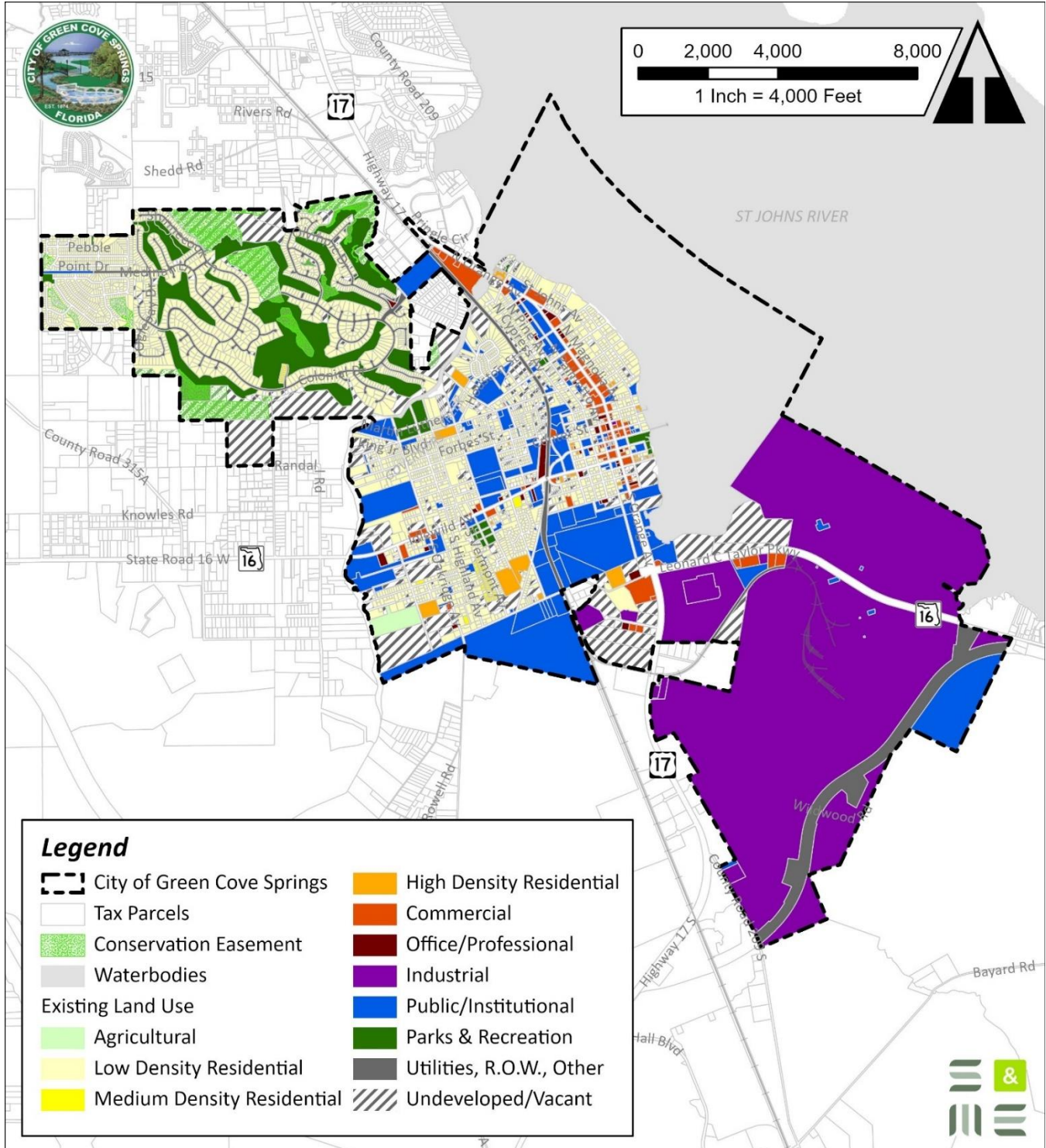
j. Utilities / Right-of-Way

The Utility, Right-of-Way, Other land use category contains infrastructure designed to accommodate the City's diverse residential and nonresidential uses. This designation includes uses such as utility boxes, stormwater retention/detention facilities, the railroad, and some roadway rights-of-way.

k. Vacant

The vacant classification refers to undeveloped or unimproved parcels and includes lots in subdivisions that have already been platted but are not developed. Vacant sites in Green Cove Springs include some large sites north and south of Magnolia Point and between Reynolds Park and downtown.

Map I - 3. Existing Land Use Composition



Sources: City of Green Cove Springs, Clay County, Clay County Property Appraiser, S&ME, 2021.

2. Projected Population

Future population growth is the driving force behind future facility needs and land requirements. The 2010 population for the City of Green Cove Springs totaled 6,908 residents. The Census Bureau just recently released updated population estimates for 2020 showing that the City population was 9,786 (1,732 more residents than previously estimated).

For comprehensive planning purposes, Chapter 163 of the Florida Statutes requires local governments to plan for the estimated permanent and seasonal population projections using the Office of Economic and Demographic Research (EDR) (also known as BEBR) projections or a "professionally acceptable methodology." Given that BEBR only publishes projections for counties, and they have not updated Clay County's projections to reflect the new 2020 population estimates, the City utilized a three-step approach. To determine the City's future population,

First, City population projections were derived using a step-down analysis was that utilized using Clay County's population projections retrieved from the University of Florida's Bureau of Economics & Business Research (BEBR) and . This form of analysis assumes that the City will maintain will have a proportionate share of the Clay County's projected growth (3.668%). This form of analysis assumes that the City will have a proportionate share of Clay County's projected growth (3.668%).

Second, the City identified the population growth rate for each 5-year increment assigned by BEBR to Clay County and applied that rate to the updated 2020 Census population figure.

Third, the City considered ~~However, there are~~ two major developments that will have an impact on the City's population projections: *St. Johns Landing* (an existing multi-family apartment complex featuring 392 units housing 962 residents) which is expected to be annexed into the City by 2025 and *Ayrshire*, a planned residential community that is expected to develop up to 2,100 units through 2040. Assuming that Ayrshire will: (1) develop incrementally over a period of 20 years, (2) produce all 2,100 of its permitted dwelling units, and (3) house approximately 2.454 persons per unit (U.S. Census Bureau, 2010), it is anticipated that 131 units (housing 321 residents) will be developed by 2025 and 656 additional units (housing 1,611 residents) will be produced every five years after that until the project is built out by 2040.

Based upon this methodology and set of assumptions, it is projected that the City will grow to ~~16,529~~18,768 residents by the 2045 planning horizon, as shown in **Table I-2**.

According to the most recently available housing data from the U.S. Census Bureau, the City currently possesses a negligible number of seasonal housing units. As a result, seasonal housing units (nor populations) were included in the projections.

Table I - 2. Population Estimates and Projections, 2010-2045

Year	Clay County	Green Cove Springs	
		Green Cove Springs Based on 2020 Estimates	Based on updated Census Data
2010	190,865	6,908	<u>6,908</u>

Year	Clay County	Green Cove Springs	
		<u>Green Cove Springs Based on 2020 Estimates</u>	<u>Based on updated Census Data</u>
2020	219,575 (<u>218,245</u>) ¹	8,054	<u>9,786</u>
2025	237,300	9,988	<u>11,859</u>
2030	252,400	12,152	<u>14,143</u>
2035	264,600	14,210	<u>16,297</u>
2040	274,800	16,195	<u>18,363</u>
2045	283,900	16,529	<u>18,768</u>

Note: ¹ 2020 population estimates released in August 2021.

Sources: City of Green Cove Springs, S&ME, University of Florida BEBR, 2021.

3. Historic Resources

The City of Green Cove Springs has a large number of historic resources and a historic district listed in the National Register of Historic Places. The district, bounded by Bay Street, the railroad tracks, Center Street, Orange Avenue, St. Elmo Street and the St. Johns River, was designated in 1991 and contains 63 contributing structures. Additionally, there are two individual structures listed in the National Register:

- Clay County Courthouse on Brabantio Avenue (added in 1975)
- St. Mary's Church on St. Johns Avenue (added in 1978)

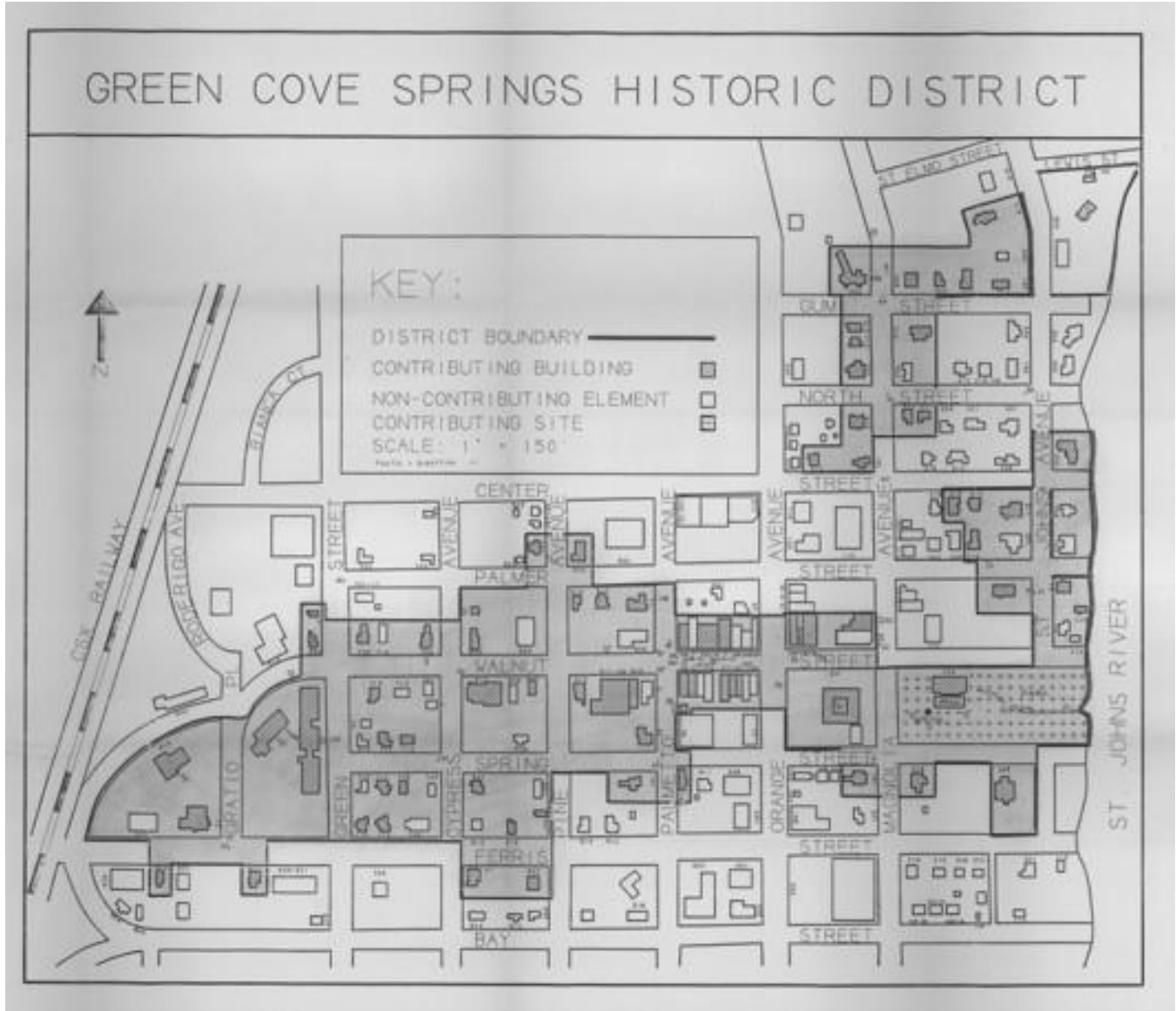
The City does not have a local register of historic structures or a historic preservation ordinance. Historic resources within the City are shown in **Map I-4**.



[illegible]

[DRAFT 08/21]

Map I - 5. National Register Historic District



4. Natural Resources

The ability of land to support development is a major determinant in land use patterns. The City of Green Cove Springs is located along the St Johns River and its coastal environment is one of the main points of attraction for the City. The following sections describe the natural environment within the City. [STAFF, PLEASE FILL IN THIS SECTION BASED ON THE CONSERVATION ELEMENT D&A]

a. Water Bodies, Wetlands, and Floodplains

[CITY STAFF TO COMPLETE]

b. Soils

[CITY STAFF TO COMPLETE]

5. Public Facilities & Services

a. Roadways

The City is served by two FDOT roadways, US 17 which runs north-south, and SR 16 which runs east-west. In the near future, another major roadway will be added to the area, the First Coast Expressway, offering a fast route into the City from the south. This was one of the challenges and opportunities brought up and discussed during the public input session. A future interchange at US 17 will certainly have an effect on traffic conditions in the City. The Transportation Element addresses this topic in greater detail. As it relates to land use, the City and Clay County are expected to see increasing development pressures along US 17, with proposals for uses typically located at interchanges (i.e., gas stations, fast food restaurants, and possibly hotels). US 17 at this location is a major gateway into the City. Therefore, the City will need to ensure land development regulations guide development in that area in a manner that is consistent with the City's vision. Coordination with the County will also be necessary as the corridor is mostly in the unincorporated area.

b. Utilities & Services

[CITY STAFF TO COMPLETE]

c. Airports

Green Cove Springs includes Reynolds Airpark, a former Naval Air Station that was decommissioned in 1961 and is currently used as a private airport. It was reported in 2020 that nine aircrafts were based at the airfield. Plans to upgrade the airfield have been considered in the past but have yet to be implemented.

The airport's 5,000-foot runway is recorded as being in poor condition. The flight service station is located at the Gainesville Airport (GNV), 54 miles away, and air traffic control is routed through Jacksonville International Airport (ZJX), 45 miles away.

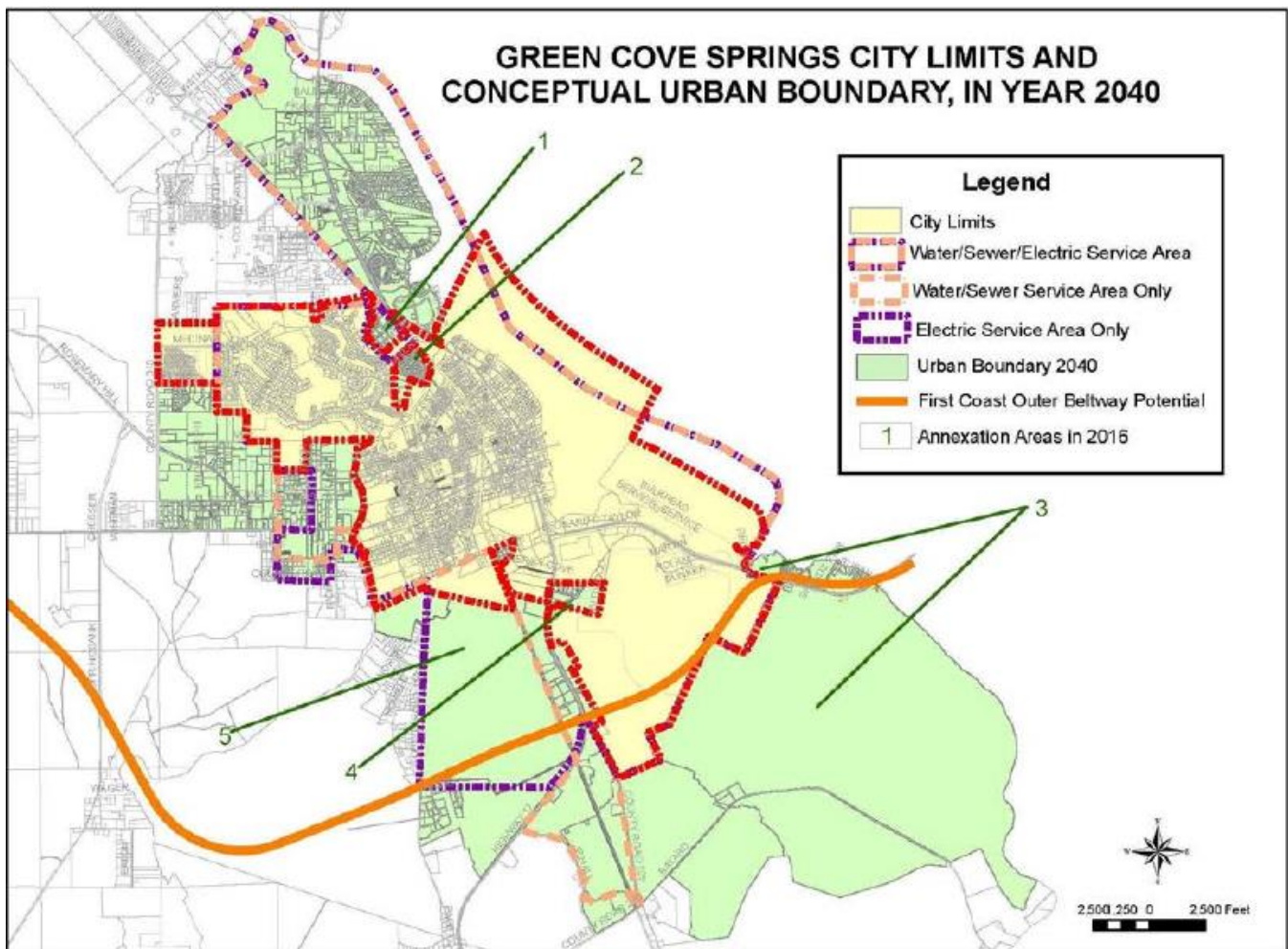
d. Military Installations

There are no military installations since the decommissioning of US Naval Air Station Lee Field in 1961.

e. Annexations

The City prepared a detailed study in 2016 describing areas that the City would consider for future annexation. These annexations would eliminate existing enclaves and represent a logical extension of City boundaries to areas already included in the City's water and sewer service area. **Map I-6** depicts the five annexation areas, which are described below. The study did not address the potential annexation of the St. Johns Landing, a 392-unit apartment complex located just north of the Governors Creek. This annexation became a priority after 2016.

Map I - 6. Potential Annexation Areas



Source: City of Green Cove Springs, 2016.



Area #1, Harbor Road Industrial Park, contains 44 acres in 22 parcels and is currently developed as an industrial park.

Area #2, Governors Creek/Travers Road/Gator Bay Subdivision, contains a 62-lot single-family subdivision which is currently served by city water and electric service.

Area #3, S.R. 16 East and Bayard Conservation Area, provides a logical extension of the City limits to the St. Johns River. The Bayard Conservation area is owned by the St. Johns River Water Management District and annexing a portion of it will allow for connectivity with trails being constructed and planned within the city limits.

Area #4, Hall Park Road, comprises 52 acres of industrial properties spread across nine individual parcels. The parcels are within the City's water/wastewater and electric service areas.

Area #5, Gustafson Property, the location of the former Gustafson Dairy operation, contains 1,018 acres spread across two parcels. This annexation will allow the City to have land use control over the redevelopment of the site. The property is in the City's electric service area. The annexation of this property is currently under review and expected to be adopted by the City in the latter half of 2021.

6. Community Character

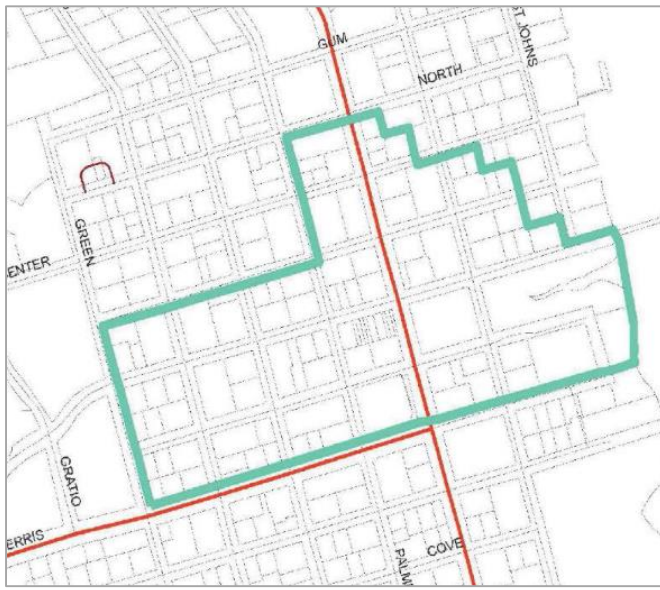
The growth of Green Cove Springs has remained relatively steady over the last several decades, but the introduction of the First Coast Expressway with an interchange at US 17 will undoubtedly change the pace of development. Recent development proposals hint at large subdivisions being planned for this part of town. The fate of the Reynolds Park property may also change and past plans to convert the site into a mixed-use development may start to realize. While the residential growth and the additional jobs that new mixed-use development may bring are welcome in the community, special attention needs to be given to the character of the community. This section addresses various components of the City and the possibilities for improvement and preservation.

Urban Form plays a key role in shaping the character of a community. City residents have expressed concerns regarding the physical development of the City and the fact that new development does not reflect a clear/defined character that fits in with the vision they have for the community. The recommendations mentioned in this section contain a physical planning framework for various parts of the City to improve the quality of life and to ensure that new development shapes the City into a unique community that residents can identify with.

a. Downtown

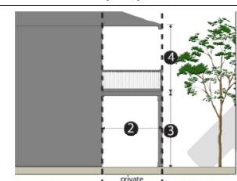
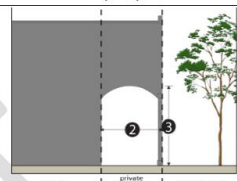
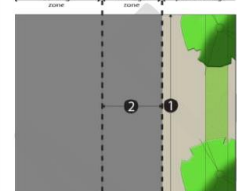
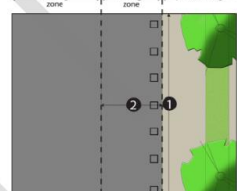
The City has a Future Land Use category and a zoning district designating the downtown area of the City as the *Central Business District* (see **Map I-7**). While that boundary represents the tight core of the original downtown, development in the surrounding area indicates the need to expand those boundaries to include some of the US 17 commercial corridor north of Walnut Street, the traditional grid west of US 17 and the historic district east of US 17, past Gum Street.

Map I - 7. Central Business District



There were three topics related to downtown discussed during the public engagement process: *urban form*, *parking*, and the need to boost *redevelopment* in the area.

- Urban Form** is a top priority in the downtown area. The City needs to ensure the traditional block layout in the area is maintained, historic buildings are rehabilitated, and future development is consistent with a vision of a quaint but active and pedestrian-friendly downtown. Residents seem to agree with allowing additional building height (mid-rise) but prefer more traditional lot layout (buildings up to the street) and architecture. The FLUE Goals, Objectives and Policies need to ensure the realization of this vision through the implementation of Land Development Code amendments, including the adoption of Form Based Code (FBC) regulations.

Gallery T-4, T-5, T-6	Arcade T-4, T-5, T-6
	
	
① Width: 75% of façade width min. but no less than 10' wide ② Depth: 10' min. ③ Clear Height: 12' min. (1st floor)	① Width: 75% of façade width min. but no less than 10' wide ② Depth: 10' min. ③ Clear Height: 12' min. (1st floor)

A FBC is a “land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code” (Form-Based Codes Institute, 2021). By adopting a FBC for the downtown area, the City can require new development and redevelopment to be consistent with the downtown’s desired building form, ensure compatibility between structures, and promote greater accessibility between developments.

- **Parking** has been an issue in the City core. Given the historic character of the area, there are many businesses that do not have formal parking lots and rely solely on on-street parking. Additionally, there are some uses in the downtown that, due to the nature of their operation, require large amounts of parking for events (e.g., weddings at the Clay Theater, public meetings at City Hall, events such as Food Truck Fridays, etc.). The City needs to assess the current demand and availability of public and private parking spaces in the downtown area and plan for future redevelopment activities.
- **Redevelopment** is imperative to achieve the vision of a vibrant downtown. While some buildings are expected to remain, there are others that would require redevelopment of the site. Additionally, there are vacant sites that could accommodate new development. During the public engagement sessions, residents and business owners asked what the City could do to help them in that effort. One tool that the City should consider to spur redevelopment in the downtown is the creation of a Community Redevelopment Agency/Area. The City tried once before but was unsuccessful obtaining approval from Clay County. Such as tool could provide some funding for capital projects within the downtown, which would spur redevelopment.

b. Gateway Corridors

In addition to the focus on downtown, the City will also need to address the future of the US 17 and SR 16 corridors as they represent gateways into the City. Most of the development along these corridors includes commercial uses, some of which have preserved an urban pattern (closer to downtown), but others are starting to adopt a suburban pattern that relies heavily on vehicular transportation for access and visibility. If that trend is allowed to continue, the City will start losing its character and start resembling the endless suburban commercial corridors that are seen throughout the state, flanked by expansive parking lots and big box retailers behind the sea of parking, with very little to no regard for pedestrians and bicyclists.



In the future, development along the City's major transportation corridors should consist of a mix of uses, ranging from commercial to office and even multi-family residential, which can all take advantage of the accessibility and connectivity with other parts of the City and surrounding jurisdictions. Strip development should be limited and shared facilities and services, such as parking and stormwater, encouraged.

c. Reynolds Park

Reynolds Park was formerly part of a Navy Base, which was decommissioned in 1961. The land was acquired by Reynolds Metal Company and established the Reynolds Industrial Park in 1965. The Park includes industrial and manufacturing activities, such as seafood processing, aviation technologies, railcar repair, pipe manufacturing and distribution, and boat storage and manufacturing, in addition to a private airport.

In 2010, the City of Green Cove Springs annexed the property and changed the future land use designation from Industrial to Mixed-Use Reynolds Park (MURP), opening the door to the redevelopment of more than 1,700 acres into a variety of uses, including residential, commercial/office and industrial/office, interspersed with recreational, open space and conservation areas with trails. There is currently not a single individual or firm planning to redevelop the entire site; the property may be redeveloped in pieces by different developers following the directives of the MURP.



This Comprehensive Plan Update plans to retain that MURP designation as it was adopted in 2010. However, the City is interested in connecting the downtown to Reynolds Park through bikeways/trails. With the construction of the First Coast Expressway and new bridge, this trail could then extend to the future fishing pier (old Shands bridge).

d. The Waterfront

The City of Green Cove Springs has approximately four miles of frontage along the St. Johns River. However, there are just a few spots left where the public can access that waterfront. Those few spots that are owned by the City should retain that access. The City also owns several vacant riverfront properties. While the environmental features will not permit intensive development, the City will consider trails and recreation uses that would allow for access to the waterfront. Two key opportunities for this area include the land at the intersection of SR 16 East and US 17 and the State-owned site just across the Governors Creek bridge. The first one can help make the trail from downtown to Reynolds Park and the Shands bridge fishing pier a reality. The site

across the Governors Creek bridge is not currently within City limits, but as noted above, it is a site targeted for future annexation. This site also represents a gateway into the City.



Green Cove Springs Pier



View from Governors Creek Site

e. Housing

The community expressed interest in ensuring the location of affordable housing in the City. Habitat for Humanity has been building numerous homes in the area, but few opportunities exist for multi-family dwellings.

The housing stock of Green Cove Springs is predominately comprised of single family detached dwellings, with limited options available for those who desire and/or necessitate more dense housing types, such as tiny homes, townhomes, condominiums, multi-family apartments, and accessory dwelling units. This lack of housing diversity (in tandem with regional, state, and national economic factors outside of the City's control) creates a market that is largely unaffordable to individuals or families who are unable to purchase or rent a single family home. These individuals/families often include persons belonging to vulnerable populations, such as the elderly and minorities, but also include essential workers who would prefer to live in the communities in which they serve, like police officers, firemen, teachers, nurses, and medical personnel.

The Housing Element discusses a range of options for increasing the affordability and diversity of its housing stock. A sample of the potential options explored within the Housing Element includes:

- Subsidizing impact fees for affordable housing projects
- Permitting accessory dwelling units in all residential zoning districts
- Expediting the development review process for affordable housing developments
- Reserving infrastructure and service capacities for new multifamily structures
- Establishing a surplus lands inventory of locally owned public lands and selling or donating these lands for affordable housing projects
- Eliminating or reducing parking, lot size and setback requirements affordable homes

- Offering development bonuses and incentives for locating apartments within the downtown area
- Allowing height and density bonuses for developments which provide affordable units

The Housing Element includes a more detailed discussion on housing diversity (cost and type).

f. Parks and Trails

When asked about priority improvements in the City, a majority of attendees expressed the desire to invest in parks and recreation, including safe pedestrian and bicycle trails. The Recreation and Open Space Element described the available opportunities at present and the needs that future growth will bring. While levels of service are typically measured in acres per 1,000 population, it is also imperative that the City address the location and types of parks provided. Detailed surveys and studies will need to be undertaken in the future to determine the types of parks (active, passive, fields and courts) that the community needs to sufficiently accommodate the City's existing and projected population.

g. Urban Sprawl

The City of Green Cove Springs is a small community that has not experienced a lot of development in the last 20 years. However, the construction of the First Coast Expressway will revitalize interest in bringing new development to the City. As new subdivisions and commercial developments are proposed, the City will need strong policies and regulations in place to ensure compact and pedestrian- and environmentally-friendly development. Connectivity must be also addressed to prevent the degradation of major roads and the quality of life for current residents.

C. FUTURE LAND USE

In an effort to create an orderly, logical, desirable, and efficient pattern of growth, the City of Green Cove Springs has designated each parcel of land within its jurisdiction a future land use (FLU) category. The designation of Future Land Use categories on the City's FLUM allows the City to broadly determine the type, intensity, and density of uses developed within each property. The former FLUE established 14 future land use categories. The set included four separate residential categories, four commercial categories (including the CBD category which was not depicted on the FLUM), and three mixed-use categories. The new FLUM has consolidated some of those categories into fewer, general categories. This map provides a cleaner picture of the future character of the City, while the zoning map and land development regulations address the intensity of development in different parts of the City.

1. Future Land Use Categories

The City's FLU categories are listed in **Table I-3**, shown on **Map I-8**, and described below. The density and intensity figures represent ranges to be adjusted through zoning. The Neighborhood category, for instance, will be implemented by one zoning district that allows up to four dwelling units per acre, another allowing up to 20 dwelling units per acre, and one or more districts which permit densities between those two. Similarly, some zoning districts may allow support uses while others restrict uses to residential.

Table I - 3. Future Land Use Categories

Future Land Use Category [PRIOR FLUC]	Intended Uses	Max. Density (Units per Acre)	Max. Intensity (Floor Area Ratio)
NGH: Neighborhood [RLD, RMD, RHD, RRF]	A wide range of residential dwellings, public/institutional uses (e.g., schools, churches, and recreation facilities), and neighborhood-level office uses.	4 to 20	0.2
DT: Downtown [RLD, RMD, RHD, CLI, CMI, CHI, INS, REC]	A wide range of residential dwellings at varying densities, a diverse array of commercial activities at varying intensities, and public/institutional uses (e.g., schools, churches, and recreation facilities).	Up to 30 (40 with bonus)	2.0
MU: Mixed-Use [CLI, CMI, CHI, MUH]	A diverse array of commercial, office, and industrial uses at varying intensities.	Up to 20	1.0
MURP: Mixed-Use Reynolds Park [MURP]	A wide range of residential dwellings at varying densities, a diverse array of commercial activities at assorted intensities, water-dependent uses, and public/institutional facilities and spaces (e.g., schools, churches, and recreation facilities).	16 to 40	0.4 to 4.0

Future Land Use Category [PRIOR FLUC]	Intended Uses	Max. Density (Units per Acre)	Max. Intensity (Floor Area Ratio)
EC: Employment Center [IND]	Industrial activities which can include light and heavy manufacturing, distribution, and storage facilities.	None	0.6
PUB: Public [INS, REC, CON]	Public (e.g., government facilities, utilities, civic, cultural and recreation facilities), institutional uses (e.g., schools, churches), conservation lands, and similar activities.	None	0.3

Sources: City of Green Cove Springs, S&ME, 2021.

a. Neighborhood

The purpose of the Neighborhood future land use category is to accommodate predominantly residential uses and support uses such as public/semi-public uses, recreation sites and schools. This use category also permits neighborhood-scale professional, medical, and dental offices, where appropriate. The zoning map and land development regulations will determine the location of a variety of housing types and densities. The maximum density for single-family neighborhoods will be kept at a lower density, while higher densities are allocated to some waterfront sites and areas appropriate for multi-family.



b. Downtown

The Downtown category corresponds to the central part of the City and is expected to include a variety of uses including commercial, lodging, office, high density residential, recreation, schools and public/semi-public uses. Development bonuses will be provided in the land development code to incentivize vertical mixed-use, which is preferred but not required. This category and the Reynolds Park Mixed-Use category will allow the densities, but the Downtown category will allow the highest intensity of development.



c. Mixed-Use

This category represents areas of the City lining up the major transportation corridors (US 17, SR 16) and Martin Luther King Jr. Boulevard. Just like the Downtown category, Mixed-Use will include a variety of uses such as retail commercial, heavy commercial, lodging, office, high density residential, recreation, schools and public/semi-public uses. The Zoning Map and land development regulations will determine where these uses would be most appropriate. The intensity of development and urban form along the corridors will, however, be different than the Downtown category as there will most likely be a predominance of single uses. Regulations will need to account for the fact that these corridors are flanked by residential uses and will require adequate separation and buffering. Similarly, the zoning and land development regulations will determine where the more intensive commercial uses (auto sales, service and repair, warehousing, and similar uses) are appropriate based on proximity to residential, façade continuity and accessibility. Zoning regulations will incentivize the horizontal or vertical integration of uses, internal trip capture, and an overall high-quality environment for living, working, and visiting.



d. Mixed-Use Reynolds Park

This category is established to implement the redevelopment of Reynolds Park. Allowable uses include residential, commercial, office, lodging, health care, education, industrial, public/semi-public, recreation, and water-dependent uses. The Three Mile Swamp (approximately 142 acres) is an exception as only passive recreation uses are allowed in that portion of Reynolds Park.

The Goals, Objectives and Policies establish use percentages to ensure a mix is achieved over the 2045 planning period. Those percentages are intended to apply to Reynolds Park as a whole, not to individual sites. During the next evaluation of the City's Comprehensive Plan (required every seven years), the City will assess progress and determine if the percentages are working or if they need to be modified.



Source: Burke Design.

e. Employment Center

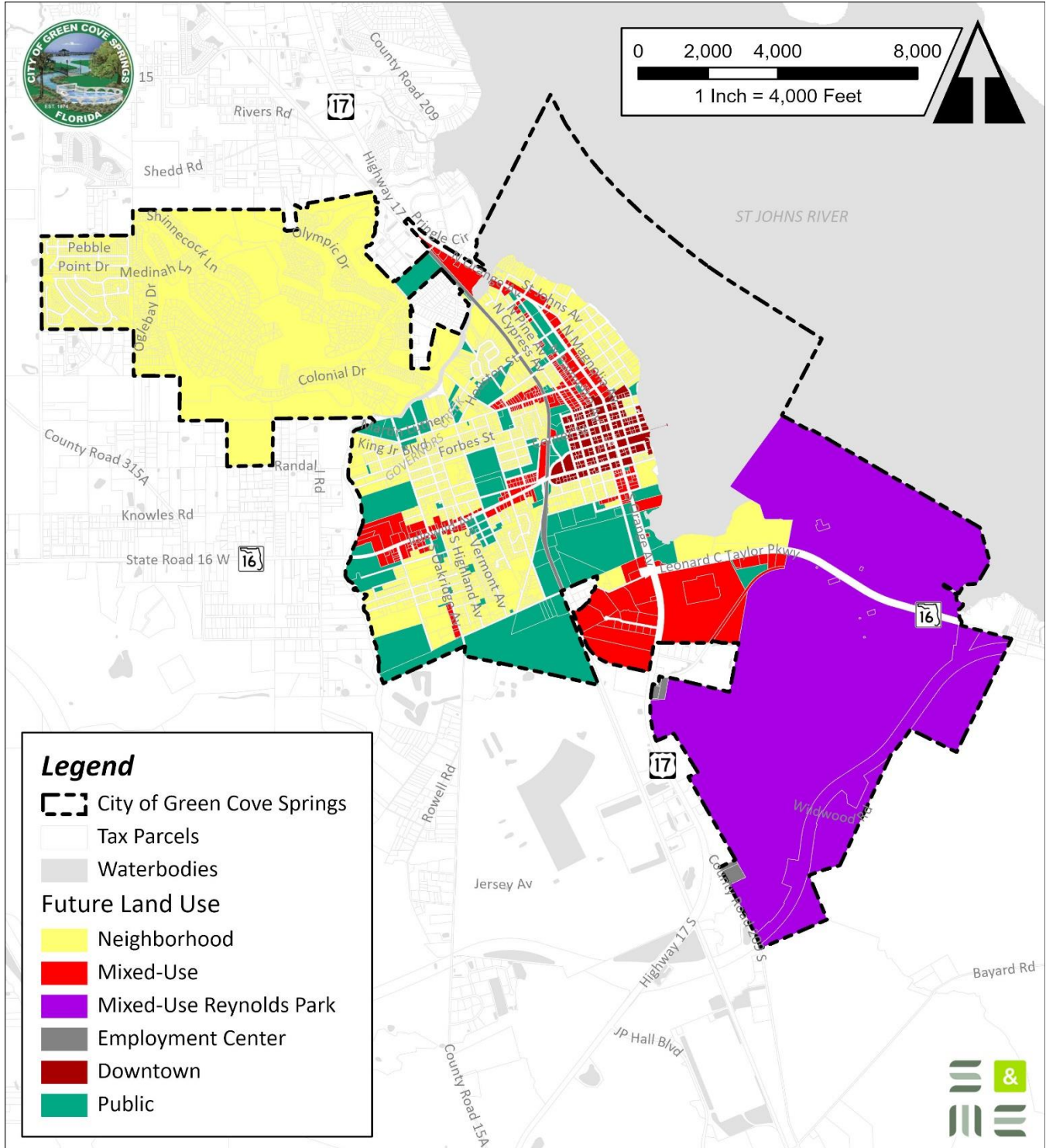
This category consists primarily of light and heavy manufacturing, heavy commercial, distribution and storage, with complementary office uses.

f. Public/Institutional

This category is intended to accommodate civic, cultural, government, religious, utilities, and other public necessity uses. The Future Land Use Map reflects sites that are currently occupied by such uses. The uses allowed in this category are also allowed in other land use categories. However, whenever such uses are proposed in the Neighborhood category and occupy more than one acre in size, they will require a future land use amendment to public/institutional. Conservation uses are exempt from this provision.



Map I - 8. Future Land Use Map, 2045



Sources: City of Green Cove Springs, Clay County, Clay County Property Appraiser, S&ME, 2021.

2. Holding Capacity Analysis

This section compares the carrying capacity of the land, based on the adopted FLUM, with the population projections for the City. **Table I-4** shows the carrying capacity of the FLUM. The carrying capacity calculation includes the acreage of developable 'vacant' land and 'underutilized' sites (where a developed property's land value is greater than or equal to the value of buildings) and assume that new development will utilize the maximum density allowed by their FLU designation while previously developed properties will retain their existing density (unless considered underutilized by this analysis). **Map I-9** shows the FLU designation of vacant lands. **Map I-10** shows the designation of underutilized sites.

The following assumptions were made in the calculation of holding capacity:

1. The vacant land within the **Neighborhood** category will be developed at various densities: Approximately 80% will develop at four dwelling units per acre, 10% at eight dwelling units per acre, and 10% at 20 dwelling units per acre. A factor of 75% has been applied to account for areas designated Neighborhood that will be developed with non-residential support uses.
2. The **Downtown** category allows residential, but there are only four acres of vacant land and 14.9 acres of underutilized sites today. Unless there is redevelopment of the underutilized sites, there would only be 48 new multi-family units added. If it is assumed that the core of the Downtown (Walnut Street) will be redeveloped with vertical mixed-use developments within the planning timeframe of this plan, that number could be at least doubled. **Table I-4** shows a total of 214 potential units.
3. For **Mixed-Use**, it is assumed that at least 20% of the developable land will be used for multi-family development.
4. The timeline for the redevelopment of the **Mixed-Use Reynolds Park** site is uncertain. The property is not vacant at present time, so it does not appear in **Table I-4** as producing any dwelling units within the planning period of this plan. The opening of the FCE interchange may trigger activity on the site. The Goals, Objectives and Policies limit the number of units that can be developed on the site to 3,919.

Table I-4 shows that, based on acreage available for development and redevelopment, the City could accommodate an additional 3,317 dwelling units by the year 2045 which, when multiplied by 2.454 persons per household (US Census Bureau, 2010), would equal **8,140 residents**. As noted previously, the City population projections ~~prepared by S&ME~~ revealed that the population is expected to increase by **8,4758,982 residents** by the year 2045, for a total of **16,52918,768** residents. ~~Therefore, t~~This expected increase in population can be accommodated within City limits through the year 2035. Additional capacity is available may be needed at that time to address changes in growth that may be triggered by the opening of the First Coast Expressway interchange at US 17 and future economic development and redevelopment efforts which the City plans to undertake.



Table I - 4. Future Land Use Categories and Residential Holding Capacity, 2020-2045

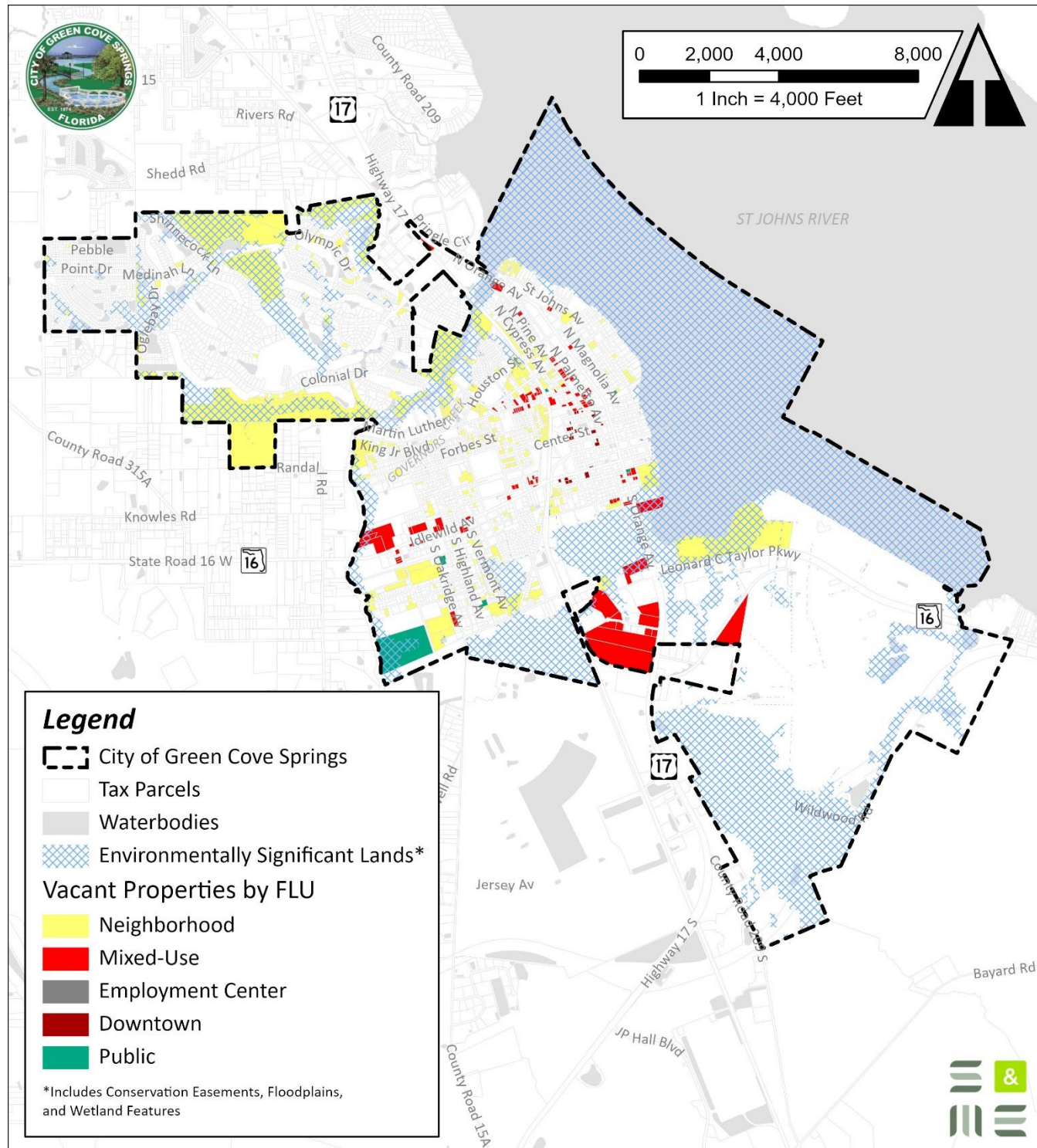
Future Land Use Category	Total Acres	Vacant Acres	Underdeveloped Acres	Environmentally Sensitive Lands	Developable Acres	Residential (%)	Max. Density (du/ac)	Holding Capacity (dwelling units)
NGH	1,942.5	520.0	378.3	376.5	521.8	80%	4	1,670
						10%	8	220
						10%	20	549
DT	74.1	4.0	14.9	1.1	17.8	40%	30	214
MU	400.6	134.9	50.0	18.7	166.2	20%	20	665
MURP	1,735.0	0.0	0.0	0.0	0.0	0%	40	0
PUB	543.9	35.2	58.9	22.4	71.7	0%	0	0
EC	36.7	0.4	7.2	0.0	7.6	0%	0	0
TOTAL	4,732.8	694.5	509.3	418.7	785.1	n/a	n/a	3,317

¹ Includes the portion of vacant and underdeveloped parcels that feature conservation easements, wetlands, and Federal Emergency Management Agency (FEMA) SFHA Zone A and AE (100-year floodplain).

² See Section B.1, above.

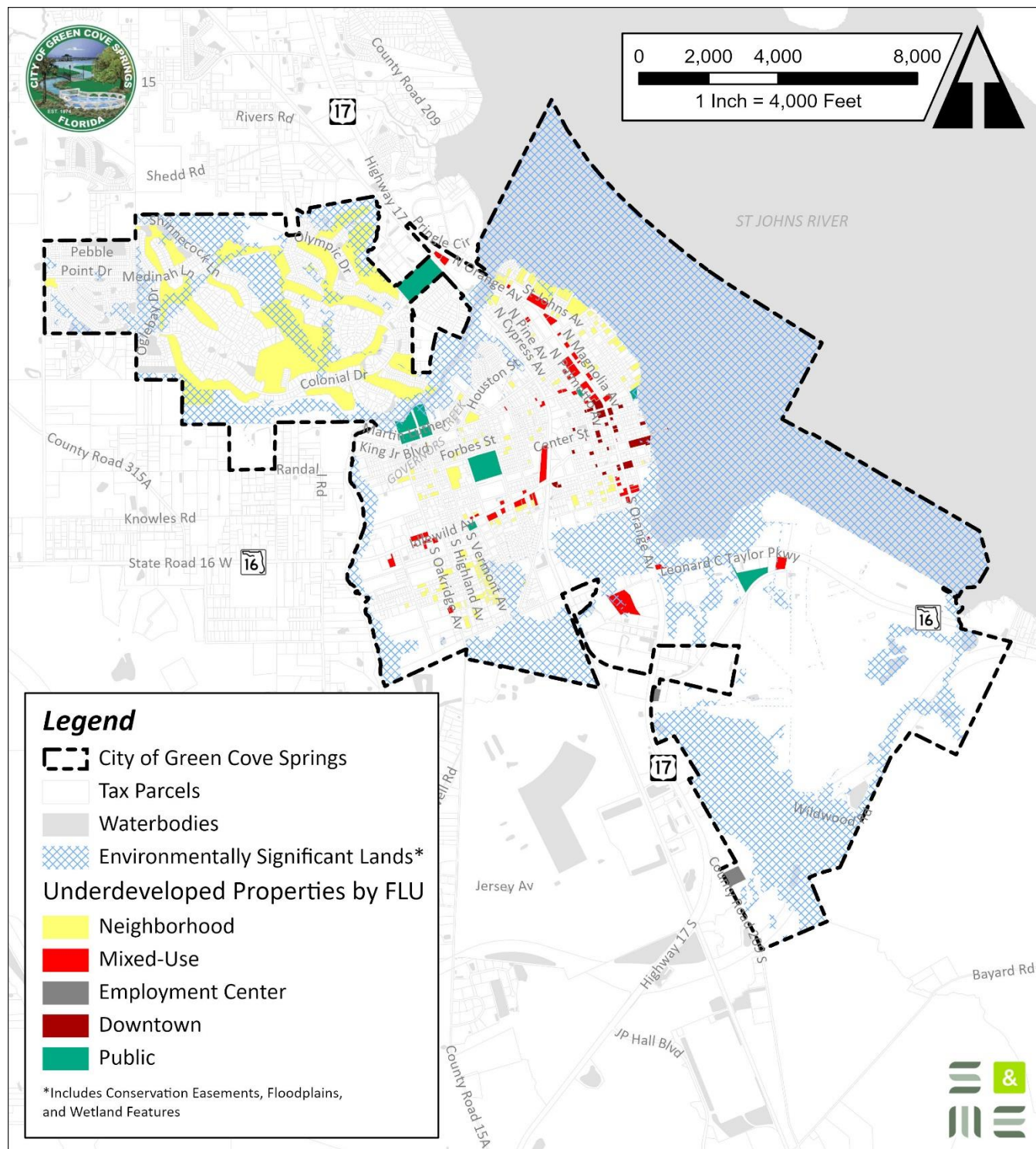
Sources: City of Green Cove Springs, Clay County, Clay County Property Appraiser, FEMA, FGDL, National Wetlands Inventory (NWI), S&ME, 2021.

Map I - 9. Future Land Use Classification of Vacant Parcels, 2045



Sources: City of Green Cove Springs, Clay County, Clay County Property Appraiser, FEMA, FGDL, NWI, S&ME, 2021.

Map I - 10. Future Land Use Classification of Underdeveloped Parcels, 2045



Sources: City of Green Cove Springs, Clay County, Clay County Property Appraiser, S&ME, 2021.

II.

TRANSPORTATION

[DRAFT 07/09/21]



Contents

II.	TRANSPORTATION ELEMENT	II-1
A.	INTRODUCTION	II-1
B.	INVENTORY AND ANALYSIS.....	II-1
1.	<i>Roadways</i>	II-1
2.	<i>Parking</i>	II-22
3.	<i>Public Transportation</i>	II-22
4.	<i>Airports</i>	II-25
5.	<i>Trails and Sidewalks</i>	II-26
C.	FUTURE NEEDS	II-28
D.	FUTURE IMPROVEMENTS.....	II-31
1.	<i>Near Term</i>	II-31
2.	<i>Long Term</i>	II-31



LIST OF MAPS

Map II - 1. Functional Classification	II-4
Map II - 2. Roadway Maintenance	II-6
Map II - 3. Current Number of Lanes	II-7
Map II - 4. Local Collectors	II-8
Map II - 5. FDOT Context Classification for Green Cove Springs	II-10
Map II - 6. Current Level of Service 2020	II-13
Map II - 7. Projected Level of Service Scenario A - 2030	II-16
Map II - 8. Projected Level of Service Scenario A - 2045	II-17
Map II - 9. Projected Level of Service Scenario B - 2030	II-19
Map II - 10. Projected Level of Service Scenario B - 2045	II-20
Map II - 11. Existing and Proposed Area Trails	II-27

LIST OF TABLES

Table II - 1. Local Collectors	II-3
Table II - 2. Roadway Segment Characteristics	II-5
Table II - 3. FDOT Context Classification Matrix	II-11
Table II - 4. Adopted LOS and Current LOS 2020	II-12
Table II - 5. Projected LOS for Scenario A (2030 and 2045)	II-15
Table II - 6. Projected LOS for Scenario B (2030 and 2045)	II-18

LIST OF FIGURES

Figure II - 1. Proposed First Coast Expressway Interchange at US 17	II-2
Figure II - 2. FDOT Context Classification Transect	II-9
Figure II - 3. Projected Average Annual Growth	II-14
Figure II - 4. Ridership History (all modes)	II-23
Figure II - 5. CCT Blue Line	II-24
Figure II - 6. CCT Green Line	II-25
Figure II - 7. Complete Street Transformation	II-30
Figure II - 8. FDOT Photo Simulation of the New Bridge and Fishing Pier	II-32

II. TRANSPORTATION ELEMENT

A. INTRODUCTION

The City of Green Cove Springs is located on the west side of the St. Johns River, twenty-five miles south of Jacksonville in Clay County, Florida. The City is bounded by the river to the east, Harbor Road to the north, CR 315, Governors Creek, and part of US 17 to the west, and Bayard Conservation Area to the south. The City has served as the county seat for Clay County since 1871.

The City of Green Cove Springs is required under Chapter 163, Part II, Florida Statutes (F.S.), the "Community Planning Act," to produce a Transportation Element and the Data and Analysis supporting that element. The City is located within the North Florida Transportation Planning Organization (NFTPO) and is encouraged to coordinate the Transportation Element of its Comprehensive Plan with the Long-Range Transportation Plans of the NFTPO and the Florida Department of Transportation (FDOT).

The Transportation Element is the blueprint for the City to provide a safe, efficient and cost-effective multimodal transportation system that is accessible to all residents and visitors, preserves neighborhoods, protects natural resources, promotes economic development, while remaining compatible with the City's future land use plan.

B. INVENTORY AND ANALYSIS

1. Roadways

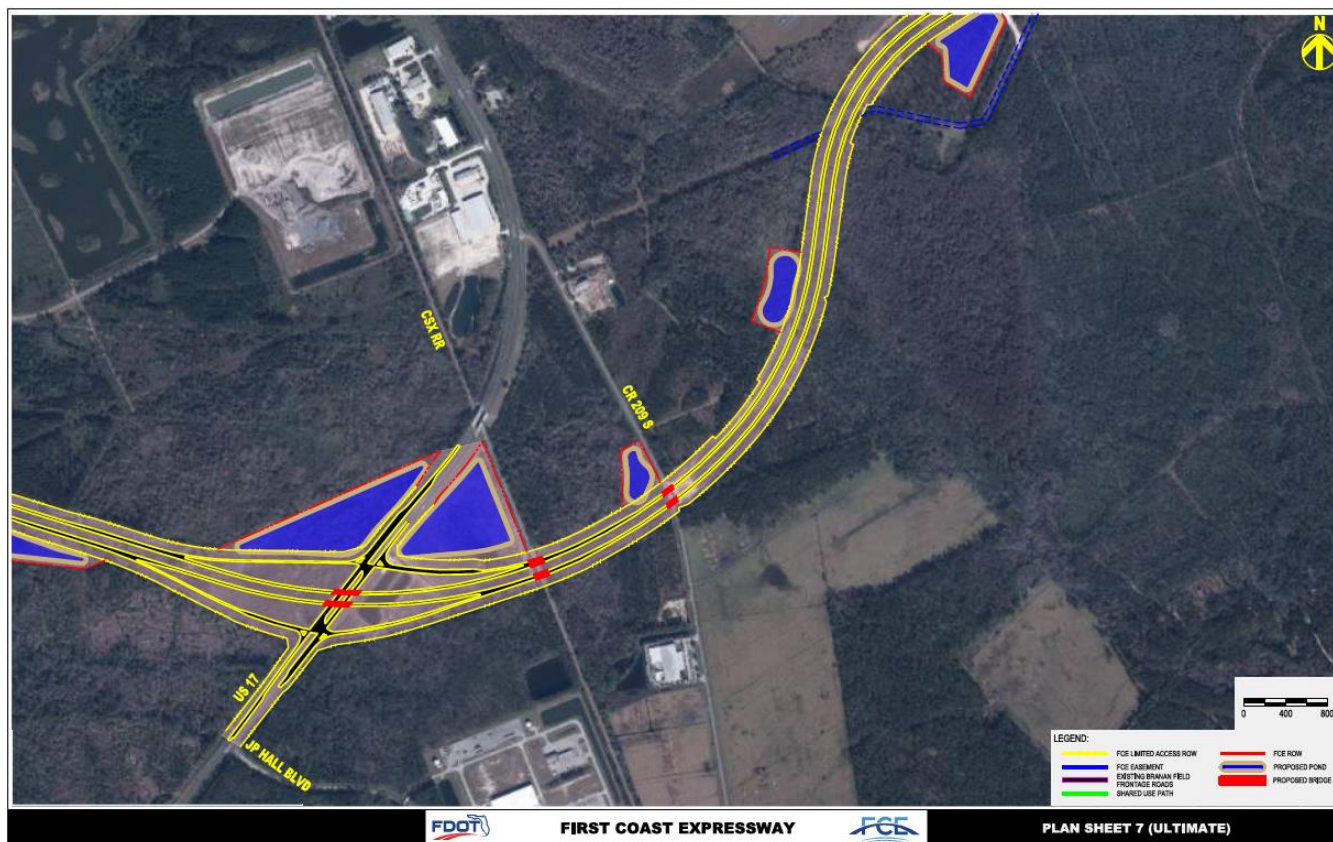
a. Inventory of Major Roadways

The Federal Functional Classification (FUNCLASS) process groups roadways into classes (freeways, arterials, collectors, etc.), or systems, based on the role they play in the overall roadway network and whether they are inside or outside a defined urban boundary. There are nineteen (19) functional classes. The regional roadways within the City of Green Cove Springs are shown in **Map II-1** and **Table II-1** and are generally described as follows:

- US Hwy 17 (SR 15) Orange Avenue – A main thoroughfare through Green Cove Springs with several river crossings, this regional roadway is on the Florida Strategic Intermodal System (SIS). US 17 runs north south along the west side of the St. Johns River with a major river crossing at SR 16 in Green Cove Springs.
- US 16 (Idlewild Avenue and Leonard C Taylor Parkway) – US 16 is a regional connector running east-west connecting Starke and the surrounding areas to US 17 to the east. At US 17, US 16 shares a half mile link with US 17 and heads across the St. Johns River. This connection across the river is reported to a future SIS roadway after the First Coast Expressway is completed.
- Green Cove Springs Avenue/Cooks Lane – Two lane collector that aligns with the US 16 river crossing. Serves as an alternate connection to US 17/US 16 from points west.
- CR 15A/Oakridge Avenue – Alternate connection from US 17 to the south.

While not within the City limits, a new First Coast Expressway interchange is being constructed at its intersection with US 17 (see **Figure II-1**). When finished, the First Coast Expressway will provide access from I-10 in Jacksonville to I-95 in St. Johns County.

Figure II - 1. Proposed First Coast Expressway Interchange at US 17



Source: FDOT, 2021

b. Roadway Maintenance and Responsibility

There are 3 agencies having jurisdictional responsibility for construction and maintenance of major roadways in the City: the Florida Department of Transportation (FDOT), Clay County, and the City of Green Cove Springs.

The State of Florida maintains most of the principal roadways within the City (see **Map II-2**). The most critical concern of the local roadway system is to provide for the appropriate maintenance to extend the effective life of the roads. This concern is addressed within the Transportation Element's goals, objectives and policies mainly by requiring that development activities make required operational or structural improvements to substandard roads and by maintaining a proactive approach to road maintenance. **Map II-3** shows the current number of lanes on the referenced roadway network. While there may be projects to add capacity in the future, no additional lanes are programed to be added to regional facilities by 2025. **Table II-1** shows the

current roadway characteristics including the functional classification, segment length, number of lanes, etc.

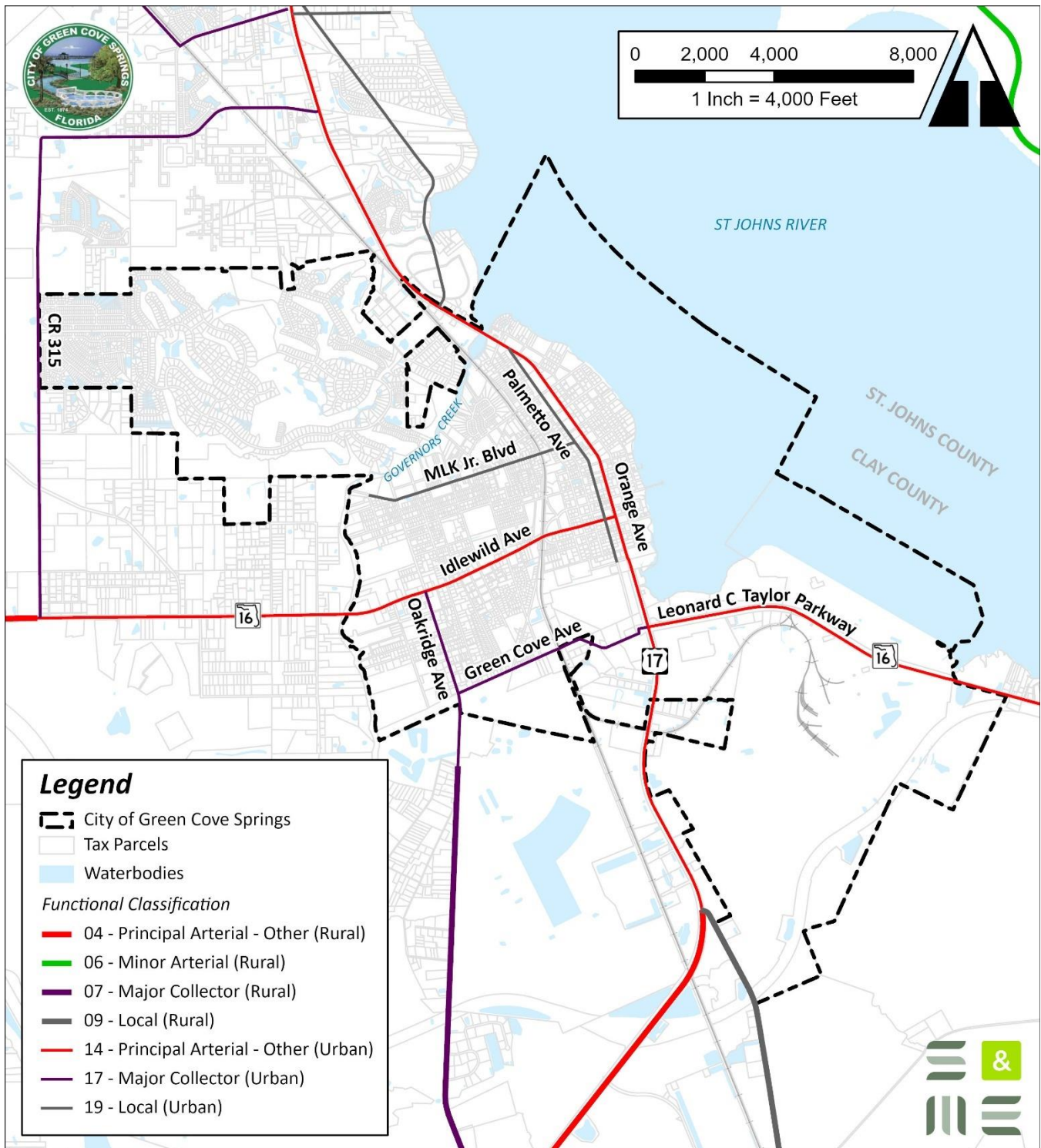
c. Local Roadway Network

There are several important roadways within the City that can be classified as Local Collectors. These roads, shown on **Map II-4**, are maintained by the City and connect Principal and Minor arterials. They provide much needed connectivity throughout the City, which will become a key characteristic of the network as US 17 and SR 16 become heavily used. **Table II-1** lists the Local Connectors, their terminus intersections, and their current number of lanes.

Table II - 1. Local Collectors

Roadway	From	To	Number of Lanes
Govenor Street	St. Johns Ave	Cypress Street	2
St Johns Avenue	Governor Street	Ferris Street	2
Magnolia Avenue	US 17	Oak Street	2
Pine Ave	Governor Street	Oak Street	2
Cypress Avenue	Governor Street	Oak Street	2
Houston Street	St. Johns Ave	MLK Blvd.	2
Walburg Street	St. Johns Ave	Mill Street	2
Mill Street	Houston Street	MLK Blvd.	2
Center Street	St. Johns Avenue	Roberts Street	2
Oak Street	Magnolia Avenue	Melrose Ave	2
Melrose Avenue	Idlewild Avenue	Green Cove Avenue	2
Roberts Road	MLK Boulevard	Green Cove Avenue	2
Vermont Avenue	MLK Boulevard	Green Cove Avenue	2
Highland Avenue	MLK Boulevard	Green Cove Avenue	2
S Oakridge Avenue	MLK Boulevard	Idlewild Avenue	2
Walnut Street	S Oakridge Avenue	Roberts Street	2
Forbes Street	S Oakridge Avenue	Roberts Street	2
Palmetto Avenue	Bay Street	Oak Street	2

Map II - 1. Functional Classification



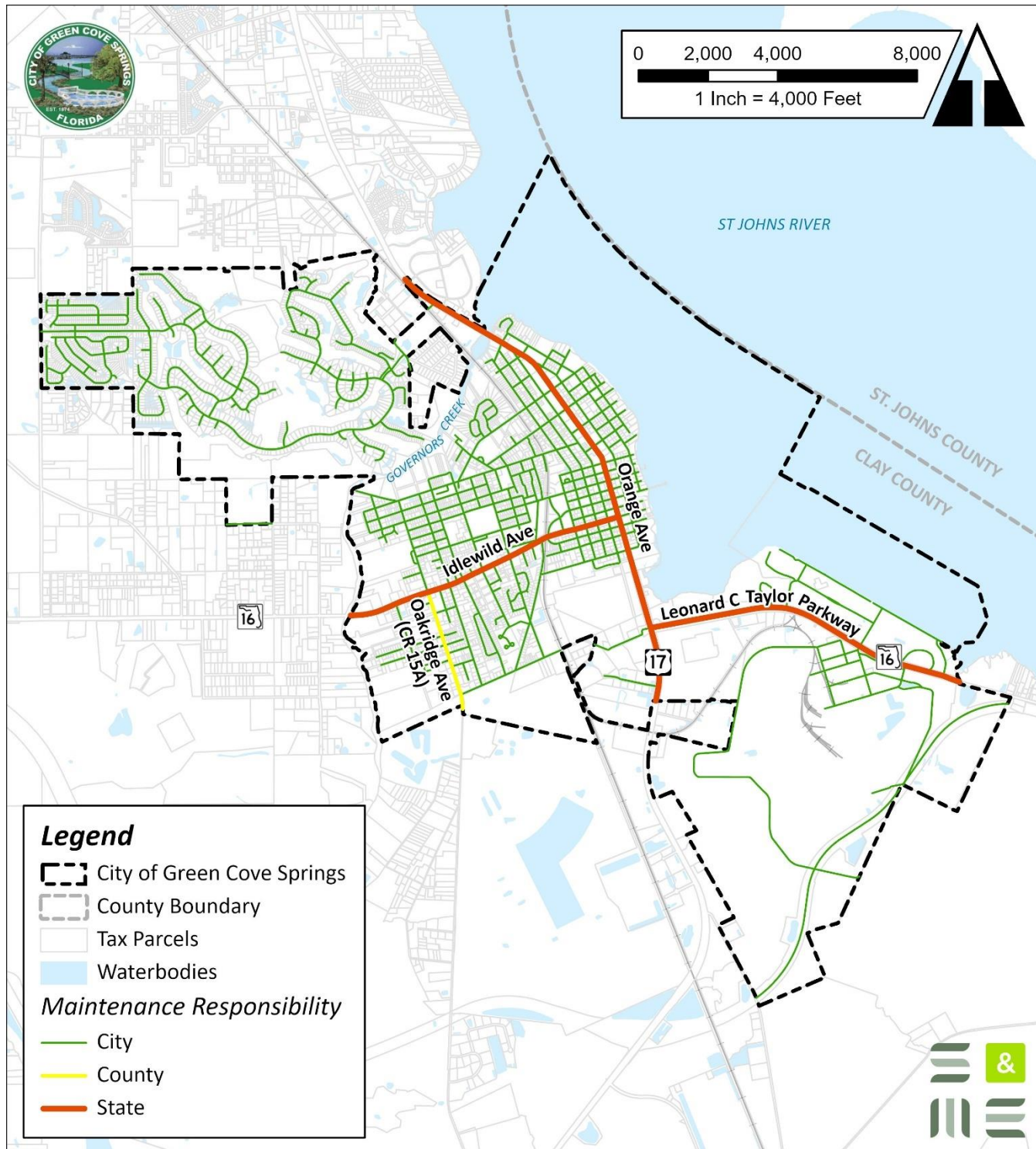
Sources: Clay County, Clay County Property Appraiser, FDOT, S&ME, 2021.

Table II - 2. Roadway Segment Characteristics

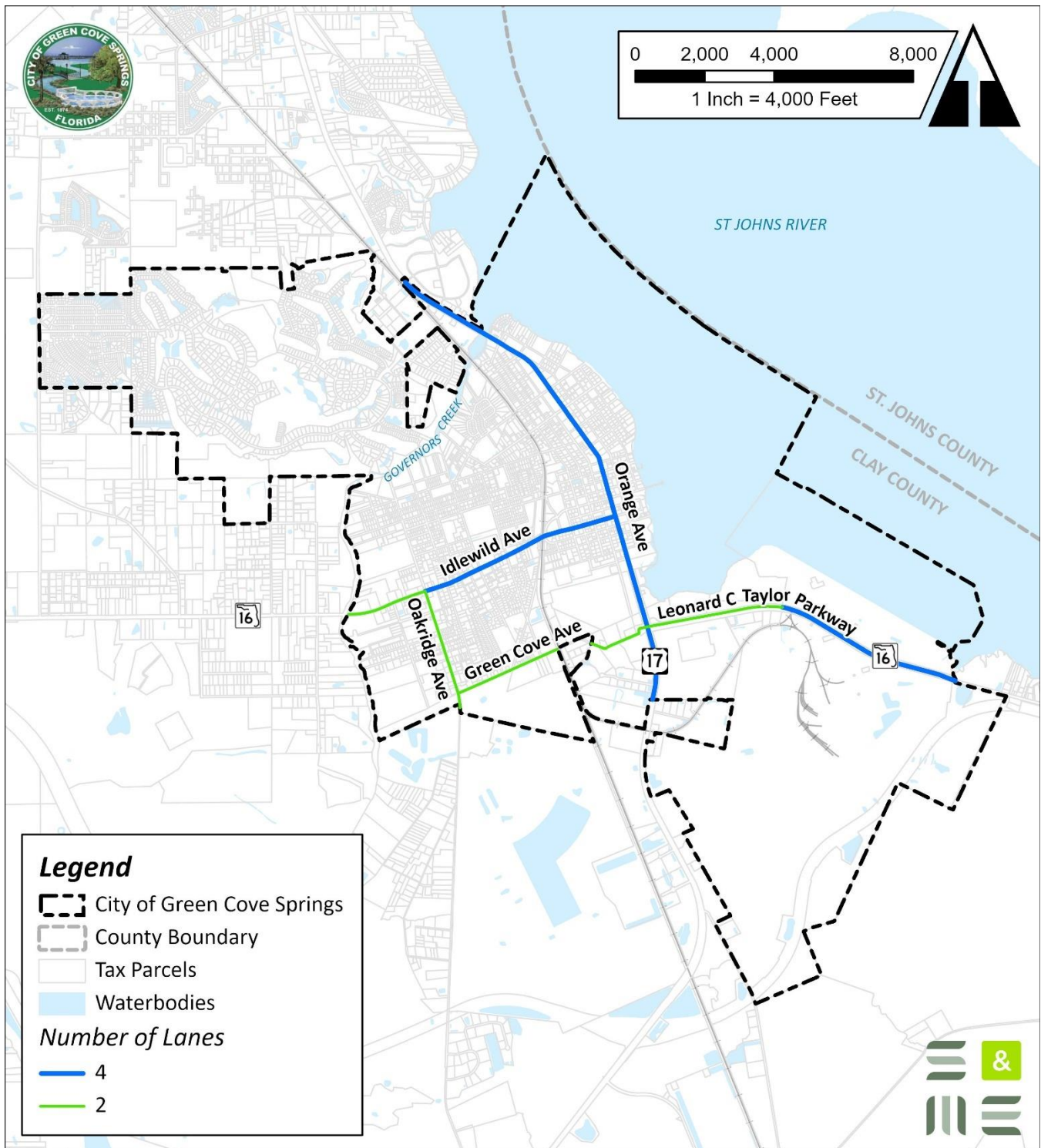
Roadway	From	To	Functional Classification	Length	Lanes	Divided/ Undivided	2020 Peak	2020 AADT
US HWY 17 (SR 15) Orange Av	North City Limits	Governors St	Principal Arterial - Other Urban	0.40	4	Divided	2,280	29,500
US HWY 17 (SR 15) Orange Av	Governors St	Center St	Principal Arterial - Other Urban	1.00	4	Divided	2,280	24,000
US HWY 17 (SR 15) Orange Av	Center St	Ferris St	Principal Arterial - Other Urban	0.20	4	Divided	2,280	22,500
US HWY 17 (SR 15) Orange Av	Ferris St	Oak St	Principal Arterial - Other Urban	0.10	4	Divided	2,170	21,060
US HWY 17 (SR 15) Orange Av	Oak St	SR 16	Principal Arterial - Other Urban	0.40	4	Divided	1,890	21,060
US HWY 17 (SR 15) Orange Av	SR 16	South City Limits	Principal Arterial - Other Urban	0.10	4	Divided	1,300	14,410
SR 16 West (Idlewild Av)	West City Limits	South Oakridge Av	Major Collector - Urban	1.12	2	Divided	1,270	14,080
SR 16 West (Farris St)	South Oakridge Av	US 17	Major Collector - Urban	1.12	4	Divided	1,070	11,910
SR 16 East (Leonard C Taylor Pkw)	US 17	Slow Tide Rd	Principal Arterial - Other Urban	0.75	2	Divided	1,720	18,010
SR 16 East (Leonard C Taylor Pkw)	Slow Tide Rd	Bulkhead Rd	Principal Arterial - Other Urban	0.93	4	Divided	1,620	18,010
SR 16 East (Leonard C Taylor Pkw)	Bulkhead Rd	South City Limits (Wildwood Rd)	Principal Arterial - Other Urban	0.36	2	Undivided	1,590	17,750
Green Cove Av/Cooks Ln	South Oakridge Av	US 17	Major Collector - Urban	0.13	2	Divided	160	1,600
CR 15 A/Oakridge Av	South City Limits	SR 16 W	Major Collector - Urban	0.50	4	Divided	220	2,200

Source: FDOT LOS, NERPM Model.

Map II - 2. Roadway Maintenance



Map II - 3. Current Number of Lanes



City of Green Cove Springs
EST. 1964
FLORIDA

0 2,000 4,000 8,000
1 Inch = 4,000 Feet

ST JOHNS RIVER

ST. JOHNS COUNTY
CLAY COUNTY

CR 315

GOVERNORS CREEK

Idlewild Ave

Oakridge Ave

Green Cove Ave

Leonard C Taylor Parkway

Orange Ave

MLK Jr. Blvd

Palmerto Ave

Center St

Walnut St

Oak St

St. Johns Ave

N Magnolia Ave

N Cypress Ave

Houston St

Waburg St

Mill St

Governor St

N Highland Ave

N Oakridge Ave

S Oakridge Ave

N Vermont Ave

S Vermont Ave

S Highland Ave

N Roberts St

S Roberts St

Wielogose St

S Cypress Ave

S Pine Ave

16

17

16

Legend

- City of Green Cove Springs
- County Boundary
- Waterbodies
- Identified In the Functional Classification Inventory
- Local Collector

d. Context Classification

FDOT has recently developed a new system for classifying roadway corridors based on the context of the built environment they serve. **Figure II-2** depicts the eight classifications used, which range from C1-Natural to C6-Urban Core. The context classification system describes the general characteristics of the land use, development patterns, and roadway connectivity along a roadway, providing cues as to the types of uses and user groups that will likely utilize the roadway. The context classification and transportation characteristics of a roadway determine key design criteria for the roadway.

As **Map II-5** shows, US 17 is classified as C4 (Urban General) in the downtown area, C3C (Suburban Commercial) from Oak Street south. **Table II-3** shows the framework utilized by FDOT to determine the context classification for state roadways.

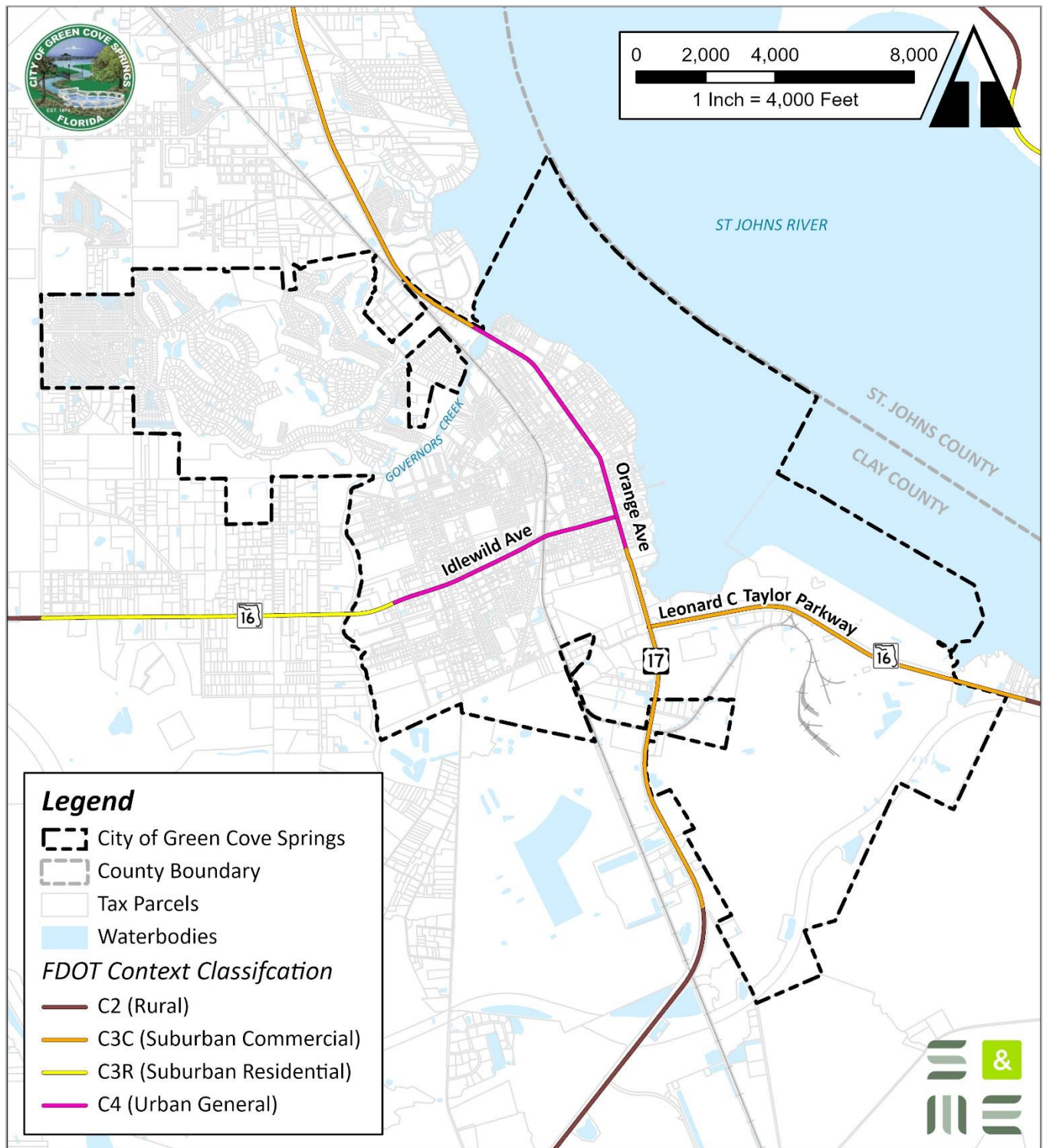
The FDOT Context Classification framework helps coordinate land use and transportation. While FDOT has determined the current context classification of the state roadways within the City, they may modify the classifications if the character of land uses changes over time. For instance, if the City adopts urban standards for a corridor that is currently designated C3C (Suburban Commercial), the City can coordinate with FDOT to change that designation so that the roadway design better matches the character of development.

Figure II - 2.FDOT Context Classification Transect



Source: FDOT Context Classification Guide

Map II - 5. FDOT Context Classification for Green Cove Springs



Sources: Clay County, Clay County Property Appraiser, FDOT, S&ME, 2021.

Table II - 3. FDOT Context Classification Matrix

Context Classification	C2 – Rural	C3R – Suburban Residential	C3C – Suburban Commercial	C4 – Urban General
Distinguishing Characteristics	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.	Mostly residential uses within large blocks and a disconnected or sparse roadway network.	Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.
Primary Measures:				
Land Use	Agricultural or Single-Family Residential	Single-Family or Multi-Family Residential	Retail, Office, Multi-Family Residential, Institutional, or Industrial	Single-Family or Multi-Family Residential, Institutional, Neighborhood Scale Retail, or Office
Building Height	1 to 2	1 to 2, with some 3	1 (retail uses) and 1 to 4 (office uses)	1 to 3, with some taller buildings
Building Placement	Detached buildings with no consistent pattern of setbacks	Detached buildings with medium (20' to 75') front setbacks	Detached buildings with large (>75') setbacks on all sides	Both detached and attached buildings with no setbacks or up to medium (<75') front setbacks
Fronting Uses	No	No	No	Yes
Location of Off-street Parking	N/A	Mostly in front; occasionally in rear or side	Mostly in front; occasionally in rear or side	Mostly on side or rear; occasionally in front
Intersection Density	<20	<100	<100	>100
Block Perimeters	N/A	N/A	>3,000	<3,000
Block Length	N/A	N/A	>660	<500
Secondary Measures:				
Allowed Residential Density	<1	1 to 8	N/A	>4
Allowed Office/ Retail Density	N/A	N/A	<0.75	N/A
Population Density	<2	N/A	N/A	>5
Employment Density	N/A	N/A	N/A	>5

Source: FDOT Context Classification Guide

e. Existing Roadway Performance

Existing performance for roadway infrastructure is based on traffic volumes from the FDOTs annual traffic count database, the available capacity based on an adopted Level of Service (LOS), and the assignment of a letter grade based on the available capacity.

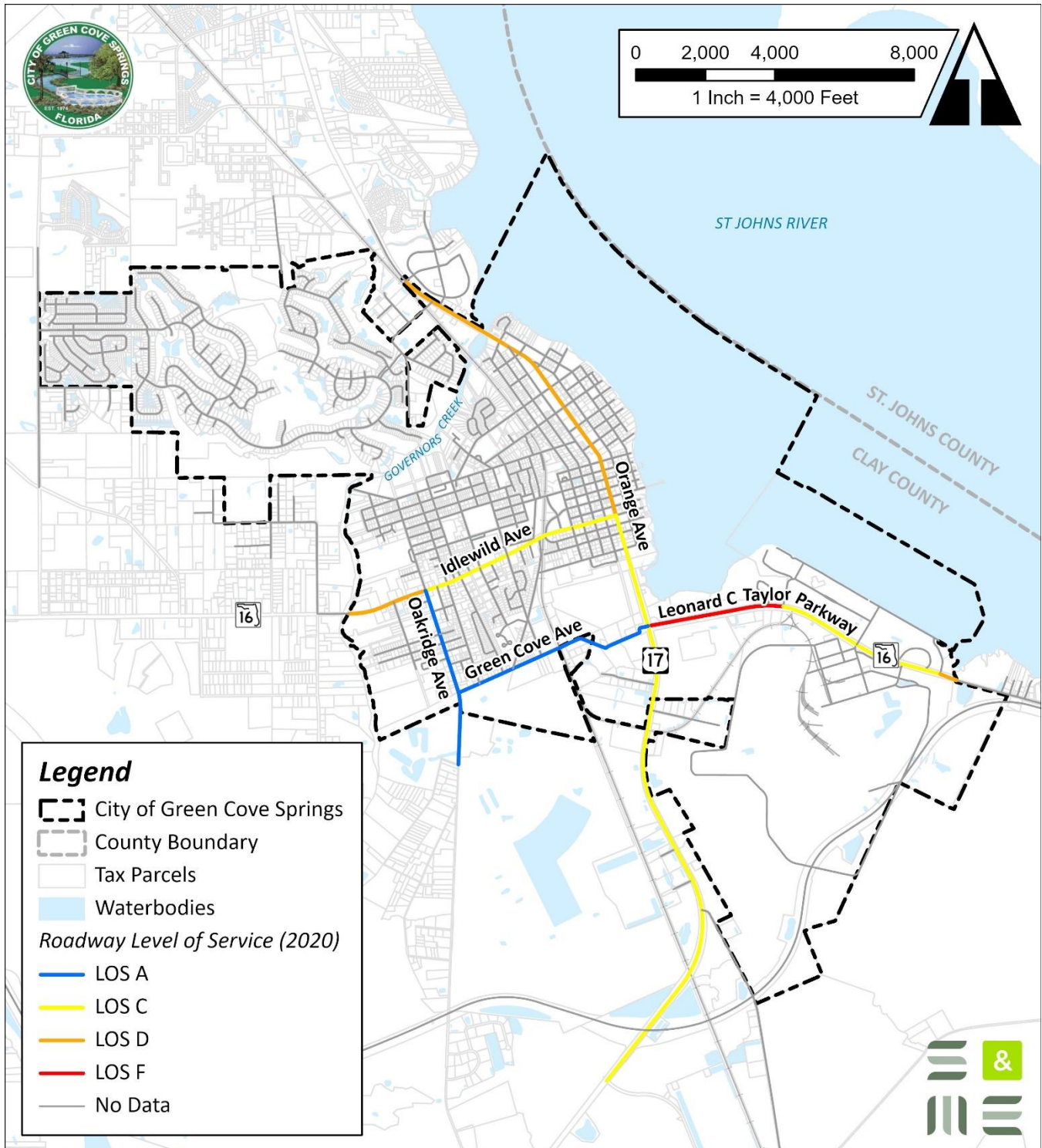
Level of service is a standardized method of assessing available capacity on roadways based on daily or peak hour traffic counts. The LOS standard utilizes letters, A through F, to quantify a roadway segment's LOS, with LOS A as a free flow condition and LOS F as an over capacity or failing condition. **Table II-4** details the current Adopted LOS, the current Average Annual Daily Traffic (AADT) volume, the Peak Hour volume and the current LOS for each roadway link. The table shows that there is already a segment of SR 16 exceeding capacity. **Map II-6** shows the current 2020 LOS on the roadway segments listed in **Table II-4**.



Table II - 4. Adopted LOS and Current LOS 2020

Roadway	From	To	Adopted LOS	Daily Service Volume	2020 AADT	Peak Service Volume	2020 Peak	2020 LOS
US HWY 17 (SR 15) Orange Av	North City Limits	Governors St	D	33,200	29,500	2,920	2,280	D
US HWY 17 (SR 15) Orange Av	Governors St	Center St	D	33,200	24,000	2,920	2,280	D
US HWY 17 (SR 15) Orange Av	Center St	Ferris St	D	33,200	22,500	2,920	2,280	D
US HWY 17 (SR 15) Orange Av	Ferris St	Oak St	D	36,700	21,060	3,580	2,170	C
US HWY 17 (SR 15) Orange Av	Oak St	SR 16	D	36,700	21,060	3,580	1,890	C
US HWY 17 (SR 15) Orange Av	SR 16	South City Limits	D	36,700	14,410	3,580	1,300	C
SR 16 West (Idlewild Av)	West City Limits	South Oakridge Av	D	15,400	14,080	1,400	1,270	D
SR 16 West (Ferris St)	South Oakridge Av	US 17	D	15,400	11,910	2,770	1,070	C
SR 16 East (Leonard C Taylor PKW)	US 17	Slow Tide Rd	D	16,500	18,010	1,620	1,720	F
SR 16 East (Leonard C Taylor PKW)	Slow Tide Rd	Bulkhead Rd	D	36,700	18,010	3,580	1,620	C
SR 16 East (Leonard C Taylor PKW)	Bulkhead Rd	City Limits (Wildwood Rd)	D	16,500	17,750	1,600	1,590	D
Green Cove Av/Cooks Lane	South Oakridge Av	US 17	C	11,700	1,600	1,290	160	A
CR 15 A/Oakridge Av	South City Limits	SR 16 W	C	11,700	2,200	1,290	220	A

Map II - 6. Current Level of Service 2020



Sources: Clay County, Clay County Property Appraiser, FDOT, S&ME, 2021.

f. Projected Trends

There are two projected forecasting scenarios, they are detailed as follows:

Scenario A – Forecasted trends without the First Coast Expressway completed. The current and future forecasted traffic for 2030 and 2045 are detailed in **Table II-5**. **Maps II-7 and II-8** show the projected 2030 and 2045 Levels of Service for Scenario A.

Scenario B – Forecasting based on the Northeast Regional Planning Model (NERPM) with the First Coast Expressway completed before 2030. **Table II-6** provides the forecasted information for Scenario B. **Maps II-9 and II-10** show the projected 2030 and 2045 Levels of Service for Scenario B.

As shown in **Figure II-3**, traffic is projected to increase with or without the completed expressway. Based on the trended traffic volumes (Scenario A), Green Cove Springs can expect to experience a 39.5 percent increase in overall traffic volumes by 2030 (or 3.9 percent average annual growth), and between 2030 and 2045 an overall increase of 34.2 percent (or 2.3 percent average annual growth). These estimates are based on historical trends and forecasts from the transportation model for the region.

Incorporating the First Coast Expressway into the model (Scenario B), the volumes appear to experience a smaller annual growth rate for the period between 2020 and 2030 (3.85% compared to 3.95% for Scenario A) but experience a higher growth rate between 2030 and 2045 (2.57% vs. 2.28%). The increase in traffic in Scenario B could be due to new development being attracted to the area by the new access provided by the First Coast Expressway. The model shows more traffic on SR 16 without the Expressway connection in place. This indicates that the finished expressway does provide traffic diversion from SR 16. The indications are that SR 16 will increase at a higher rate until the expressway is completed. Changes in volumes and growth rates over time could also be attributed to advancements in vehicle technology, changes in growth patterns, or other external influences that impact traffic movements.

Figure II - 3. Projected Average Annual Growth

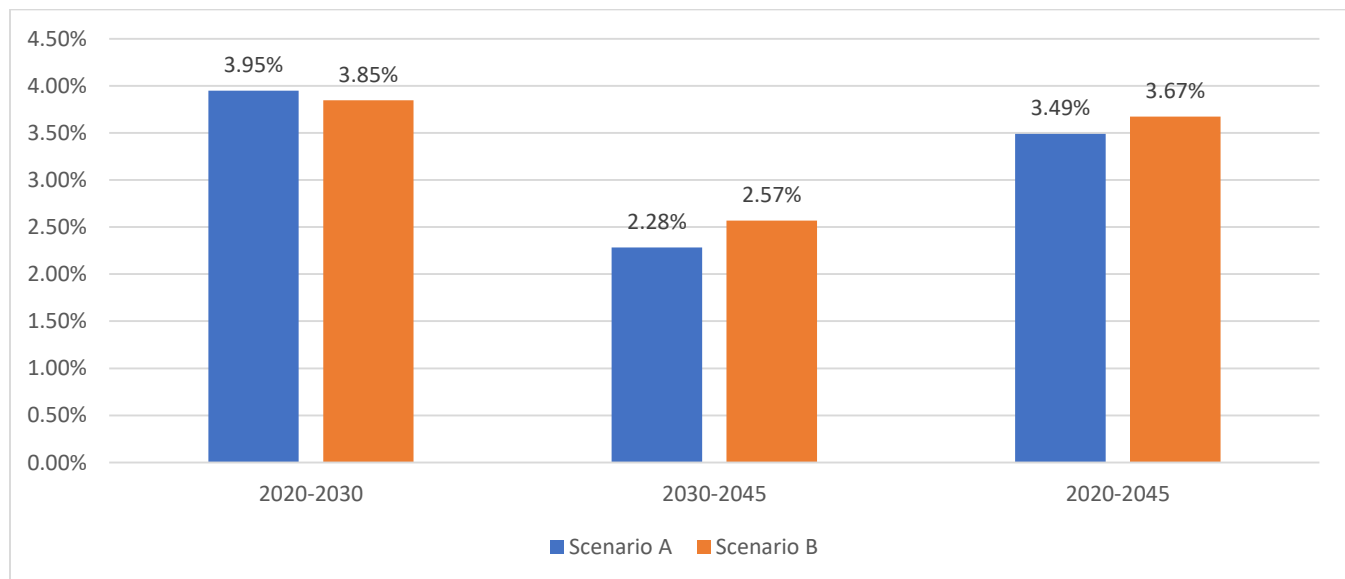


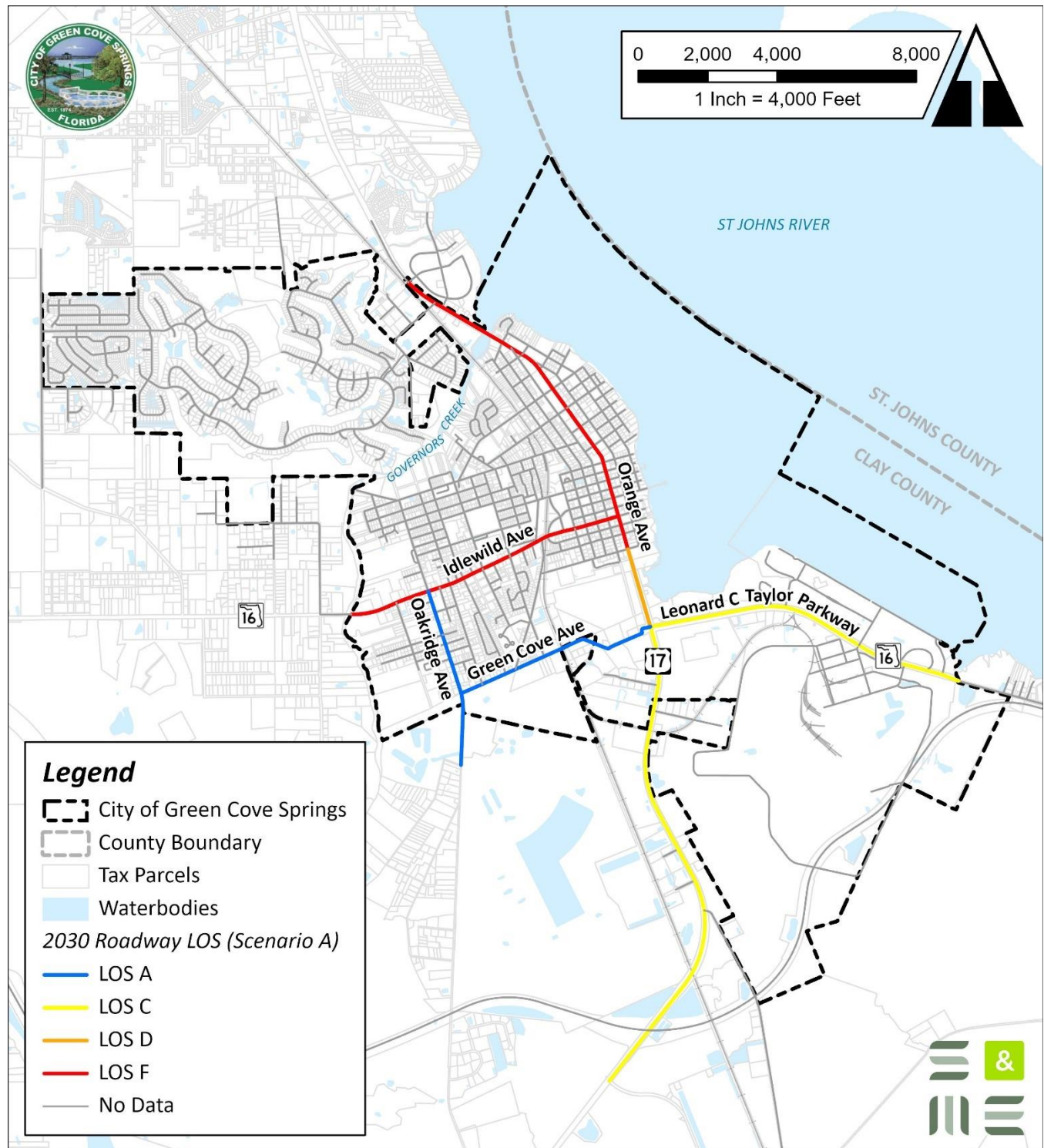
Table II - 5. Projected LOS for Scenario A (2030 and 2045)

Roadway	From	To	Adopted LOS	Daily Service Volume	2030 AADT	Projected 2030 Peak	2030 LOS	2045 AADT	Projected 2045 Peak	2045 LOS
US HWY 17 (SR 15) Orange Avenue	North City Limits	Governors Street	D	33,200	37,610	3,390	F	55,590	5,040	F
US HWY 17 (SR 15) Orange Avenue	Governors Street	Center Street	D	33,200	37,610	3,390	F	55,590	5,040	F
US HWY 17 (SR 15) Orange Avenue	Center Street	Ferris Street	D	33,200	37,610	3,390	F	55,590	5,040	F
US HWY 17 (SR 15) Orange Avenue	Ferris Street	Oak Street	D	36,700	37,610	3,390	F	40,200	3,580	F
US HWY 17 (SR 15) Orange Avenue	Oak Street	SR 16	D	36,700	29,200	2,620	D	40,200	3,580	F
US HWY 17 (SR 15) Orange Avenue	SR 16	South City Limits	D	36,700	17,500	1,580	C	22,130	1,990	C
SR 16 West (Idlewild Avenue)	West City Limits	South Oakridge Avenue	D	15,400	21,920	1,970	F	33,680	3,030	E *
SR 16 West (Farris Street)	South Oakridge Avenue	US 17	D	15,400	17,550	1,580	F	26,000	2,340	F
SR 16 East (Leonard C Taylor PKW)	US 17	Slow Tide Rd	D	16,500	20,100	1,810	C **	23,240	2,090	F
SR 16 East (Leonard C Taylor PKW)	Slow Tide Rd	Bulkhead Rd	D	36,700	20,100	1,810	C**	23,240	2,090	C
SR 16 East (Leonard C Taylor PKW)	Bulkhead Rd	South City Limits (Wildwood Rd)	D	16,500	19,740	1,780	C**	22,730	2,050	C
Green Cove Avenue/Cooks Lane	South Oakridge Avenue	US 17	C	11,700	1,920	190	A	2,496	248	A
CR 15 A/Oakridge Avenue	South City Limits	SR 16 W	C	11,700	2,640	260	A	3,432	339	A

* - Capacity improvement to Peak Service Volume 3,070.

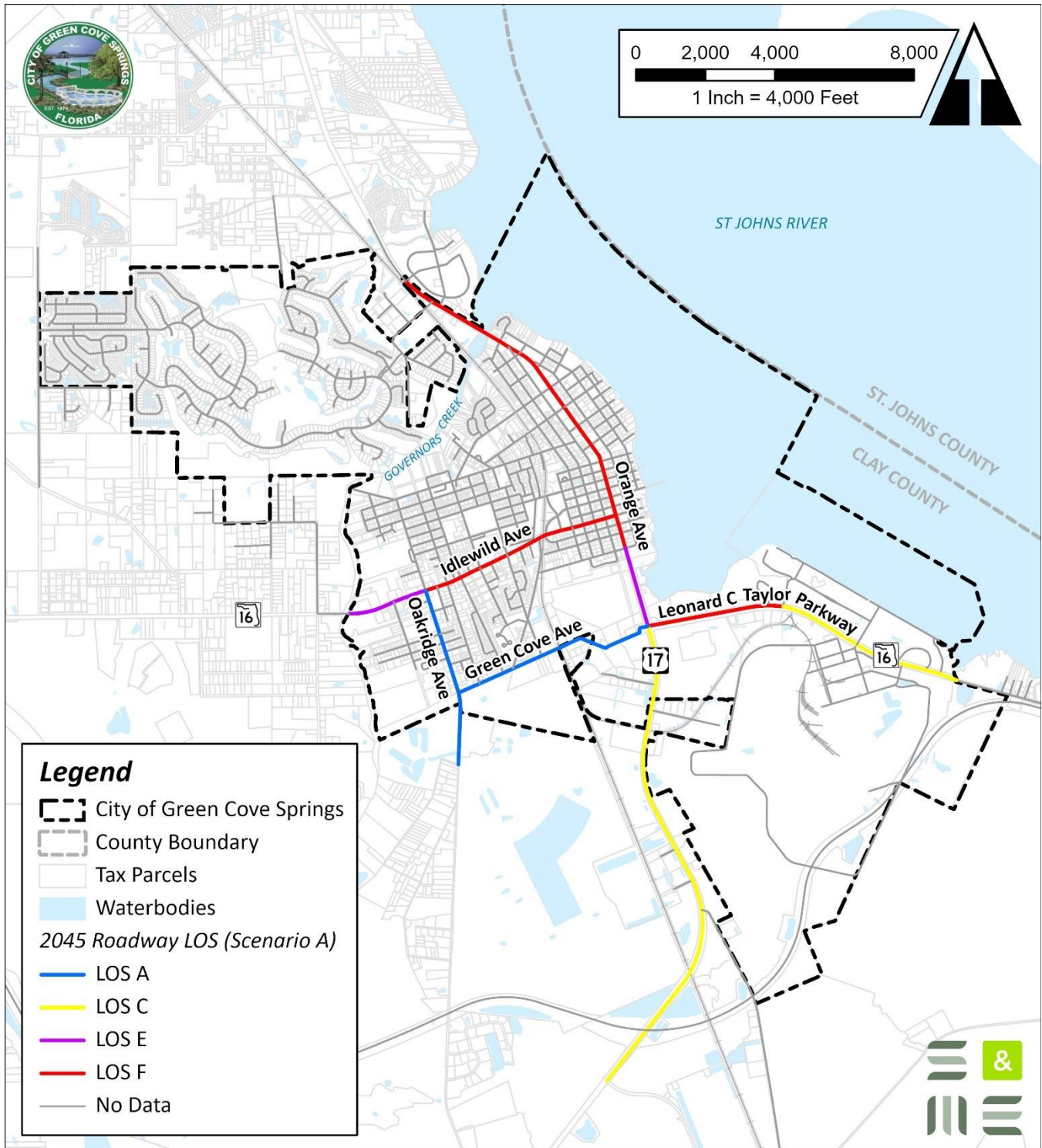
** - Capacity improvement to Peak Service Volume 3,580.

Map II - 7. Projected Level of Service Scenario A - 2030



Sources: Clay County, Clay County Property Appraiser, FDOT, S&ME, 2021.

Map II - 8. Projected Level of Service Scenario A - 2045



Sources: Clay County, Clay County Property Appraiser, FDOT, S&ME, 2021.

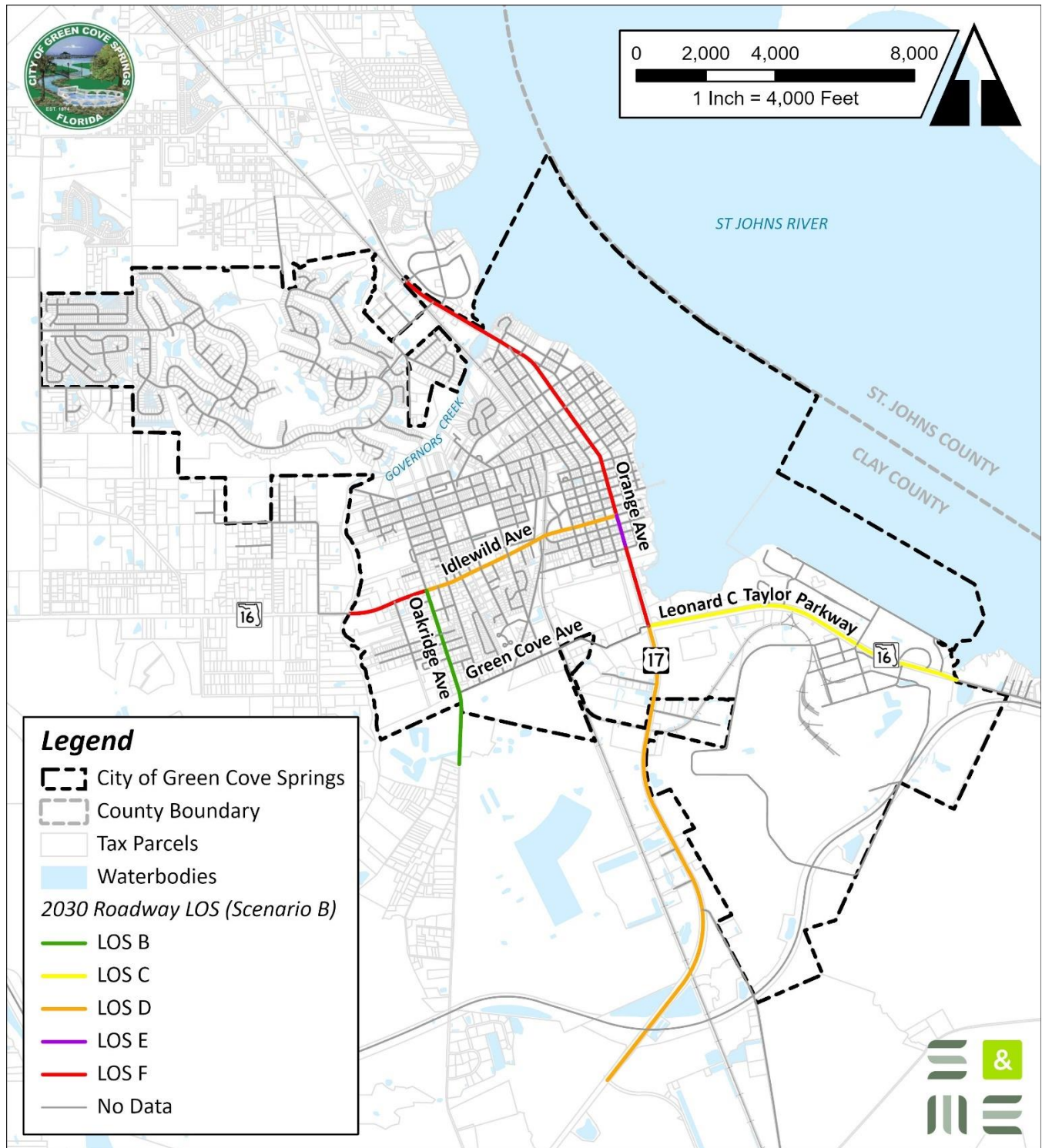
Table II - 6. Projected LOS for Scenario B (2030 and 2045)

Roadway	From	To	Adopted LOS	Daily Service Volume	2030			2045		
					AADT	Peak	LOS	AADT	Peak	LOS
US HWY 17 (SR 15) Orange Avenue	North City Limits	Governors Street	D	33,200	46,710	4,671	F	61,530	6,153	F
US HWY 17 (SR 15) Orange Avenue	Governors Street	Center Street	D	33,200	29,610	2,961	F	42,240	4,224	F
US HWY 17 (SR 15) Orange Avenue	Center Street	Ferris Street	D	33,200	32,230	3,223	F	42,050	4,205	F
US HWY 17 (SR 15) Orange Avenue	Ferris Street	Oak Street	D	36,700	35,310	3,531	E	42,050	4,205	F
US HWY 17 (SR 15) Orange Avenue	Oak Street	SR 16	D	36,700	36,390	3,639	F	50,680	5,068	F
US HWY 17 (SR 15) Orange Avenue	SR 16	South City Limits	D	36,700	23,240	2,324	D	26,200	2,620	D
SR 16 West (Idlewild Avenue)	West City Limits	South Oakridge Avenue	D	15,400	21,970	2,197	F	34,270	3,427	F*
SR 16 West (Farris Street)	South Oakridge Avenue	US 17	D	15,400	21,710	2,171	D	31,980	3,198	D
SR 16 East (Leonard C Taylor PKW)	US 17	Slow Tide Rd	D	16,500	15,760	1,576	C**	25,530	2,553	E
SR 16 East (Leonard C Taylor PKW)	Slow Tide Rd	Bulkhead Rd	D	18,010	15,760	1,576	C**	25,430	2,553	D
SR 16 East (Leonard C Taylor PKW)	Bulkhead Rd	South City Limits (Wildwood Rd)	D	17,750	14,050	1,400	C**	24,010	2,553	D
Green Cove Avenue/Cooks Lane	South Oakridge Avenue	US 17	C	11,700	N/A	N/A	N/A	N/A	N/A	N/A
CR 15 A/Oakridge Avenue	South City Limits	SR 16 W	C	11,700	4,240	424	B	5,390	539	B

* - Capacity improvement to Peak Service Volume 3,070.

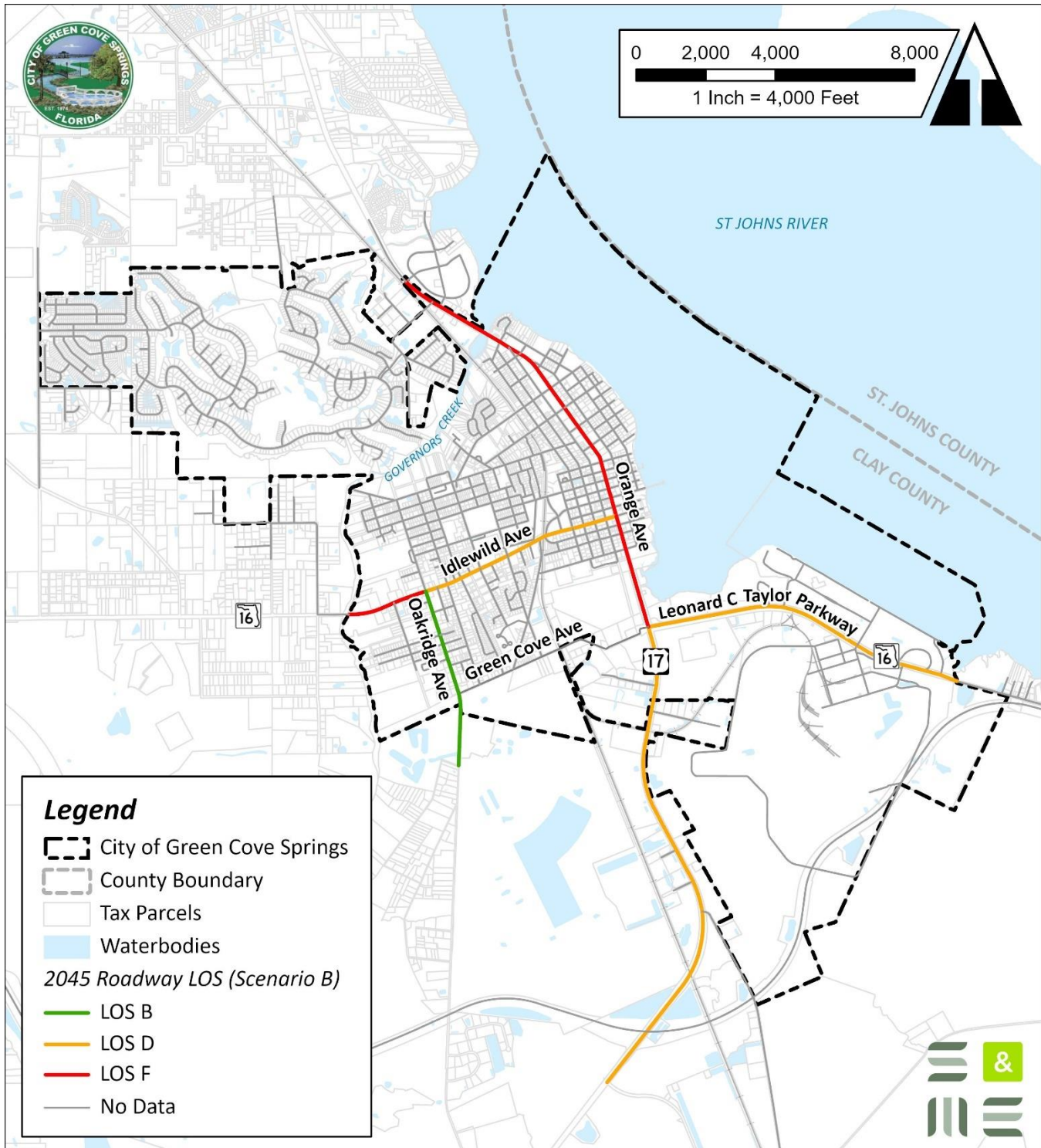
** - Capacity improvement to Peak Service Volume 3,580.

Map II - 9. Projected Level of Service Scenario B - 2030



Sources: Clay County, Clay County Property Appraiser, FDOT, S&ME, 2021.

Map II - 10. Projected Level of Service Scenario B - 2045



Sources: Clay County, Clay County Property Appraiser, FDOT, S&ME, 2021.

g. Projected Roadway Performance

Based on the information provided from Scenario A and Scenario B, the LOS for the major roadway links serving Green Cove Springs is projected to degrade significantly by 2030. All but one roadway link on US 17 is forecasted to drop below the adopted LOS of D. This is forecasted to occur with or without the First Coast Expressway completed.

The Shands Bridge (S.R. 16) is the only direct connection between Clay County and St. Johns County and provides the only access in this area to I-95. The Buckman Bridge in Jacksonville, 20 miles north of Green Cove Springs, provides another river crossing. Both crossings are near capacity. The construction of the expressway will include a new bridge to replace the Shands bridge. However, there will be a few years between the completion of the interchange and the bridge when traffic will need to come off the Expressway onto US 17, head north and turn east on SR 16 to use the current Shands bridge to get across the St. Johns River. This traffic would put additional pressure on those two segments. However, it is unlikely that drivers would take the expressway (toll road) if they have to take a detour and use the Shands bridge.

While the First Coast Expressway will most likely take some of the truck traffic off from US 17, it is anticipated that development around the interchange will accelerate when the First Coast Expressway interchange is completed. To quantify the effect of growth and changing travel patterns, the City maintains a system to monitor the available capacity on each roadway segment, identifying different segments. Based on the monitoring system, The City produces an annual report that provides information on each roadway link and any available capacity.

Several strategies should be investigated by the City to assist in mitigating the rise in trips resulting from in-migration to the area. One strategy is to incorporate Intelligent Traffic Systems (ITS) into the transportation network in tandem with County and FDOT efforts. ITS helps maintain or improve traffic efficiency by minimizing traffic problems. Improvements such as coordinated signals, transit priority signals, and advanced messaging can help to reduce traffic frustrations. Intelligent ridesharing programs, ride-hailing applications, and parking location applications can reduce trips and trip length.

Another strategy involves encouraging mode shift from single user vehicles to a more multimodal way of travel. The City can promote mode shift by providing the facilities and connectivity for people to safely walk and bike. Micro-mobility, including E-scooters and golf carts should be thoughtfully and safely integrated as other mode choices.

Transit and on-demand buses are an important part of the mode shift strategy as they offer an alternative to a single use vehicle for longer trips and provide mobility for those who cannot drive. Transit connectivity is an essential for providing transit that people can utilize. Timely connections to hospitals, transportation hubs, and places of employment are crucial to a successful transit system. Transit should also connect to strategically placed park-and-ride lots to further encourage mode shift. Investment in innovation such as driverless electric people movers, reliable and fast internet for viable work-from-home opportunities, and modern fare box collection systems can help with trip reduction via single use vehicles.

2. Parking

Parking in Green Cove Springs is predominantly tied to the land use it supports; each business having its own dedicated parking area. US 17 is a main thoroughfare through downtown and does not include any on-street parking. Walnut Street from Pine Avenue to the river, is the only roadway with designated on-street parking. There are no public or visitor designated parking areas or garages in the City, but there are several government buildings with dedicated parking that may be available to the public on weekends or special events.

The City has conducted a vision plan that listed a parking plan be undertaken for the Central Business District (CBD). Under the goal of 'Promote the Redevelopment of the US 17 and SR 16 corridors the action item is to 'Develop and adopt a CBD parking plan'. However, to date, the plan has not yet been produced.

Parking in the CBD could provide several benefits, including visitor accommodation and pedestrian separation from traffic. The study should be undertaken, and an assessment of parking demand quantified.

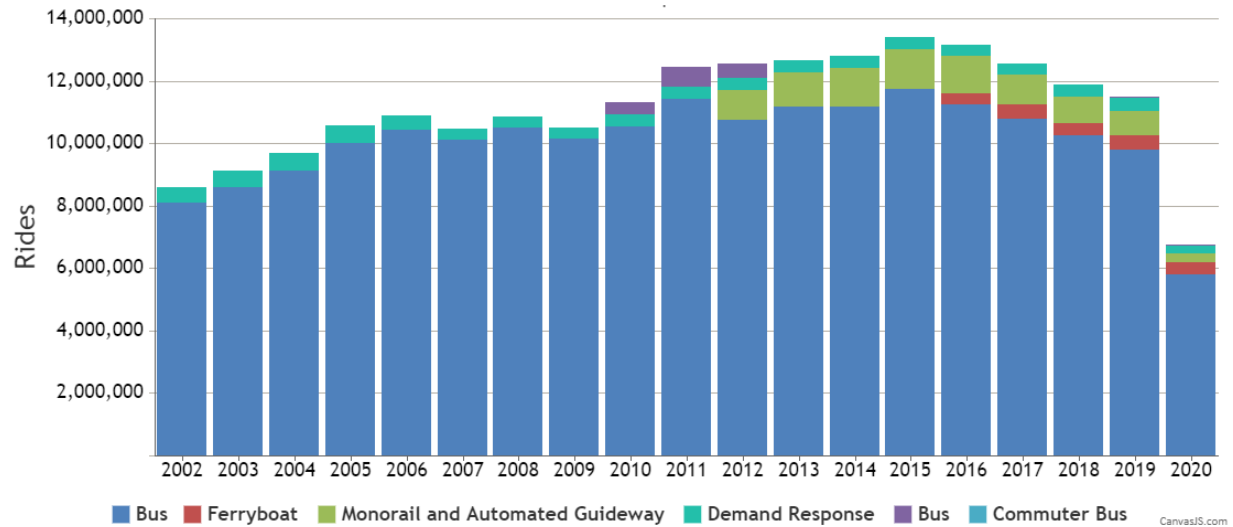
3. Public Transportation

Public transportation in Green Cove Springs is supported by the Clay Community Transportation (CCT) flex service shuttles, managed by the Jacksonville Transit Authority (JTA). The flex service is a fixed route system comprised of four dedicated routes but is also able to pick up from locations off the routes through a reservation system. The service runs 6 AM through 7 PM Monday through Friday only. JTA also operates the Clay Regional Express (Route 201) from the Black Creek Park-n-Ride located at 2511 County Road 220 and the Route 5 from the Orange Park Mall.

Two of the four CCT routes (Blue and Green Lines) serve the City of Green Cove Springs (see **Figures II-5 and II-6**). JTA recently inaugurated the CCT Green Line bus route from the Middleburg VA Clinic to Keystone Heights, through Green Cove Springs. A connection to Gainesville is available at Keystone Heights. Based on regional mobility needs in the area, a proposed Shands Bus Service has been envisioned to provide a fixed route connection between Clay County and St. Johns County.

Reported bus ridership in Clay county has experienced a decline between 2015 (54,362 trips) and 2017 (42,842 trips). As shown in **Figure II-4**, ridership for all modes has been declining since 2015. In 2019 the JTA reconfigured the bus service in Clay County and added more routes.

Figure II - 4. Ridership History (all modes)

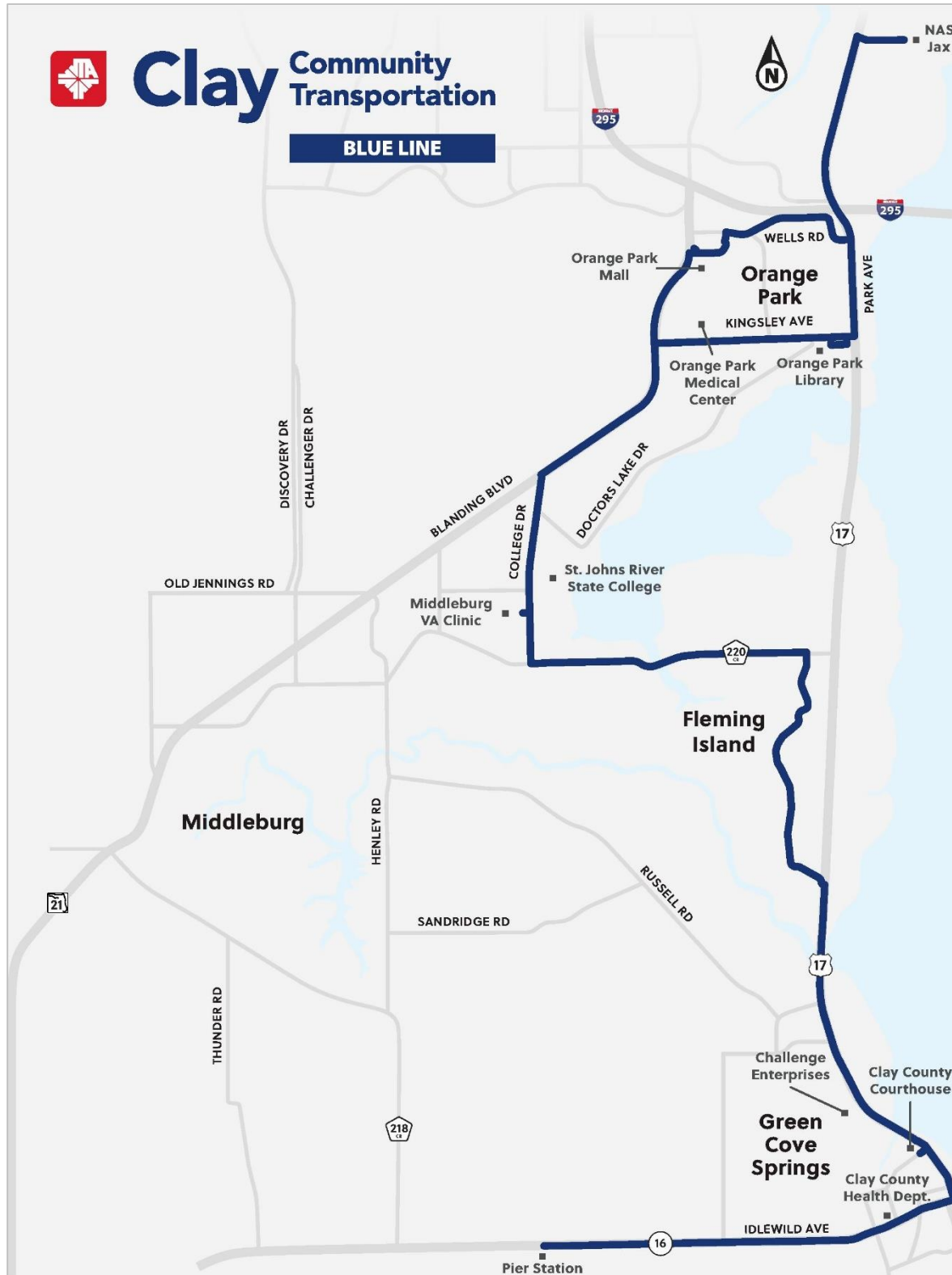


Source: Jacksonville Transit Authority

The recent pandemic has contributed to decreasing transit share significantly. Based on transit ridership just recently picking up nationwide, and the recently added and reconfigured bus routes, good ridership numbers are unavailable and accurate projections are impossible at this time.

FDOT and JTA predict an increase in ridership based on the new route configurations, rising gas prices increasing auto ownership costs, and expanded job opportunities. The mode share of transit trip will rise in Green Cove Springs as the population increases based on the same trend seen in other rural to urban transitioning areas.

Figure II - 5. CCT Blue Line



Source: Jacksonville Transportation Authority, 2021

Clay Community Transportation

GREEN LINE

Keystone Heights

Penney Farms

Green Cove Springs

Fleming Island

Middleburg

Starke

CLAY

Keystone Heights Senior Center

Clayton & Mildred Revels Senior Center

Middleburg VA Clinic

Green Line Routes:

- Keystone Heights to Penney Farms
- Penney Farms to Green Cove Springs
- Green Cove Springs to Fleming Island
- Fleming Island to Middleburg
- Middleburg to Keystone Heights

4. Airports

The base was decommissioned in 1961 as part of a military reorganization plan. The City annexed the base and Reynolds Metal Company acquired the land. Reynolds Industrial Park was established in 1965. The airport is currently private. It was reported in 2020 that nine aircraft based at the

¹ AbandonedSoutheast.com



airfield. Plans to upgrade the airfield have been proposed in the past, with no movement forward to date.

5. Trails and Sidewalks

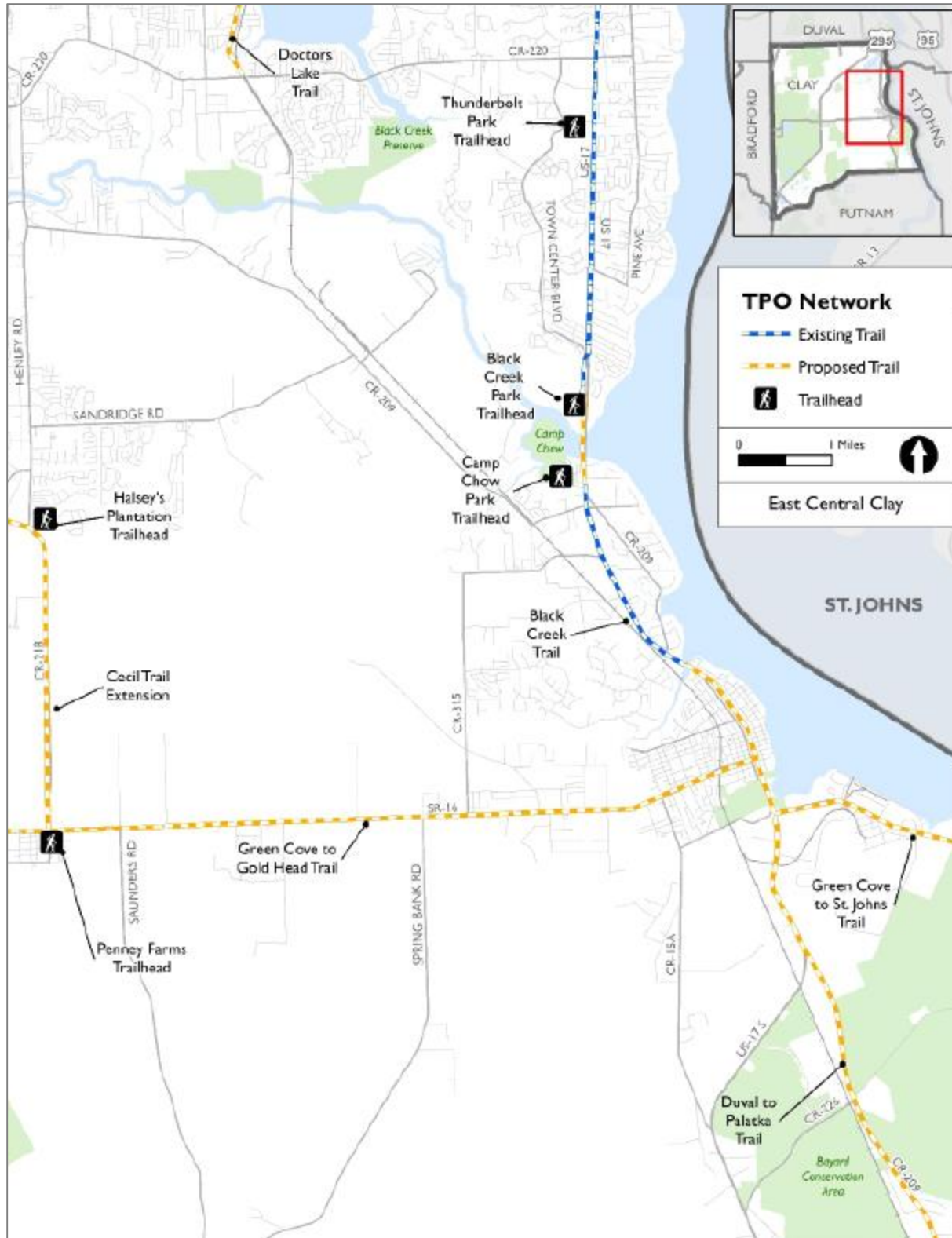
Adding pedestrian and bicycle accommodations is a priority within Green Cove Springs. Therefore, the City coordinates with the County and the FDOT to ensure that all roadway improvements are analyzed for inclusion of pedestrian and bicycle infrastructure. The City has codified the review of new development and requirements for the inclusion of connected pedestrian and bicycle networks.

Map II-11 shows the existing and proposed trails in the immediate area of Green Cove Springs. It shows the existing *Black Creek Trail*, which has its terminus at the northern boundary of the City and runs north, parallel to US 17, and the City of Green Cove Wildlife Corridor Trail, which is maintained by the City and is located off Oakridge Avenue and Green Cove Avenue. A new multi-use sidewalk/trail is currently under construction in Green Cove Springs. The trail runs along Palmetto Avenue from Martin Luther King Jr. Boulevard to the John P. Hall Nature Preserve in the Bayard Point Conservation Area.

The Northeast Florida Regional Multi-Use Trail Master Plan (2019) lists two proposed trail enhancements:

- Continuation of the Black Creek Trail through Green Cove Springs to Putnam County along US 17 and CR 209.
- Continuation of the Gold Head Trail through Green Cove Springs to St. Johns County along SR 16.

Map II - 11. Existing and Proposed Area Trails



Source: Northeast Florida Transportation Planning Organization, 2019.

C. FUTURE NEEDS

The future level of service deficiencies noted in this Element are not generated just by local traffic. US 17 and SR 16 carry substantial through traffic. Drivers traveling from Jacksonville, Orange Park and Fleming Island to Palatka, Eustis, Leesburg and Mount Dora rely on US 17; travel from Starke and surrounding areas to I-95 relies on SR 16 and the Shands bridge. The First Coast Expressway will relieve some of that traffic, particularly the truck traffic, but will not reduce traffic volumes within the City.

US 17 and SR 16 are in the hands of the Florida Department of Transportation and the City cannot expect (and would not want) the FDOT to continue widening these roadways. Bigger highways invite more trips. The wider these roads get, the faster the traffic will flow through the City and the more division they will create between the two sides of each road making them less safe for pedestrians and bicyclists to cross. There are, however, strategies that the City will need to start implementing to manage traffic in the future.

- **Transportation Connectivity.** Communities where self-contained subdivisions (not interconnected with the local grid) are allowed end up with heavily traveled roads surrounding the subdivisions and create unnecessary trips (e.g., having to go around a subdivision to go to the store, or having to use a major roadway for a local trip to the store). The City of Green Cove Springs is fortunate to still have a traditional grid in the central part of the City, and to have the potential to replicate that same system in the Reynolds Park site and future annexations. While the railroad tracks present a physical barrier to achieve full connectivity, it will be important to maintain/create roads that are parallel to the State Roads and serve as alternative routes for local trips.
- **Mobility Options.** When communities are designed to cater to the automobile only, residents are less likely to use other modes (walk or bike) because it is not safe or convenient to do so and are forced to use a car for even short trips. A strong system of sidewalks, bike lanes/trails, and public transit is necessary to provide a safe way to get around the City without the need for the automobile.
- **Land Use Strategies.** Land use and transportation are intrinsically connected. As explained earlier, FDOT predicates the design of roadways based on the character of the area they serve. Lower development densities/intensities and single use buildings contribute to sprawl, which in turn creates the need for more roadway capacity as residents are driven to live farther away from the city center. Compact, mixed-use communities can reduce the number of trips using internal capture and presenting a safe and walkable environment.
- **Mobility Plan.** Rather than continuing to rely on an outdated system of level of service for local roads (concurrency), the City will focus on developing a mobility plan and fee to replace the transportation concurrency management system. Strong coordination with FDOT will be necessary to address expected roadway deficiencies on State roads.
- **Complete Streets.** The design of a street determines the modes of transportation to be used on that street. All streets must be designed (built, restriped, modified) to accommodate all the relevant modes of transportation.

A paradigm shift is underway in the planning and design of transportation systems throughout the country. No more are we designing auto-centric roadways that bisect crucial core areas and put the burden on pedestrians and cyclists to move safely through an economic hub. The Complete Streets movement seeks to get back to the original design intent of a city's roadway network that promotes walkability with compelling and functional public spaces which will ultimately inform the development of a mobility framework of the city. Status Quo auto-dependency has undermined the character and livability of many of this nation's cities, particularly within their historic downtowns. Personal automobile trips by residents, visitors, students and workers strain the local street network and in downtown areas cause conflicts where pedestrian, wheelchair and bicycle modes are at risk of accidents created by the auto-centric transportation system.

Complete Streets is a context sensitive design concept that informs decisions for roadways that are more focused on the full functional value of a right-of-way rather than the sole focus being on automobile capacity. This is a mobility tool that has been adopted by the FDOT and TPO. FDOT District 2 has been a leader in complete streets and has allocated resources specifically for this cause.

The mobility needs of the City residents vary depending on the location within the City. In this case, the context does matter on how transportation facilities are addressed. Roadways in the downtown core area are much different than facilities near suburban or rural areas. That is one of the reasons the complete streets approach should be utilized in the future when preparing designs for new or expanding roadways. Some of the prime candidates for converting to complete streets include:

US 17 / Orange Avenue – This State highway transitions from a rural cross-section south of the City to an urban roadway bisecting the downtown. The City needs to work with FDOT and the TPO to incorporate improvements that will make pedestrian traffic safer (e.g., wider sidewalks, narrow travel lanes, interspersed medians, street trees, protected intersection crossings).



SR 16 / Idlewild Ave / Ferris St – This is also a major State roadway going through the City and providing access to a variety of uses including schools, the Clay County School Board offices, and health care facilities.



Ideally, all roadways should be designed as complete streets. While the City is not in the position to transform State and County roads, it will be important to coordinate with those agencies to prioritize safety and comfort for all modes of transportation. Incremental improvements are possible in conjunction with 3R (resurfacing, restoration and rehabilitation) projects conducted by FDOT. **Figure II-7** illustrates an example of the transformation of an auto-centric street into a complete street.

Figure II - 7. Complete Street Transformation



D. FUTURE IMPROVEMENTS

The following are planned improvements for the major roads in the City.

1. Near Term

The near term is defined as within the next five years to 2025. The FDOT Transportation Improvement Plan (TIP) for Fiscal years 2020/21 - 2024/25, includes one project within Green Cove Springs:

- SR 23 (First Coast Expressway) from East of SR 16A (Spur) to East of CR 209 (4229387). Fiscal Years 2022/23 through 2024/25.

Clay County has several bonded projects that are outside the City limits but will have an impact on local transportation:

- First Coast Connector from FCE to CR 315 – new 2-lane construction. Spring 2022 to Winter 2024.
- First Coast Connector from CR 315 to US 17 – increase from 2 to 4 lanes. Winter 2022 to Fall 2024.
- Sandridge Road, from Henley Road to CR 209 – increase from 2 to 3 lanes. Spring 2022 to Spring 2024.
- County Road 209 from Sandridge Road to CR 315B – increase from 2 to 3 lanes. Spring 2023 to Winter 2024.
- County Road 209 from CR 315B to US 17 – increase from 2 to 4 lanes. Summer 2022 to Spring 2024.

2. Long Term

The long term is defined as more than five years, from 2026 – 2045. The FDOT SIS long range plan does not list any SIS improvements by 2045.

The NFTPO Long Range Transportation Plan 2045 (February 2020) does include three capacity improvement projects:

- CR 315 widen to 4 lanes, from SR 16 to CR 315B.
- SR 16 widen to 4 lanes, from the First Coast Expressway to SR 15A/Oakridge Avenue.
- SR 16 widen to 4 lanes, from US 17 to the Shands Bridge.
- US 17 implementation of context sensitive solutions, from Orion Road to SR 16.
- Governors Park Road, new roadway, from US 17 to SR 16.

The construction of the new four-lane bridge over the St. Johns River is expected to begin in 2022 and be completed in 2029 (see **Figure II-8**). The vertical clearance of the new bridge will be 65 feet from the water line (currently 45 feet). The old bridge will be partially removed and the segment from SR 16 extending in the river will be made available for recreation (fishing pier).

Figure II - 8. FDOT Photo Simulation of the New Bridge and Fishing Pier



Source: FDOT, 2021

Created on	Type	Threads	Comment	Up Votes	Down Votes	Email	Postcode	Firstname	Lastname	Reply	Latitude	Longitude	Photo URL	Referrer	View on map	Sentiment
5/3/2021 17:50	Land Use	Land Use-04-child	A Trader Joe's if not Aldi	0	0	ckt1969@hotmail.com				TRUE	29.982011	-81.67756			https://smeinc.mysoc	NEUTRAL
5/20/2021 17:57	Land Use	Land Use-03-child	Think it is a great idea but prefer LOCAL businesses and not chain stores if possible.	0	0	jodyvance42@comcast.net				TRUE	29.99396	-81.6805		GCS Website	https://smeinc.mysoc	MIXED
5/22/2021 9:39	Land Use	Land Use-10	An Arby's	0	0	nen2157@gmail.com	32043	Naomi	Sierra	FALSE	29.981963	-81.67445		Facebook	https://smeinc.mysoc	NEUTRAL
5/22/2021 9:28	Land Use	Land Use-04-child	Aldi's or Trader Joe's or even a walmart fresh market perfect for this plaza.	0	0	nen2157@gmail.com	32043	Naomi	Sierra	TRUE	29.982011	-81.67756		Facebook	https://smeinc.mysoc	POSITIVE
4/11/2021 17:49	Land Use	Land Use-02	Convert this to mixed use - retail/commercial on the ground level and multi-family residential on upper levels. This would be similar to some of the buildings in Brooklyn and the Riverside area.	15	3	maryanne.scales@gmail.com	32043	Maryanne	Scales	FALSE	30.004147	-81.68637		GCS Website	https://smeinc.mysoc	NEGATIVE
4/11/2021 17:53	Land Use	Land Use-03	Encourage nice restaurants, breweries, wine shops, and nice bars to relocate to Green Cove Springs' downtown historic area to provide additional entertainment options. I'm envisioning an area like Avondale that is anchored on Walnut but continues on Palmetto.	22	2	maryanne.scales@gmail.com	32043	Maryanne	Scales	FALSE	29.99396	-81.6805		GCS Website	https://smeinc.mysoc	POSITIVE
4/12/2021 17:38	Land Use	Land Use-04	Aldi in the old Fred's location.	23	1	kate.woodlief@gmail.com	32043			FALSE	29.982011	-81.67756			https://smeinc.mysoc	NEUTRAL
4/30/2021 13:19	Land Use	Land Use-04-child	Or maybe a Publix or Earth Fare.	0	0	gene3620@bellsouth.net	32043	Gene	Callahan	TRUE	29.982011	-81.67756			https://smeinc.mysoc	NEUTRAL
4/30/2021 13:17	Land Use	Land Use-05	Use the riverfront property for something other than commercial use. I would like to see the shipyards converted into riverfront retail, micro breweries, and high rise residential. Maybe even a venue for live concerts in the vein of the St. Augustine amphitheater.	20	2	gene3620@bellsouth.net	32043	Gene	Callahan	FALSE	29.983301	-81.67151			https://smeinc.mysoc	NEUTRAL
5/3/2021 17:50	Land Use	Land Use-04-child	Earth fare did not do well and we have a Publix close by it's too pricey. I believe a Aldi would do well.	0	0	ckt1969@hotmail.com				TRUE	29.982011	-81.67756			https://smeinc.mysoc	NEGATIVE
5/6/2021 19:56	Land Use	Land Use-04-child	I know of 2 other business that are looking to move in this outlet . Rent of Vision being one of them.	0	0	williammeeks33@yahoo.com				TRUE	29.982011	-81.67756		Facebook	https://smeinc.mysoc	NEUTRAL
5/6/2021 20:53	Land Use	Land Use-04-child	Aldi would be great. Earth Fare or any other kind of store like that is way too much price wise for this area.	0	0	dtklooney@yahoo.com				TRUE	29.982011	-81.67756		Facebook	https://smeinc.mysoc	NEGATIVE
5/6/2021 22:09	Land Use	Land Use-06	island style bar and grill with mix of live music (reggae, blues, jazz, salsa)	9	1	umaupin@yahoo.com	32043	Ursula	M	FALSE	29.993811	-81.67779			https://smeinc.mysoc	NEUTRAL
5/6/2021 22:10	Land Use	Land Use-07	local grocer with fresh produce	7	0	umaupin@yahoo.com	32043	Ursula	M	FALSE	29.993383	-81.67961			https://smeinc.mysoc	NEUTRAL
5/6/2021 22:10	Land Use	Land Use-08	bookstore	3	0	umaupin@yahoo.com	32043	Ursula	M	FALSE	29.994071	-81.67988			https://smeinc.mysoc	NEUTRAL
5/8/2021 8:31	Land Use	Land Use-06-child	Agreed, we need a better seafood/ southern style restaurant with fresh options for this area- not just pizza and fast food! A semi health-conscious option or upscale cafe could be great too.	1	0	mara.outman@yahoo.com	32043	Mara	Koogle	TRUE	29.993811	-81.67779		Facebook	https://smeinc.mysoc	POSITIVE
5/8/2021 8:25	Land Use	Land Use-03-child	I think a fairly good example of a similar area in a smaller historic city is Tarpon Springs, FL- it's essentially just as you pictured here: a walkable strip with good bars, sit-down food that isn't chain restaurants, vintage shops, art galleries, arcade, boutiques for homemade goods and soaps, bakeries, ice cream, and eases right into parks, the historic neighborhoods and the sponge docks area for tourism (similar to green cove and its spring). GCS could have a similar feel and still be homie.	2	0	mara.outman@yahoo.com	32043	Mara	Koogle	TRUE	29.99396	-81.6805		Facebook	https://smeinc.mysoc	POSITIVE
5/13/2021 8:24	Land Use	Land Use-09	A waterfront seafood restaurant would be perfect here.	2	1	abiridaught@gmail.com	32043			FALSE	29.993997	-81.67743			https://smeinc.mysoc	POSITIVE
5/16/2021 2:37	Land Use	Land Use-09-child	Agreed. The two bars in the area tend to be dirty and littered with trash in the mornings. Not a pretty site from the park. Maybe they would up there game	0	0	jenn.bader330@gmail.com				TRUE	29.993997	-81.67743		GCS Website	https://smeinc.mysoc	NEGATIVE
5/16/2021 2:38	Land Use	Land Use-09-child	A Wicked Barley vibe would be great	0	0	jenn.bader330@gmail.com				TRUE	29.993997	-81.67743		GCS Website	https://smeinc.mysoc	POSITIVE
5/22/2021 9:32	Other	Other-7	This section of the road is crumbling away. The corner to the city limits line road was fixed and then the corner on opposite to the railroad tracks was fixed but this section was left. Who is responsible to fix this? In certain areas two cars can not pass at the same time!	0	0	nen2157@gmail.com	32043	Naomi	Sierra	FALSE	29.978803	-81.68496		Facebook	https://smeinc.mysoc	NEGATIVE
5/22/2021 9:35	Other	Other-8	This section of the road is crumbling away. The corner to the city limits line road was fixed and then the corner on opposite to the railroad tracks was fixed but this section was left. Who is responsible to fix this? In certain areas two cars can not pass at the same time!	1	0	nen2157@gmail.com	32043	Naomi	Sierra	FALSE	29.981684	-81.68289		Facebook	https://smeinc.mysoc	NEGATIVE
5/6/2021 13:36	Other	Other-2	This needs to be a four-way stop. Increased pedestrian traffic and events and a tight turning area needs every vehicle to stop and look for continued safety.	0	1	debjones2001@gmail.com	32043	Debby	Jones	FALSE	29.992951	-81.67939		GCS Website	https://smeinc.mysoc	NEGATIVE
6/8/2021 8:13	Other	Other-8-child	I absolutely agree. This needs to be addressed. The traffic on this road is only going to increase, it can't be left the way it is.	0	0	kate.woodlief@gmail.com	32043			TRUE	29.981684	-81.68289		android-app://com.google.roid.gm/	https://smeinc.mysoc	MIXED
5/13/2021 8:21	Other	Other-3	Infrastructure and Utilities improvement is a MUST to support all of the new housing going on around Green Cove Springs.	2	0	abiridaught@gmail.com	32043			FALSE	29.989174	-81.67794			https://smeinc.mysoc	POSITIVE
5/17/2021 10:36	Other	Other-6	There's a large hole here.	0	0	kate.woodlief@gmail.com	32043			FALSE	29.983265	-81.68877	https://s3-u	GCS Website	https://smeinc.mysoc	NEGATIVE
5/17/2021 10:29	Other	Other-5	Sidewalks in disrepair at the ballfields.	0	0	kate.woodlief@gmail.com	32043			FALSE	29.986753	-81.69072	https://s3-u	GCS Website	https://smeinc.mysoc	NEUTRAL
5/17/2021 10:28	Other	Other-4	Sidewalks in disrepair at the ball fields.	0	0	kate.woodlief@gmail.com	32043			FALSE	29.98567	-81.6901	https://s3-u	GCS Website	https://smeinc.mysoc	NEUTRAL

5/8/2021 8:15	Parks & Trails	Parks & Trails-3	Community events! Food trucks, concerts in the park, drive in movies, movies in the park, community charity drives or 5k's, art fairs, pet events, dog park, etc!	4	0	mara.outman@yahoo.com	32043	Mara	Koogle	FALSE	29.991348	-81.69474		Facebook	https://smeinc.mysoc	NEUTRAL
4/13/2021 11:00	Parks & Trails	Parks & Trails-1-child	Actually, be better for trees to be planted here along with a garden maybe.	1	0	ndtysh@yahoo.com				TRUE	29.986683	-81.68992		https://smeinc.mysoc		MIXED
5/6/2021 22:08	Parks & Trails	Parks & Trails-2	Would love to see kayak rentals	8	0	umaupin@yahoo.com	32043	Ursula	M	FALSE	29.992259	-81.67586			https://smeinc.mysoc	POSITIVE
5/17/2021 6:57	Parks & Trails	Parks & Trails-1-child	There should be a handball court here. The closest one is about 45-hr away. It'll give kids something to do. Promote an active lifestyle. Contribute to young health. Allow connections and friendships as well as the opportunity to form tournaments, cookouts, etc.	0	0	j.cordero1167@gmail.com				TRUE	29.986683	-81.68992		GCS Website	https://smeinc.mysoc	NEUTRAL
4/29/2021 19:26	Transportation	Transportation-2	Improve this intersection. Possibly right-hand turning lanes from northbound and southbound Oakridge Ave onto Idlewild Ave. Currently Oakridge Ave is overrun with construction vehicles and will only get busier as new residents move in south of town.	5	1	sdmaty@protonmail.com	32043	Stephen	Matyi	FALSE	29.985643	-81.69631			https://smeinc.mysoc	NEUTRAL
5/13/2021 21:25	Transportation	Transportation-3	Drainage need to be addressed. Normal rain storms tend to cause the south bound side of the road to flood badly causing hazardous road conditions.	1	0	whizkid1976@gmail.com	32043	Stephanie	Williams	FALSE	29.99618	-81.6803		Facebook	https://smeinc.mysoc	NEUTRAL
5/16/2021 10:42	Transportation	Transportation-2-child	I agree that this intersection needs some kind of change. It is especially difficult during the time school is getting in and letting out.	0	0	trisheross@cs.com				TRUE	29.985643	-81.69631		Facebook	https://smeinc.mysoc	NEGATIVE
SAMPLES																
3/11/2021 11:12	Employment	Employment-1	[SAMPLE] I would love to see more manufacturing jobs in this part of town.	9	0	nhill@smeinc.com	32043	John	Smith	FALSE	29.979305	-81.6552			https://smeinc.mysoc	POSITIVE
3/11/2021 11:14	Parks & Trails	Parks & Trails-1	[SAMPLE] It would be great to have a basketball court in this area of town.	4	4	nhill@smeinc.com	32043	John	Smith	FALSE	29.986683	-81.68992			https://smeinc.mysoc	POSITIVE
3/11/2021 11:11	Transportation	Transportation-1	[SAMPLE] Would it be possible to add a few more stoplights and pedestrian crossings along this roadway?	0	8	nhill@smeinc.com	32043	John	Smith	FALSE	29.999581	-81.68292			https://smeinc.mysoc	NEUTRAL
3/11/2021 11:09	Land Use	Land Use-01	[SAMPLE] I would love to see more low rise apartments downtown!	9	13	nhill@smeinc.com	32043	John	Smith	FALSE	29.992445	-81.68054	https://s3-us-west-2.amazonaws.com/smeinc-mysoc		https://smeinc.mysoc	POSITIVE
3/11/2021 11:25	Other	Other-1	[SAMPLE] Has the City discussed expanding its range of local ecotourism opportunities?	8	0	nhill@smeinc.com	32043	John	Smith	FALSE	29.986014	-81.67357			https://smeinc.mysoc	NEUTRAL

Green Cove Springs 2045 Comprehensive Plan Update Social Pinpoint Report

Stakeholder Engagement Summary

2708

Total Visits

838

Unique Users

1:21

Avg Time (min)

149

Unique Stakeholders

35

Comments

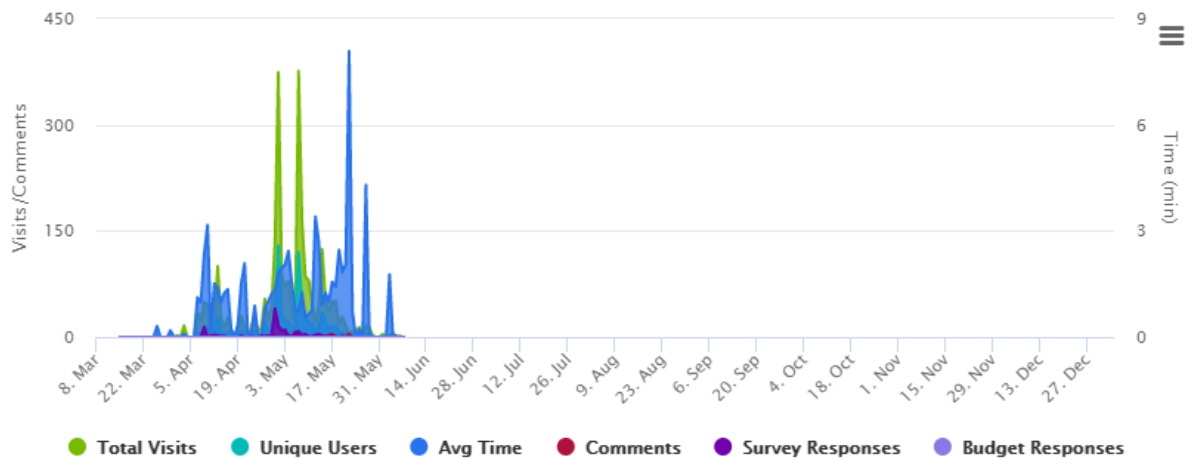
149

Survey Responses

15

Document Downloads

Stakeholder Engagement by Day



Word Cloud for all Engagement Types

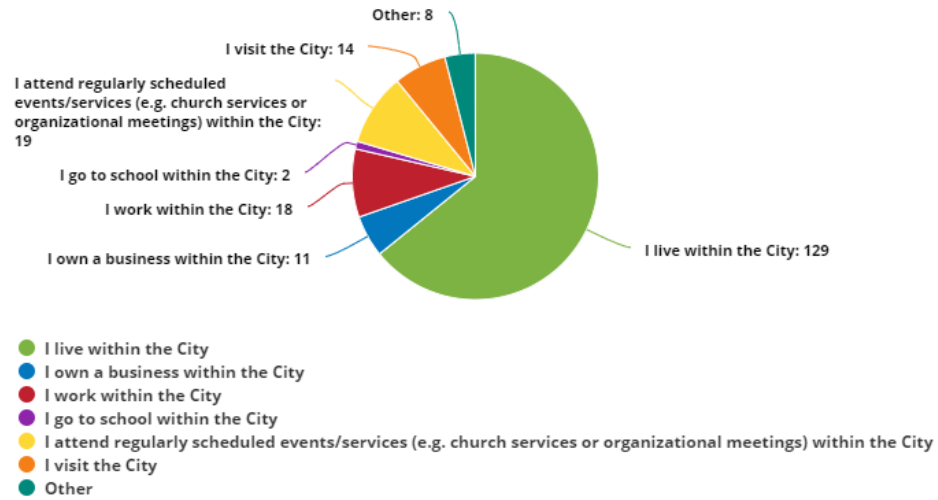


Survey Responses:

Q1. 1. What is your relationship to the City of Green Cove Springs? Select all that apply.

149 answers

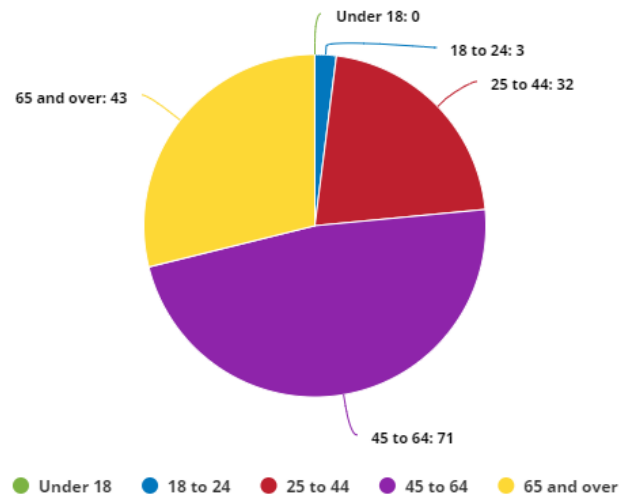
Pie Bar



Q3. 2. What is your age?

149 answers

Pie Bar

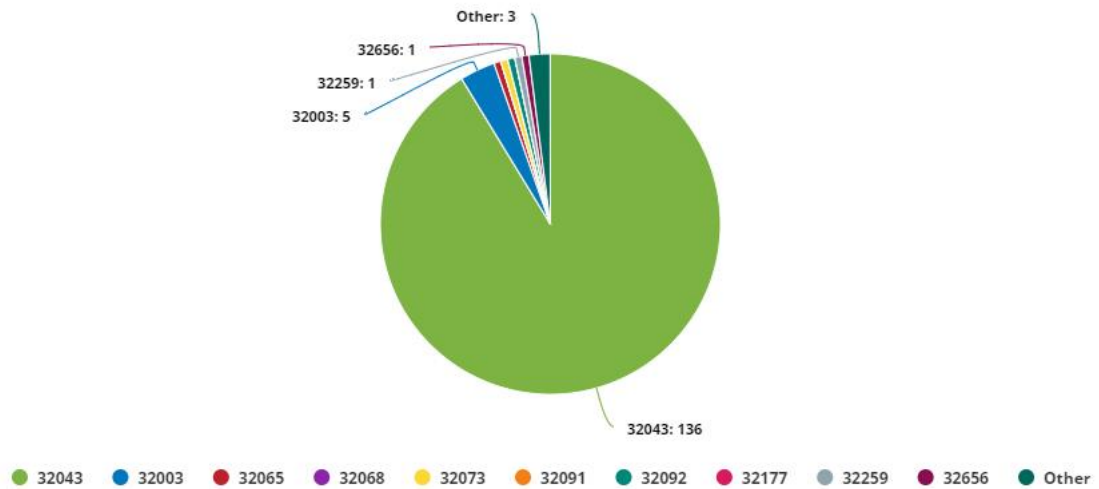


Q4. 3. What is your 5-digit zip code?

149 answers

Pie

Bar

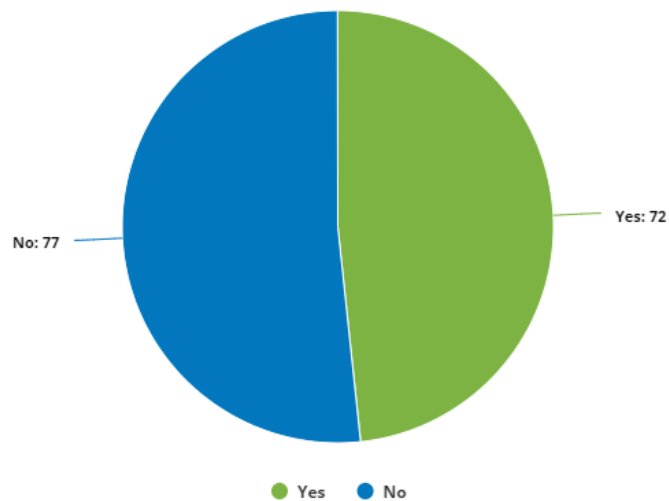


Q6. 4. Do you plan to participate in one of the public workshops for the City of Green Cove Springs 2045 Comprehensive Plan Update process?

149 answers

Pie

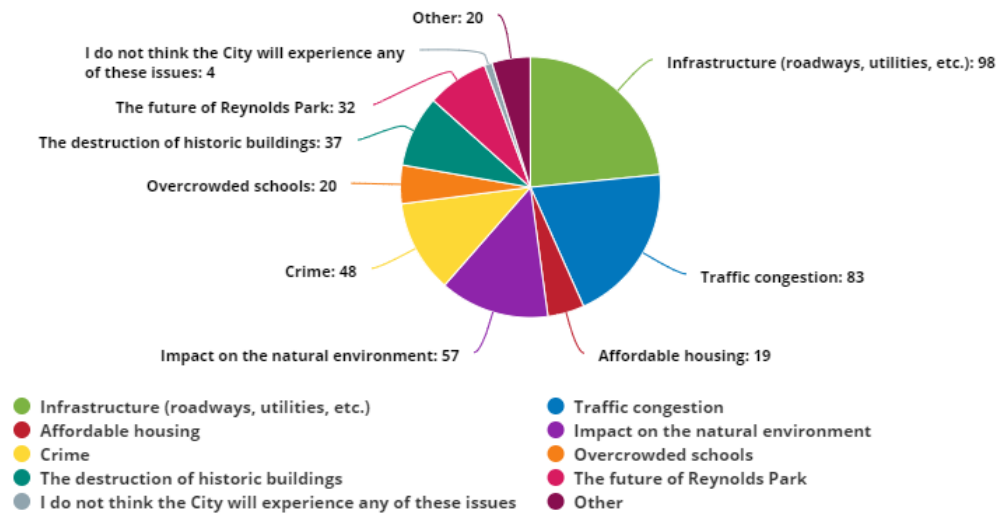
Bar



Q7. 5. What are the top three concerns you have related to future growth within the City?

149 answers

Pie Bar



Q8. If "other," please specify:

5 answers

Word Cloud

Response List

RESPONSES

[Download CSV](#)

Business support

Developing center city businesses and restaurants.

Downtown blight. Abandoned buildings that people won't sell or fix. We also need to start thinking future. Another Burger King is not what we need. We need high end dining and shopping to fit where our community will be once bypass is complete.

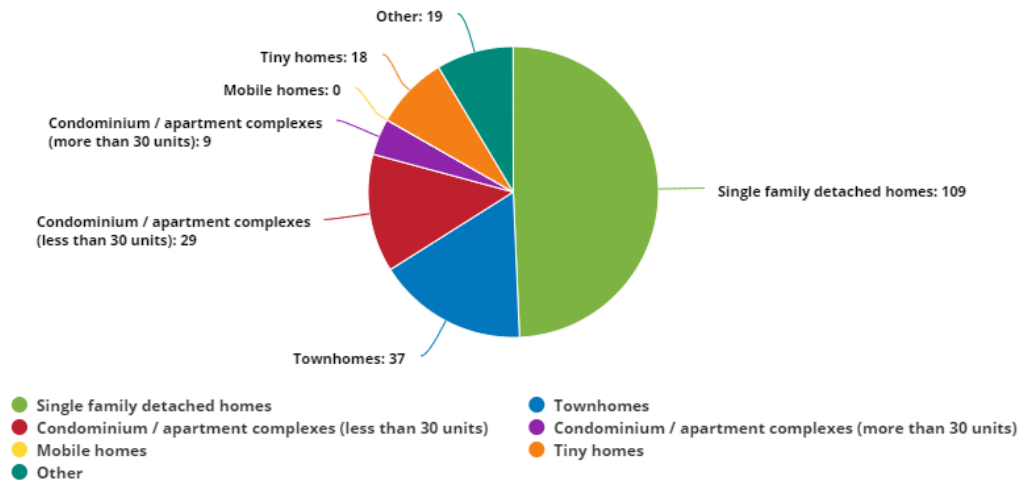
Future economic development, sustainability initiatives

The city government and its negative attitude towards businesses.

Q9. 6. What type(s) of housing would you like to see more of within the City by 2045?

149 answers

Pie Bar



Q10. If "other," please specify:

9 answers

Word Cloud

Response List

RESPONSES

Energy efficient low carbon footprint sustainable houses

I would like to see less of all.

Less new home construction because our schools are overcrowded already.

Mixed use retail/business

No comment

No more homes

None

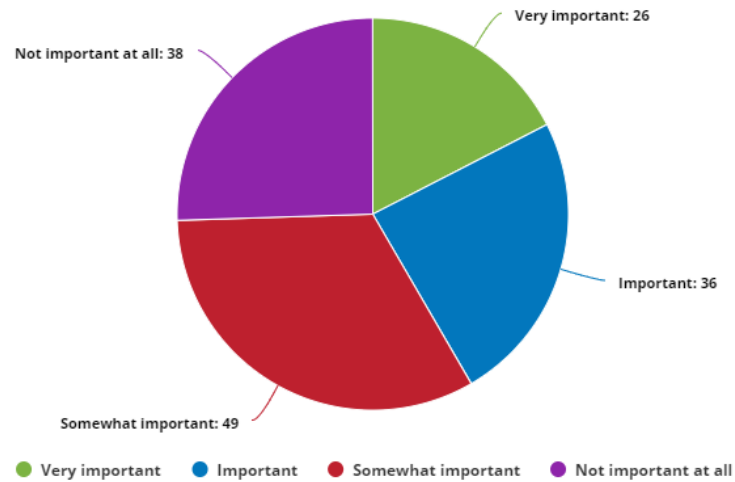
None of the above. Overcrowded as it is.

over building beyond infrastructure capabilities. We have outdated utility. Electric, water, etc.

Q11. 7. How important do you think it is for the City to provide "affordable" and/or "workforce" housing options within the city limits?

149 answers

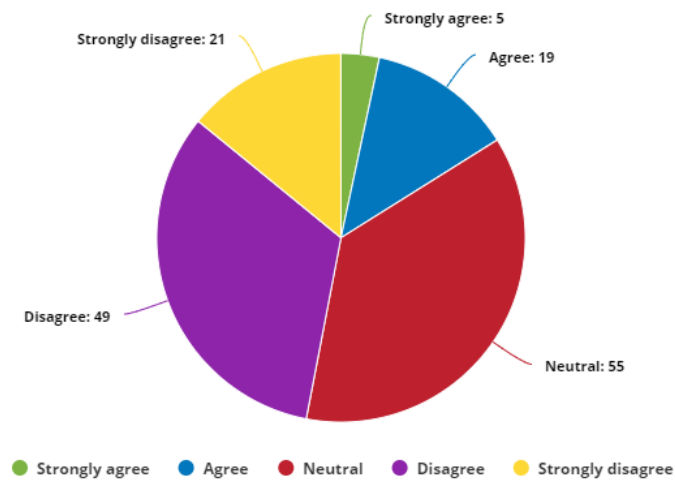
Pie Bar



Q12. 8. How much do you agree with the following statements: "There are excellent employment opportunities within Green Cove Springs for recent high school graduates."

149 answers

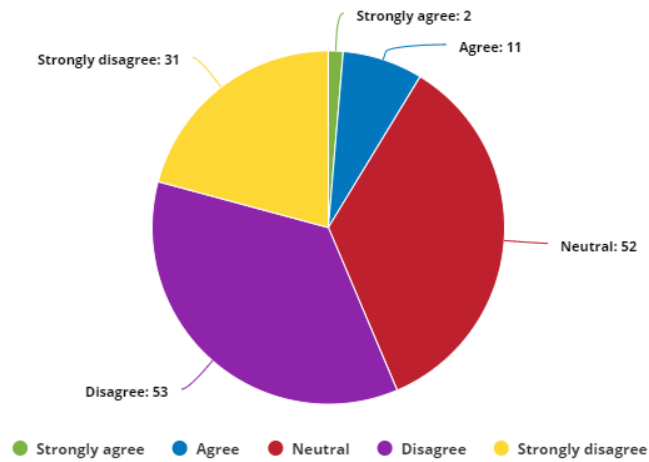
Pie Bar



Q13. 9. How much do you agree with the following statement: "There are excellent employment opportunities within Green Cove Springs for recent college graduates."

149 answers

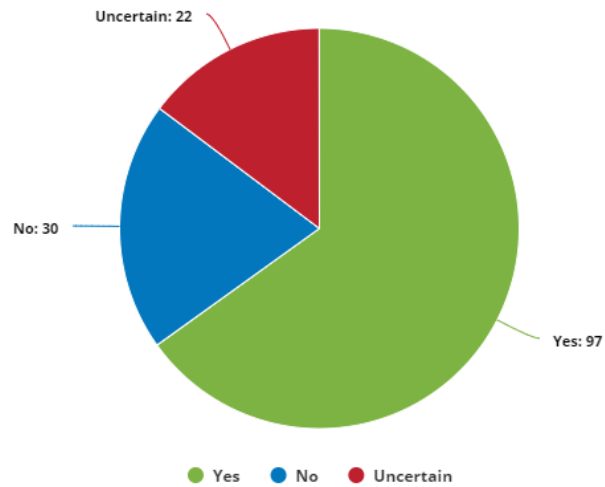
Pie Bar



Q14. 10. Do you feel that your community is sufficiently served by a robust and extensive public parks system?

149 answers

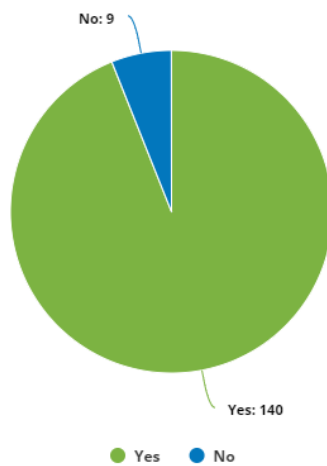
Pie Bar



Q15. 11. Would you recommend the City of Green Cove Springs as a good place to live to your friends and family?

149 answers

Pie Bar



Q16. 12. What do you like MOST about Green Cove Springs?

137 answers

Word Cloud **Response List**

Q16. 12. What do you like MOST about Green Cove Springs?



Q17. 13. What do you like LEAST?

143 answers

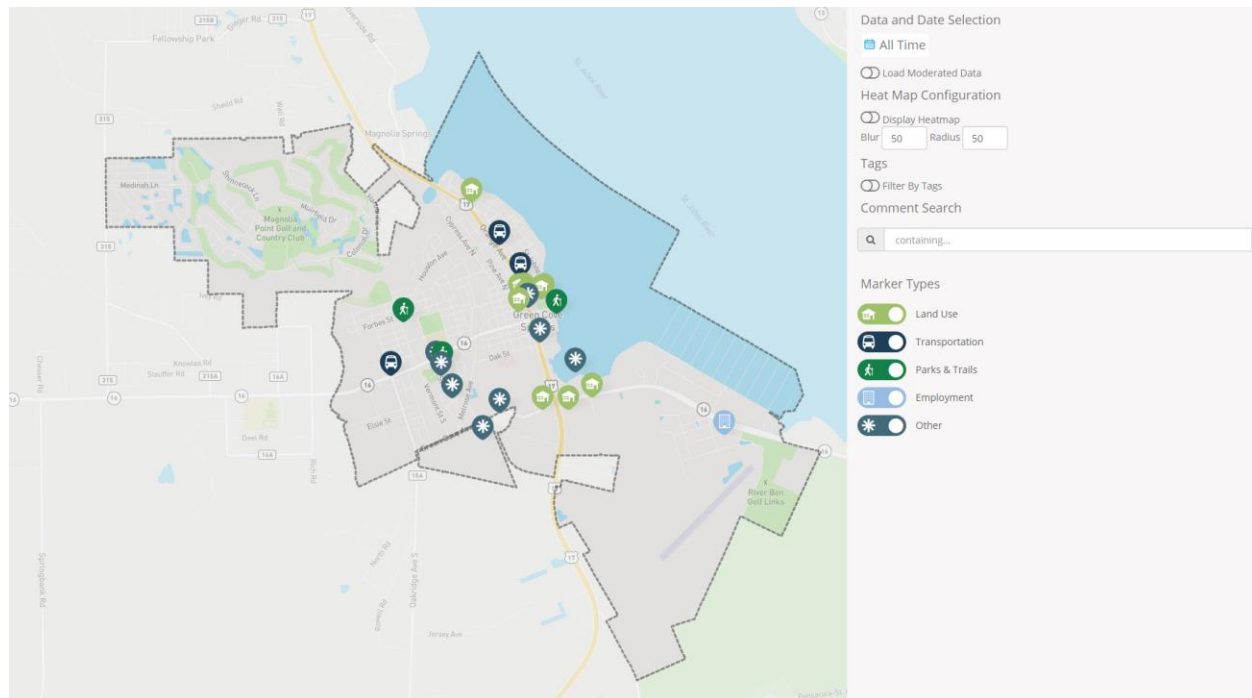
Word Cloud [Response List](#)

Q17. 13. What do you like LEAST?

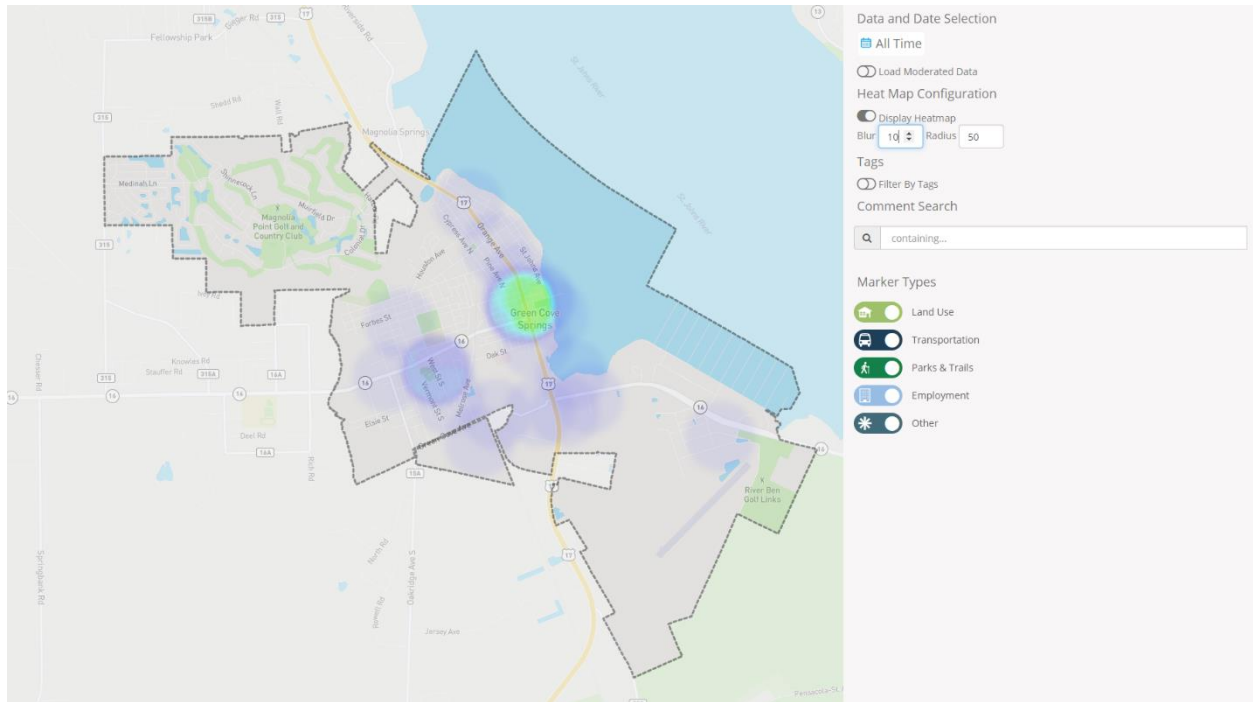


For further details regarding Question 12 and 13 responses, see the appendix for full text responses.

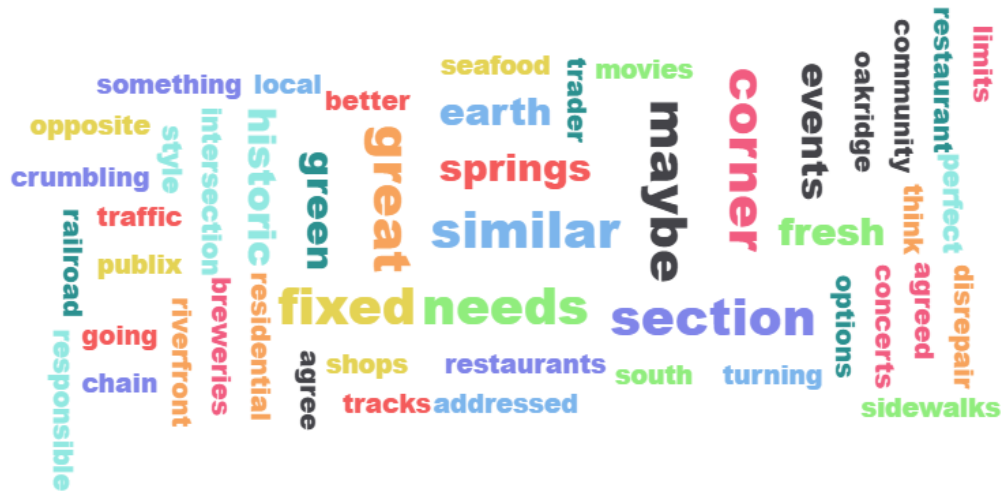
Interactive Map Responses:

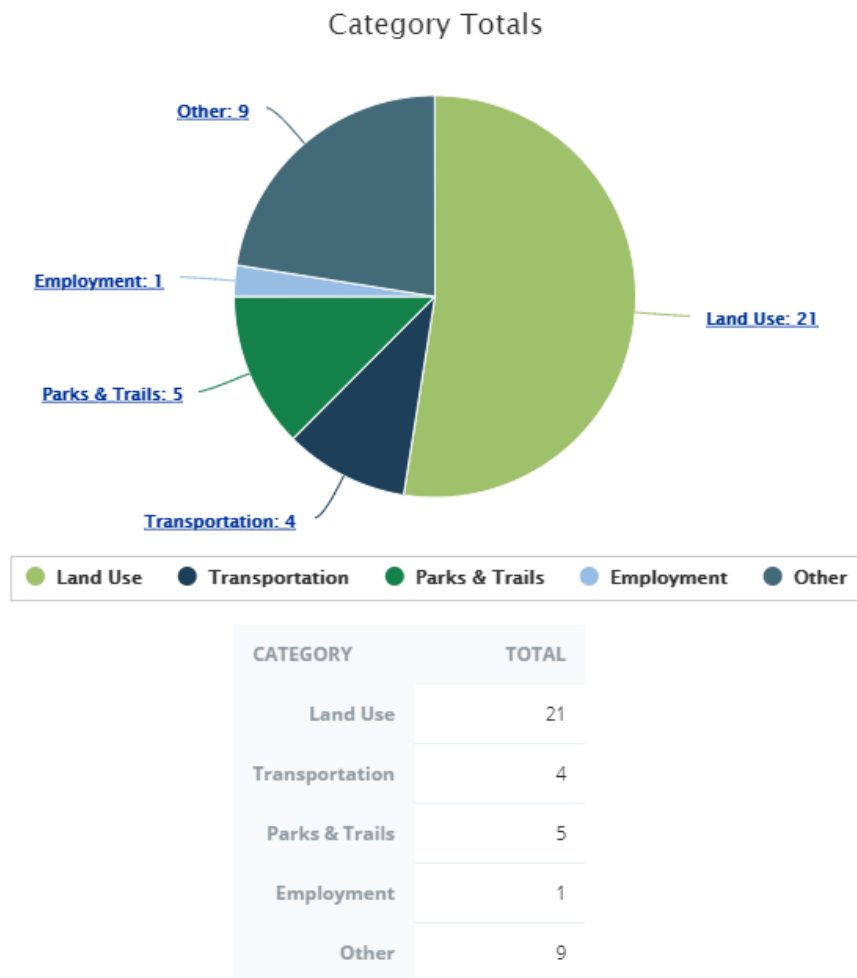


Comment Heat Map



Map Comments Word Cloud





For full details of Map Comments, see the appendix.

Appendix

Survey:

Question 12. "What do you like most about Green Cove Springs?" Responses

"Ample land for the expansion/creation of more jobs. Beautiful springs, Fairgrounds, quiet neighborhoods, the river. Responsive government constantly seeking ways to improve the community. "

"Being near the St John's River. The scenery- the river, park and wildlife. Small, hometown feel, somewhat country - farmland, farm animals, berry picking (nearby) "

"Charming OLD feel to it - Keep the architecture old or similar."

"Close to my job"

"Community"

"Country feel"

"DMV is top notch. The natural spring pool and park and boat dock are very nice."

"Fairly quiet. Small town feel."

"For years I've loved the nature and beauty of Tree City. The public parks are beautiful, and we have a very homey feel."

"friendly people

great place to live and work"

"Friendly, small town "

"Green Cove is a beautiful city, we have a small town feel with the potential to become so much more. Let's be a "must" stop off the toll road, rather than a bypass. We have one of the most beautiful parks I believe in NorthEast Florida. I enjoy that we have businesses like the Clay Theater Venue and Red's Wine Bar, along with our antique shops. I think we need more places like this, so Green Cove isn't just a little Saturday morning activity...but its actually a place to spend the whole day."

"Green Cove Springs Park. "

"Historic, friendly, no fuss, simple in the right ways, businesses still close early and on sundays, everyone cares and everyone knows each other, there is nature and spaces between many homes!"

"home town feel"

"Hometown feel!"

"How friendly everyone is! Spring Park in my favorite spot."

"I like the natural resources "

"I like the small town feel of GCS but yet it is close enough to Jacksonville for cultural, entertainment and sports events."

"I love how the architecture has been held onto in some areas. Food truck Friday Is a blast! "

"I love the laid back atmosphere here."

"I love the people and the quaintness of the town."

"I love the sense of community and community involvement in events like parades and celebrations. "

"I love the small town environment, I love being on the water and quick access to all majoring city's like orange park Jacksonville etc "

"I love the small town felling and how the enviroment is kept and not lost by all the houses being built. Spring Park is amazing and I would love to have more places like that in Green Cove Springs. Keeping the small town feeling makes it very home like for me and my family."

"It has potential however if the growth isn't managed properly than that potential will be lost. The proximity to Fleming Island and soon easier access to St. Johns County with the completion of the beltway gives GCS access to a demographic with higher socioeconomic status. Managing the growth properly with the right mix of development could turn GCS into a destination for shopping, dining, etc. from nearby locales and increase the overall tax base. The historic buildings and location to the river with an already established public park could turn Green Cove into the next Avondale or San Marco type neighborhood that exists in Jacksonville. "

"It has proximity to larger cities while retaining its small town flavor. It also feels safe, especially compared to the aforementioned cities. Living in the city center, I absolutely love having parks close by and take advantage of them almost daily."

"It is close to Jacksonville, but still feels small town. "

"It's beautiful"

"It's my home."

"It's not Jacksonville with all the crime and traffic."

"It's potential if properly developed. The fact that it is on the St. John's River."

"It's small town. That's why I live here to get away from big city's. "

"Its trees and small community feeling."

"Just far enough away from Jacksonville."

"Laid back, beautiful trees, easy access to the St John's River."

"Less populated and the City Park area. "

"Location"

"Location, and future potential to be the place to live on and near the river.

Business development space "

"Location: We are away from the big stuff, but we can get there and get home.

Note: Missing question(s) - River Economics? How do we develop, enhance, and promote the recreational and business aspects of being a River City? When the 1960's river navigation strong hold aka the 45' Shands Bridge comes out and new 65' bridge is in place the is will enhance river navigation. What will we do to be ready? "

"lots of history, trees a great park, would love to see another community pool or center and more small parks like Savanah."

"Lovely community"

"Magnolia point"

"Magnolia Point"

"My community"

"Nature, lack of litter, history, atmosphere, friendly people, relaxing environment, the abundance of wildlife, local activities like the food trucks. "

"none"

"Not really sure. Enjoy yhe Magnolia Point community/ neighborhood."

"out of the major shopping type complex areas with traffic conjection"

"pam and ed"

"Pleasant people."

"Police department, they keep crime low and respond very quickly. "

"progress"

"proximity to water recreation and shopping"

"Quiet, country, historic living. Please don't overcrowd our city and land with thousands of closely set homes. Please keep it open and historic, please. "

"Quiet neighborhoods "

"Quiet, older (people) community. Enjoy the food truck events, small town community."

"Relaxed, safe environment"

"River"

"River access. Public park. Small town. "

"Riverfront parks and river views"

"Rural, quiet "

"Size"

"small quiet city"

"Small size, beautiful location."

"Small town"

"Small town "

"Small town atmosphere"

"Small town atmosphere "

"Small town atmosphere."

"small town atmosphere, downtown park"

"Small town, but close to the city. "

"Small town charm."

"Small town community atmosphere that's easy to get to and fro with little traffic/congestion. "

"Small town environment"

"Small town feel"

"Small-town feel"

"Small town feel and friendly - Spring Park Area"

"Small town feel and history."

"small town feel but close to a big city"

"small town feel but yet is progressive enough for new progressive ideas"

"Small town feeling"

"Small town feeling. "

"Small town feeling and yet close to places where employment opportunities are vast."

"Small town feel - people are friendly and helpful."

"Small town feel. Walkability. "

"Small town feel with everything needed in easy proximity"

"small town feel with shops and restaurants that are not chains"

"Small town living"

"Small town on river"

"Small Town (was) friendly, safe and beautiful. "

"Small, yet affordable and minimally accommodating for most average families to migrate to this area. At the moment, it offers retired folks the opportunity to enjoy a "small" town community."

"spring park"

"Spring park"

"Spring Park"

"Spring Park "

"Spring Park and the campground on the river"

"Spring park, small town feel although it's not so small anymore. "

"Still has that small town feeling. People are polite and city government is effective."

"Suburbs; close to water for boating "

"That it is not in Duval county "

"The area around Spring Park is exciting. The park and food truck event is great. It is beautiful scenery."

"The area is very nice and I would like to see the community grow with increased businesses and restaurants."

"the beauty of its natural features, trails and parks"

"the citizens"

"The city is very safe due to GCSPD, and all the events. "

"The community and small town feel. "

"The downtown area, and the park. There is a lot of underdeveloped water-front area that is good opportunity if the right developers come in. It could be a gorgeous, charming area. "

"The downtown district "

"The history and the parks."

"The natural beauty and small-town feel."

"The natural environment (trees, river, etc)."

"The natural resources like the river and spring, the potential of the historic district for shops and restaurants, the charm of the historic shops (although many vacant and in disrepair) and the rich history of the town. "

"The park."

"The park, city hall, court building, new construction company building, hot rod shop, and other buildings done in that type of modern up scale style."

"The People"

"the people and the park"

"The people, the history, and the natural beauty."

"The people, the home town values, the beautiful river"

"The relax pace of life"

"The river and the wildlife that we USED to have. Stop allowing the destruction of all the trees!!! Stop the cheap, terrible, weak and poorly built new housing projects. "

"The rural feel along the river, but still close to town"

"The "small community" feeling. I've gotten to know the librarians, some of the law enforcement people, store owners."

"The small community vibe, nice residents, our proximity to the spring and river and our Spring Park facilities"

"The small town and historical feel."

"The small town atmosphere...that is why we moved here. I love the programs in the park....Springs Park is a true Diamond!!!"

"The small town charm."

"The small town environment. "

"The small town feel. "

"The small town feel and historic features "

"The small town feel.

no high rise condominium feel...south Florida"

"The small town vibe! It is small town USA and don't want to see it become overcrowded."

"The water access is abundant. Spring Park activity."

"Used to like because it was a small town and not too crowded. Like Spring Park"

"What I like most about Green Cove Springs is the small town feel and I hope that this is continued. "

"Wonderful park system. Locals events."

" xxx"

Question 13. "What do you like least about Green Cove Springs?" Responses

"17 traffic "

"Abandoned buildings on 17"

"All of the new housing communities are over the top. It's fine to add a few, but we're adding 7-8 all within a couple years from each other. CR 209, CR 220, and Hwy 17 cannot handle all this traffic. It takes me sometimes 10 minutes to pull out of my road onto Russell Rd due to all of the nonstop traffic."

"All the new people trying to change our way of life."

"All the new traffic issues especially on SR 17"

"ALL THE TREES ARE DISAPPEARING! Stop the cheap, ugly, poor looking and shoddy "new" housing projects. They are destroying the land. "

"A lot of building going on. Losing lots of green space. Would love to see the downtown similar to Deland."

"Can't think of anything worth listing."

"Decaying, vacant buildings. "

"Electrical costs and people making rules that hurt growth. Anyone who tells an owner what they can or should do with their property."

"Electric service."

"Empty storefronts and a need for a fresh update (paint, landscaping, etc.) on some buildings and businesses "

"Focus on cheap, densely crowded housing."

"GCS utilities and lack of grocery stores & restaurants "

"Going through town and you have A LOT of BAIL BOND signs and a lot of abandoned buildings. Makes it look terrible. The façade of the city going North to south through route 17 is BAD. With new burger king, dunkin donuts and construction company is starting to move in the right directions. Until you get it looking better it will inhibit people from wanting to brag about living in GCS. I don't know the solution."

"Green Cove doesn't like change! Our city makes it so hard for businesses to get approved to come in. We will deny a business but are ok with dilapidated buildings sitting empty, just to keep that "small town" feel. Either we embrace our small town feel and allow an Avondale type atmosphere to develop or let it go and allow big business to progress. We simply can't just stay stagnant any longer. We have to invest in our city's future, that means businesses, building projects, and job opportunities for our youth and community. "

"Green Cove Springs Utility company"

"heavy truck traffic on I-17

High electric rates"

"Historic buildings and streets that look decrepit "

"Homes being shoved in like sardines in what used to be beautiful open acreage. Do not turn this into another orange park. "

"Housing/developments displacing nature/open fields and forests. "

"How little activities/camps there are for kids"

"how many subdivisions are going in everywhere without sufficient changes to roadways to meet the volume or businesses like Publix, Target"

"I do not agree with the term "affordable housing" which means subsidized low income housing which Green Cove already has an over abundance of. WE do not need anymore of this type of housing. Its time to move on. "

"I do not like how there are houses going up everywhere and no one is looking into the places that have buildings just sitting. The time to fix up those spots should be taken into account. Yes we will always need more houses but start with what we have and build up some history too. I am willing to buy one of those places and make it into our store front in the future."

"I don't like it when new developments aren't required to beautify the landscape. looks cheap "

"I feel that route 17 going through Green Cove looks run down, especially with the bail bonds, vacant buildings, and pawn shops."

"I have heard that progress was slow in the past. I believe that the city is trying to manage growth now to preserve as much of the small town feeling while still allowing for expansion. It's a hard balance to achieve, and it will probably frustrate some small business owners. However, as one, I respect the city and understand that working with the city and showing that we want to be good stewards and partners will help us to be a part of a bright future in GCS."

"Infrastructure limitations. It takes me more than 45 mins to get from the Shands Bridge to Fleming Island on my evening commute at 5pm. It only takes me 45 mins to get from my home in Fleming Island into St. Johns County for work at 5:30AM. Your roadways cannot handle more growth. Top that off with the new Nocatee style development being prepared near the intersection of Highway 17 and Highway 16 and you have a very big problem. The new roadway still does not deter the traffic needed to get from Saint Johns County into Fleming Island or the nearby neighborhoods. Stop trying to become like Saint Johns County. They have yet to see the damage they are causing to their residents by not managing their growth better. Bigger isn't always better, when it comes to where people wish to live. "

"Infrastructure, Traffic"

"it's small and congested and has a crime rate that is too high for a small town."

"I would like to see sidewalks added to as many of the streets as possible. I'd also like backyard chickens to be allowed within the city. "

"Lack of adequate housing for seniors"

"Lack of attractive housing developments"

"Lack of a vibrant downtown and lack of quaint restaurants "

"Lack of business development,

Shipyards eye sore, boats rotting away opposed to utilizing prime real estate to attract growth needed. "

"Lack of dining options "

"Lack of employment opportunities"

"Lack of employment opportunities "

"Lack of employment opportunities to appeal to younger, higher educated demographic. Most citizens travel to Duval County for work. Lack of affordable/workforce housing (rental and homebuyers). Need more family oriented activity opportunities."

"Lack of parking availability during city events, stagnant growth and building maintenance of structures along route 17. "

"Lack of parking for the events. "

"lack of quality restaurants"

"Lack of restaurants"

"Lack of restaurants and nice bars, lack of nice grocery stores, crime in pockets of the city "

"Lack of restaurants and services"

"Lack of shopping and restaraunts"

"Lack of shopping options aside from fast-food. "

"Lack of supermarkets and restaurants"

"lack of support for small businesses. Corporate signage takeover of main thoroughfares. No retail shopping or grocery store in town."

"Limited restaurants"

"Many of the older homes are not being cared for and would be beautiful if kept up- the beautiful historic area should be a bigger highlight. We need more indoor family activities nearby, like bowling, mini golf, laser tag, art studio, children's museums, etc. we need more food options for sit down restaurants not fast food or pizza!"

"More and more housing developments wiping out the trees."

"Most of the community is run down and vacant. The main road through the center of town is busy and dangerous. Not enough clean restaurants."

"N/A"

"new neighborhoods going in everywhere"

"No downtown area to enjoy."

"No good restaurants or shopping. "

"No grocery store in city limits. Roads in disrepair. Lack of affordable housing. No industry/good jobs. Many empty/dilapidated buildings. No arts (community theater, community arts classes). Too few activities for kids & teens. Unwelcoming & exclusionary to people of color and LGBTQ."

"none"

"No nice restaurants"

"No Publix grocery. Traffic on hwy 17. Photo traffic enforcement. :("

"No skate park, congestion into fair grounds, the small bridge, growing population."

"Not as many recreational things to do."

"Not a whole lot of restaurants to choose from"

"Not enough dining out choices. I want something more than fast food."

"Not enough dining places or a Publix close by."

"Not enough good restaurants."

"Not enough restaurants. The town needs more diversity with food options."

"Not enough social establishments. Dinner restaurants. "

"nothing"

"nothing much"

"Nothing to do. You have to leave to go to a good restaurant or even get groceries."

"Not many good restaurants to eat at."

"Not many restaurants "

"not much"

"Orange St. condition of buildings and the overall look of our main street."

"Outrageous utility bills compared to Clay County. Infrastructure in general seriously needs to be upgraded."

"overcrowding and cost of living skyrocketing."

"Overgrowth"

"Politics"

"poor water pressure and high prices for water/sewer"

"rapid developments popping up"

"Recently, for the first time in 30 plus years, we were a victim of a crime - Burglary. "

"Removing trees to make developments. "

"Roads need significant improvement to handle all the new residents coming into our community. "

"Rt 17 through town is not attractive"

"Run down in areas, empty business areas."

"Seems to be a fear of growth from some within the city. The chance of Green Cove maintaining its small town feel still exists but the inevitable growth must be addressed appropriately and the right mix of businesses must be brought in. Business owners should not feel scared off because the city doesn't want to become overcrowded. At this point with how Clay and St. Johns counties are developing the "rural" feel will soon be a thing of the past and GCS could just be a mix of strip malls, apartments and used car lots or it could be a unique 21st century small town if the city is forward thinking in how they manage the growth. "

"Shortage of evening restaurants"

"Small-town feel - I know, contradictory. The utilities/cost are a real issue that needs to be resolved at some point. It is very unfair to the residents of Green Cove proper. We don't seem to attract nice restaurants or businesses. The housing that is going up is cheaply constructed and a lot of Magnolia West's houses are falling apart already."

"Some of the growth allowed."

"Sometimes we have to drive to OP or Jax for some businesses. "

"So much new home construction on roads that cannot support it. We are facing gridlock like the cities around us. "

"Surveys heehee"

"Terrible restaurants, downtown is vacant."

"The amount of growth so close together destroying what makes Green Cove Springs so special."

"The areas of town that are run down and not kept up "

"The cost of utilities is a joke and we are being robbed blind by GCS water and power. There should be an investigation as to why we are being fleeced. I would never have moved here if I knew we were going to be robbed blind when Clay electric is so much more reliable and costs less."

"The current city limits, we need to expand."

"The fact that you are allowing builders to come in and strip the land of all trees and natural flora just to put in cracker box houses that all look alike. I have lived in Clay County all my life and this aspect of the county is disappointing. This area will soon no longer have the allure of property and quaint living."

"The GCS part of the St. John's River does not have any restaurants or destinations (seems like a waste of river front property). How about a river walk? The downtown area could use some 'continuity in looks'. Antique stores are a draw but we have too many of them. Generally there is a need for eateries that serve in the evening."

"The homeless population, the heavy traffic on 17 with 18 wheelers, the disrepair of roadways and sidewalks, outdated signage, the car lots, pawn shops and abandoned buildings off of 17, hanging street lights, power lines, and the aesthetic of buildings in historic district."

"The lack of affordable housing is extremely concerning. With all of the investors coming in and building expensive homes, it limits workforce housing options. Also, the growth of the city will require another grocery store and more unique, local restaurants. "

"The lack of use of existing retail infrastructure. I feel there is a lot of commercial space that can bring employment to the area if negotiated correctly I believe bigger companies will come here"

"The negativity towards small businesses. The city should make it as easy as possible to bring and keep your small business in the city limits."

"The number of bad traffic accidents on 17"

"The potential for unregulated growth. "

"There are no fun activities for our youth to attend. Such as bowling, skating, or movies. There aren't many nice restaurants to eat at. Or good paying jobs."

"There are no "nice" casual family (sit down) restaurants on the water. In fact, there are very few (if any) family, casual sit down restaurants that have a nice ambiance/atmosphere. Most of the restaurants in GCS that are not fast food are like diners."

"There are not enough restaurants and grocery stores. "

"There needs to be more green space in the "downtown" area trees flowers etc. "

"There really is no good food everything is up north or entertainment venues For the arts and the shopping is non existent"

"There seems to be nothing to do in the way of nightlife/culture. If you want to get even semi-dressed up and go to a decent dinner, you have to go to Fleming or further. I would like for there to be more things to do here. More events like Food Truck Friday would be great. More fun shops to visit (like the antique/vintage store on walnut!) would also be a treat. In short, there just doesn't seem to be anything to DO around here."

"The roads need an upgrade. There are a lot of old buildings that are unoccupied and need to be replaced. The city needs to attract news businesses."

"The run down homes in the center of town. Over grown yards and trash piling up in yards"

"The rundown strip mall where Ace Hardware is located "

"The school system."

"The thought of chain restaurants or other "big businesses" "

"The traffic!!!"

"The unplanned development, which I believe will begin to be addressed by this comprehensive plan."

"The vacant lots and old auto sales buildings on US 17. The lack of nice sit down eating establishments in town. The roadways around Spring Park area need attention. The cost of utilities."

"This insane notion that we need workforce housing. We have a chance to be the next mandarin and yet some people want us to be the next Palatka because they can sell their land for cheap housing backed by the government!"

"Too many abandoned buildings/houses that are an eyesore from an otherwise beautiful community. "

"Too many Run down buildings and trash around buildings. Not enough restaurants. Downtown needs to be refreshed"

"Too much growth lately, cookie cutter neighborhoods that will turn into rentals. "

"Too much traffic. Too many fast food restaurants, car dealers, liquor stores. Need to bring in quaint restaurants/shops like Riverside."

"Traffic"

"Traffic on the 17 is too much. People drive too fast. Lower the speed limit!"

"Traffic, the amount of houses being built, the HUGE HIGHWAY coming through. Small town Green Cove Springs that we have always LOVED is no longer. Money hungry developers are ruining Clay County. I'm a NATIVE of Clay County. My parents have moved twice, within Clay County (in my life) to get away from all the traffic. They have been living for 25 years off of County Road 209 South. Once what was a peaceful drive 7 miles down that road to get to their home is now torture driving past the overpass and all the construction. It is sad to live in Clay County right now. But I will never move. Times they are a changing. "

"Traffic, too many homes coming in (especially crowded cookie cutter neighborhoods), lack of schools, too many vacant buildings - need to tear down the old car dealers/lots and build shops with loft apartments. Also, improve architectural / landscaping guidelines & requirements so new buildings including fast food restaurants are attractive such as brick etc so they don't look like a typical fast food restaurant. Also, fix up the Larry's shopping center. Make it look attractive and bring in tenants like a grocery store or TJ Max etc. "

"Truck Traffic on Highway 17. "

"ugly run down strip malls"

"Unused/run down buildings along 17. Need more retail stores and restaurants. More beautification of our main streets with lamps, new trees and pretty shrubs and flowers. "

"us17"

"Utilities. They are unreliable and far more expensive than surrounding areas."

"Very little shopping opportunities and liesure activities to include dining.. Need to drive up to Fleming Island for just about everything."

"We have a MAJOR litter problem as well as a surfeit of liquor stores. I purposely link the two. We could use more grocery and dining options."

"We have our own electric grid. It is so outdated. to many power surges and outages. especially during normal storms."

"we need a larger library

we need a grocery store within city limits"

"What I like least is the very unappealing drive through town. It should be visually stunning as you enter and drive through Green Cove. The addition of greenery, trees, flowers and appealing storefronts is desperately needed. Would love to see more independent restaurants and retail shopping, but NO more fast food, NO more auto lots, NO more auto stores. We need things that will create interest and that people will make the drive to shop and spend money. Create an Avondale atmosphere here. Build 3 story low rise condos with shopping/businesses on the first floor. Create a place where locals can shop, eat, and go for entertainment. All this creates local jobs and opportunities and makes for a healthier living space. "

"While it does not currently appear that builders are building on "crowded", close residential lots, it would be catastrophic to permit such authority in the future as we currently see on our adjacent county properties."

"xxx"