

CITY OF GREEN COVE SPRINGS PLANNING & ZONING BOARD MEETING

321 WALNUT STREET, GREEN COVE SPRINGS, FLORIDA
TUESDAY, MARCH 26, 2024 – 5:00 PM



AGENDA

GENERAL INFORMATION

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

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

ROLL CALL

APPROVAL OF MINUTES

1. Approval of the Minutes of the February 27, 2024 Meeting

PUBLIC HEARINGS

2. Ordinance O-11-2024 Creation of Form-Based Code
3. Ordinance O-12-2024, regarding a City initiated Zoning Amendment from Central Business District, Gateway Corridor Commercial, Gateway Corridor Neighborhood, and Institutional to Form-Based Code.
4. Annexation Application for the Truemont property, approximately 23.37 acres located at 4169 County Road 15A (AX-24-001)
5. Ordinance O-08-2024 regarding the Amendment of the Future Land Use and Rezoning of Parcel 016515-001-00, Truemont Property (FLUS-24-001 & ZON-24-002)

Future Land Use Amendment From: Industrial (County) To: Industrial

Zoning Amendment From: Light Industrial (County) To: M-2 Industrial District
6. PUD Rezoning request for property located at the Southeast corner of US 17 and SR 16 for approximately 112 acres of parcel #016451-003-00 and 016451-000-00. (PUD-24-001)

Zoning Amendment: from: C-2, General Commercial to: PUD, Planned Unit Development
7. Preliminary Plat and Improvement Plan for the development of 6 single-family lots on a portion of parcel #: 016515-008-00 (PLIP-23-004)

ACTION ITEMS

BOARD BUSINESS

Board Discussion / Comments

Staff Comments

ADJOURNMENT

NEXT MEETING: TUESDAY, APRIL 23, 2024 AT 5:00PM

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

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

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.

EXPARTE COMMUNICATIONS

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

CITY OF GREEN COVE SPRINGS PLANNING & ZONING BOARD MEETING

321 WALNUT STREET, GREEN COVE SPRINGS, FLORIDA
TUESDAY, FEBRUARY 27, 2024 – 5:00 PM



MINUTES

Chairman Hall called the meeting to order at 5:01pm.

ROLL CALL

Board Members Present: Board Member Henrietta Francis, Board Member Joshua Hobbs, Vice Chairman Josh Danley (late 5:02pm), Chairman Justin Hall
Staff Member Present:

Staff Members Present: L.J. Arnold, III, City Attorney, Steve Kennedy, City Manager, Assistant City Member, Mike Null, Michael Daniels, Development Services Director, Lyndie Knowles, Development Services Representative, Gabriel Barro, Staff Planner

Board Members Absent: Board Member Brian Cook

APPROVAL OF MINUTES

1. **Approval of the Minutes of the January 23, 2024 Meeting**

Motion made to approve the minutes from the January 23, 2024 meeting.

Motion made by Board Member Francis, Seconded by Board Member Hobbs.
Voting Yea: Board Member Francis, Board Member Hobbs, Chairman Hall

PUBLIC HEARINGS

2. **Review of Special Exception Application for Alcohol Sales at 618 N Orange Avenue for Sunrise to Sunset**

Gabriel Barro, Staff Planner, gave the presentation for the Special Exception Application for Alcohol Sales at 618 N Orange Avenue for Sunrise to Sunset. Staff recommends approval of the special exception with the following conditions:

1. Alcohol consumption shall be limited to within the enclosed building.
2. Provide Alcohol license from the State Division of Alcoholic Beverages and Tobacco within 30 days of Special exception approval. No alcohol sales can take place on premises prior to the license being secured.

The applicant, Justin Clark and the applicant's representative, Dick Clark, was present and available for questions.

Chairman Hall opened the public hearing.

Resident Laurie Ailes spoke against the special exception. She has concerns on parking, hours of operation, and the type of alcohol being served.

Dick Clark, manager, responded that it was only beer and wine and they did not anticipate moving their hours much beyond 7pm, if at all.

Resident James Pope stated that his concern was the hours of operation and that as long as the hours will be as stated, he doesn't have a problem.

Justin Clark, applicant, wanted to clarify that the hours are not being restricted with this special exception and they would have the opportunity to serve alcohol with the hours that the City code allows, if their plans change in the future.

The public hearing was closed by Chairman Hall.

Board discussion followed.

Motion was made to approve the Special Exception for alcohol sales for Sunrise to Sunset located at 618 N Orange Avenue with the following conditions:

- 1. Alcohol consumption shall be limited to within the enclosed building.**
- 2. Provide Alcohol license from the State Division of Alcoholic Beverages and Tobacco within 30 days of Special exception approval. No alcohol sales can take place on premises prior to the license being secured.**

Motion made by Board Member Hobbs, Seconded by Vice Chairman Danley.
Voting Yea: Board Member Francis, Board Member Hobbs, Vice Chairman Danley,
Chairman Hall Motion Passes 4-0

BOARD BUSINESS

Michael Daniels, Development Services Director, had a few business items for the board regarding upcoming events.

1. He gave a brief overview on the Form-Based Code and reminded them about the joint meeting with City Council scheduled for Tuesday, March 5, 2024 from 4:00pm-6:00pm.
2. The board members are all invited to the Ground Breaking Ceremony for the Walnut Street Improvement project that will be held Thursday, February 29, 2024 at 10:00am.
3. There will be a Community Redevelopment Agency meeting regarding public art in the Downtown on Thursday, March 7, 2024 from 6:00pm-8:00pm
4. Staff and students from Jacksonville University will be working on a Tree Inventory for the entire City starting Friday, March 1, 2024.

Board Member Francis inquired about any upcoming projects and Mr. Daniels gave an overview of the Gustafson Park project and the True Annexation.

Board discussion followed.

ADJOURNMENT

Chairman Hall adjourned the meeting at 5:38pm

NEXT MEETING: TUESDAY, MARCH 26, 2024 AT 5:00PM

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CITY OF GREEN COVE SPRINGS, FLORIDA

J. Justin Hall, Chairman

Attest:

Lyndie Knowles, Development Services Rep.



STAFF REPORT

CITY OF GREEN COVE SPRINGS, FLORIDA

TO: Planning and Zoning Commission **MEETING DATE:** March 26, 2024
FROM: Michael Daniels, AICP, Development Services Director
SUBJECT: Ordinance O-11-2024 Form-Based Code

BACKGROUND

The City has hired a Inspire Placemaking Collective, Inc to establish regulations in the downtown area based upon existing downtown street and block pattern and establishing standards for promoting development with a variety of uses, appropriate design, and public benefit. Further the intent is to enable the implementation of the following principles:

- Create an exceptional pedestrian-oriented public realm where city streets, sidewalks, parks, and plazas are safe, comfortable, attractive, and accessible places.
- Create a strong sense of spatial enclosure through the placement and arrangement of buildings, sidewalks, hardscape, and landscape.
- Promote building quality and form through building placement, building material, architecture, articulation, fenestration, and transparency.
- Achieve high-quality private and public spaces with form-based standards rather than regulations based principally on uses.
- Provide updated downtown sign regulations.

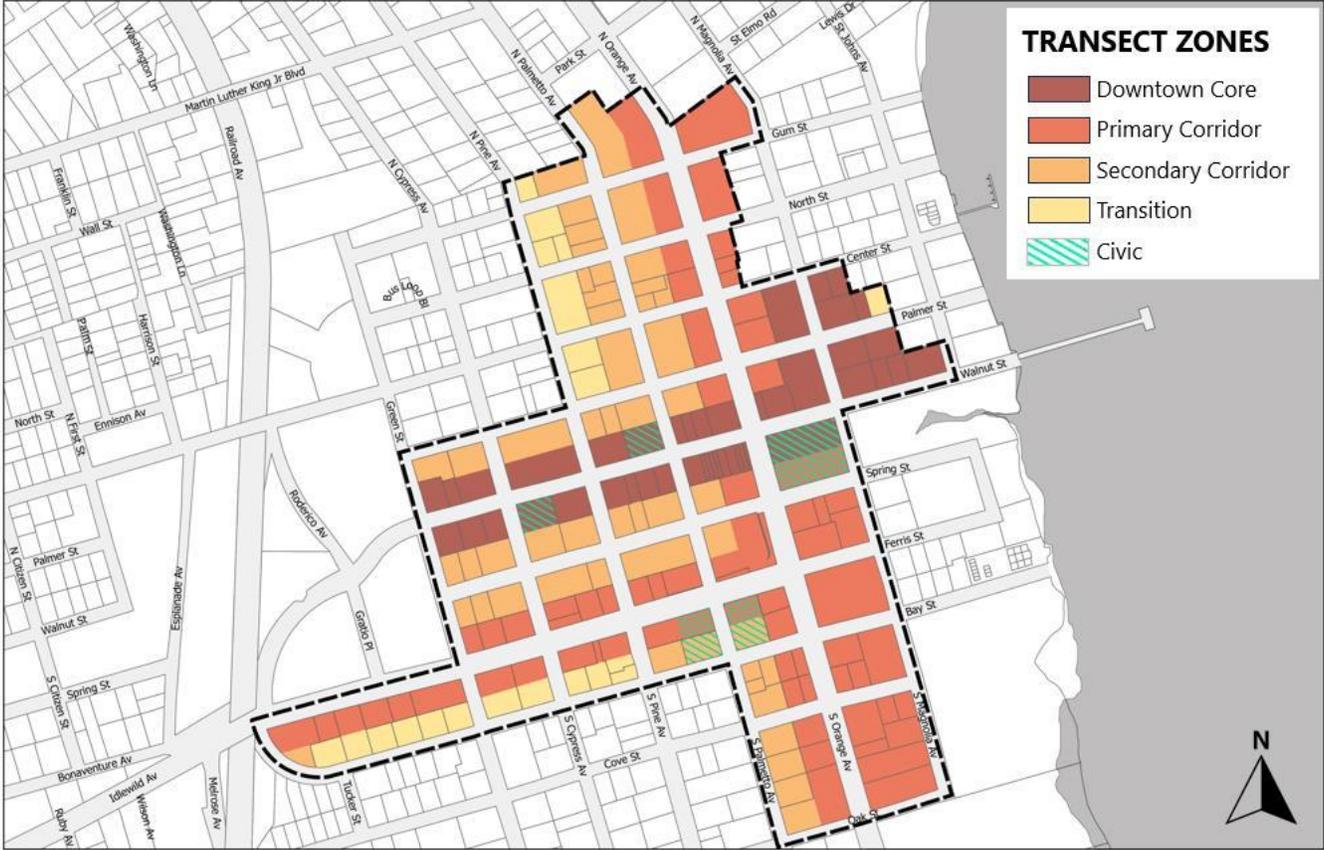
As set forth in the Professional Services Agreement, the specific tasks are set forth in the following table:

The development of the regulations involved an extensive public involvement process. A website was created by Inspire so that the community could provide feedback and be informed of the progress regarding the regulations. In addition, Inspire held in-person stakeholder interviews with community leaders. The City also held two public workshops. The first public workshop was held on 8/8/24 and the final workshop was held on January 18, 2024 where the draft version of the Form Based Code was presented. On 3/5/2024, staff held a joint workshop between City Council and the Planning Commission.

The Form-Based Code includes a Regulating Plan which identifies four different transect zones as well as identifying Civic Uses. Approval of the plan would result in the elimination of the Central Business Zoning District and change the existing zoning for all of the properties within the boundary set below to Form Based Code.

The following changes were made to address Council’s concerns that were brought up during the joint City Council / Planning and Zoning Commission session:

- Revisions to sec. 117-831 regarding the requirements for a minor modification to also require compliance with landscaping, dumpster enclosures and lighting.
- Accent lighting was limited to white in sec. 117-837
- Amortization of accent lights. No changes were made to the ordinance but based on staff research the typical amortization timeframe would be between 5 to 10 years.



The Code includes the following sections:

- Purpose
- Scope/Applicability
- Development Review and Flexibility
- The Regulating Plan
- Block Standards
- Use Standards
- Site Dimensional Standards
- Building Design Standards
- Supplemental Site and Building Standards
- Access, Circulation and Parking Requirements
- Landscape Buffers and Screening Standards
- Stormwater Management
- Signs
- Development Bonuses

CONSISTENCY WITH THE COMPREHENSIVE PLAN

The following Goals, Objectives, and Policies (GOPs) support the proposed amendment to the Future Land Use Map of the City of Green Cove Springs Comprehensive Plan:

FUTURE LAND USE ELEMENT

Objective 1.2. 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 1.2.2. 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.

Objective 1.3. Redevelopment projects shall protect the City's unique character, historic neighborhoods, and high quality of life.

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.

Attachments include:

- Form Based Powerpoint Presentation
- Draft Form Based Code Regulations
- Public Workshop #1 Summary
- Public Workshop #2 Summary
- Listening Session Summary
- Ordinance O-11-2024

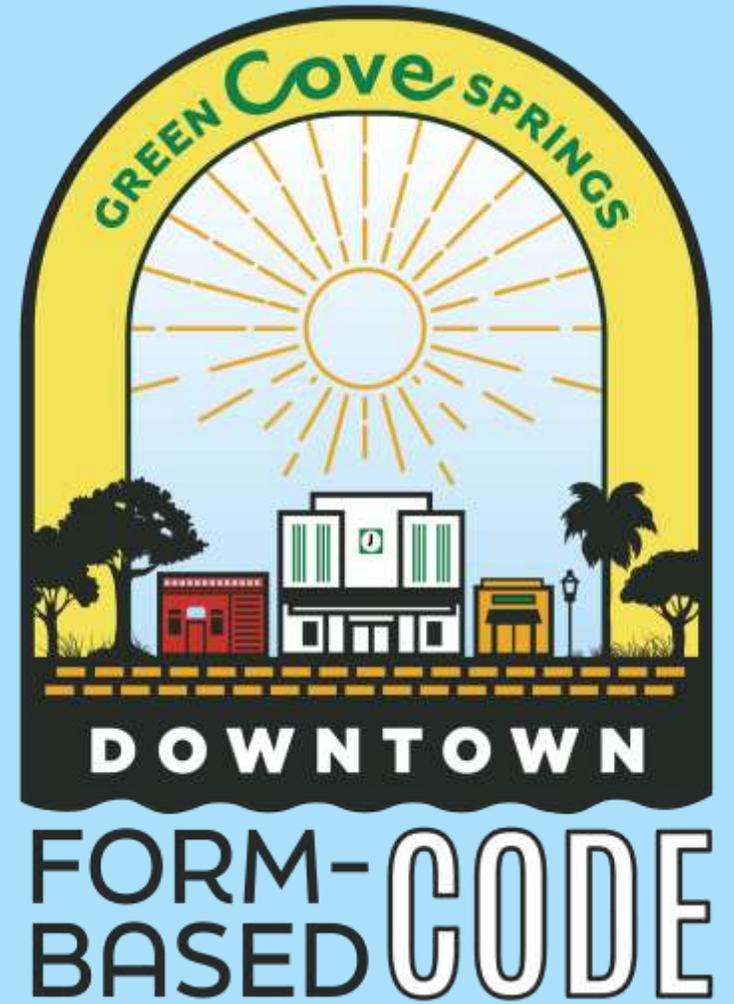
RECOMMENDATION

Motion to recommend approval to City Council of Ordinance O-11-2024, regarding creating a Form Based Code Zoning District, amending City Code to repeal Chapter 117, Article VIII, Central Business District and to add article XIV, Form-Based Code.

GREEN COVE SPRINGS FORM-BASED CODE

Planning & Zoning Board

03.26.2024



AGENDA



- 1 background
- 2 public engagement
- 3 form-based code overview
- 4 next steps

1

background

BACKGROUND

2022

FUTURE LAND USE ELEMENT



TO DEVELOP AND MAINTAIN TO PROVIDE FOR THE MOST DIRECT GROWTH TO SUITABLE HEALTH, SAFETY AND WELFARE

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. The following principles shall be considered:

- Compatibility means that different land uses can coexist in relative proximity to each other provided that a use is not impacted directly or indirectly by another use.
- Increases in density and intensity must generally occur in a gradual fashion, avoiding abrupt transitions.
- High density residential uses should generally be located in areas that have adequate vehicular access and proximity to service uses.
- Spot zoning should be avoided. Spot zoning refers to changing the zoning designation of a small parcel of land for a designation totally different from that of the surrounding area for the benefit of the owner of such property and to the detriment of other owners.

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

- Form-based code regulations for the downtown and surrounding areas;
- Smaller building setbacks and lot sizes;
- Green infrastructure; and
- 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.

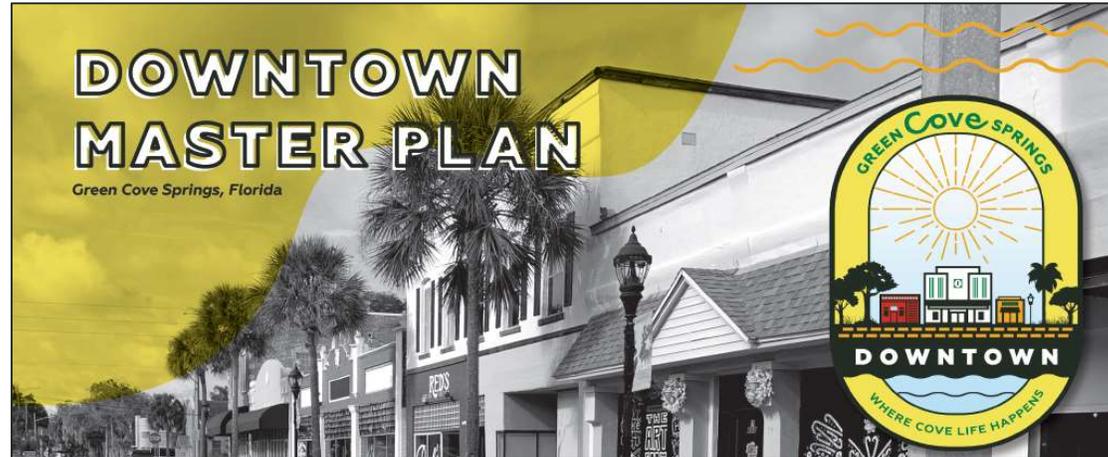
Policy 1.3.9. The City shall seek to develop a signage and wayfinding master plan to enhance the navigability, branding, and aesthetic character of the City.

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.

DOWNTOWN MASTER PLAN

Green Cove Springs, Florida

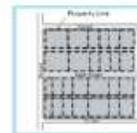


4. Establish & Adopt Form-Based Code

The Land Development Code and Zoning Map are the most important tools for implementing the vision for Downtown. Most sites in the Downtown are zoned Central Business District (CBD), the north and south gateways into downtown (US 17) are zoned Gateway Corridor Commercial (GCC), and the south side of the Ferris Street corridor and the west side of Palmetto Avenue are zoned Gateway Corridor Neighborhood (GCN). There are a few sites on Magnolia Avenue zoned R-1. Public sites are zoned Institutional (INS). While the current zoning standards have tried to address infill, redevelopment, and quality of design, transitioning to a Form-Based Code for the Downtown area and the US 17 and SR 16 commercial corridors as they enter the downtown would be the best option to achieve the vision.

The intent of the Form-Based Code (FBC) will be to preserve the existing character of the Downtown, while promoting quality infill and redevelopment in a walkable and mixed-use urban environment. The new FBC will contribute to streamlining the current zoning and development review process and provide developers, builders and residents with a more predictable and transparent process for development and redevelopment. Implementation of a form-based code would also lead to greater interest in the city for new investment and economic growth that would be fueled by the creation of a richer and more vibrant urban environment in the heart of Green Cove Springs.

Recommendations for implementing a Form-Based Code within the City are detailed within Supplemental Document B.



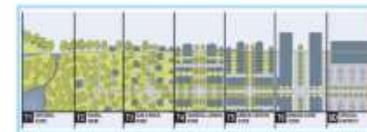
Block Layout / Connectivity
Block size is key to achieving good urban form and transportation connectivity. Shorter blocks improve the pedestrian experience as well as foster a street network that supports the efficient distribution of traffic. The urban core gridded network shall be maintained and improved.



Building Placement / Orientation
The placement of a building on a site is critical to creating a vital and coherent public realm. Buildings must be oriented to the street; parking areas must be placed behind the buildings. Building orientation can also be defined by locating prominent entrances along the principal street.



Public Realm
Sidewalks in commercial areas must be wide enough to accommodate pedestrian activity, landscaping and streetscape furniture. Due to the lack of right-of-way along certain corridors, some sites may need to dedicate an easement to the city to accommodate such elements.



Regulating Plan
The organizing principle of a FBC is the regulating plan, a two-dimensional graphic that depicts the geographic distribution of the transect zones. Generally, the T-Zones range from T-1 to T-6, depending on the local context but not all FBCs include all 6.



Item # 2.

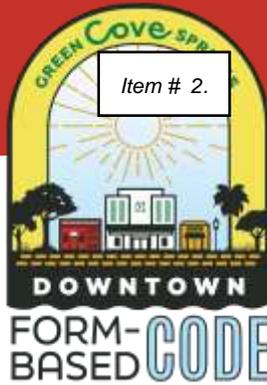


Item # 2.

2

PUBLIC ENGAGEMENT

LISTENING SESSIONS (7/12-17/23)



Areas of agreement:

1. Preserve the **small-town character** of downtown.
2. It is very difficult for new development and infill to meet current **parking** requirements.
3. Don't need to require a particular **architectural style**, but need standards to ensure the Walnut Street commercial core preserves its character and new development in other areas feature quality design.
4. A coordinated and prominent **wayfinding** program is needed.

Diverse opinions:

1. Some would rather keep the entire downtown at a **maximum building height** of two stories, while others were more inclined to allow 3 or 4 stories in specific areas.
2. There was no unified opinion on the desired character for development along **Orange Avenue** or **Ferris Street**. Some have given up on these roadways as being highways that carry fast moving traffic and desire a greenbelt feel, with landscaping and trees lining up the road. Others would like to see development taking a more prominent role, slowing down traffic, and letting passers-by know they are going through Green Cove Springs.

PUBLIC WORKSHOPS (8/8/23 – 1/18/24)



1 Urban Form Preference

2 Preferences by Corridor

- Maximum of 2 stories; possibly 3 in some areas.
- Future development to be sensitive to historic fabric.
- Pedestrian and bicycle safety.
- Central public parking facilities.
- Diverse architecture with form standards.

1 Transect/Zoning Comparison

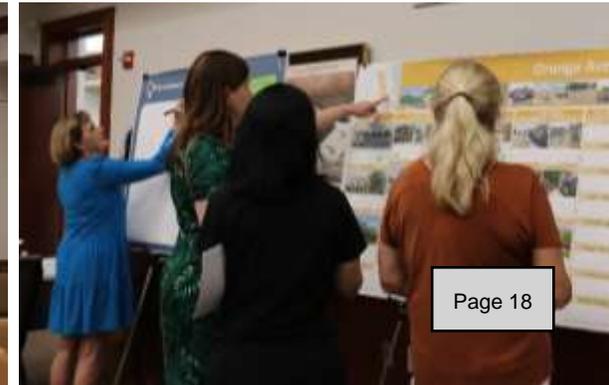
2 Development Review Process

3 Site Design Standards

4 Building Design Standards

- Community Idea Wall

Palmetto Avenue				
BUILDING HEIGHT	BUILDING BY BLOCK	ARCHITECTURE	PUBLIC SPACE	PREFERRED USES
Two stories	Close to the sidewalk on Palmetto	Enrich local identity	Walkable	Retail
Three stories	Close to the sidewalk on Palmetto	Enrich local identity	Walkable	Dining
Four stories	Close to the sidewalk on Palmetto	Enrich local identity	Walkable	Office
Five stories	Close to the sidewalk on Palmetto	Enrich local identity	Walkable	Gas stations
Six stories	Close to the sidewalk on Palmetto	Enrich local identity	Walkable	Vehicle repair
Seven stories	Close to the sidewalk on Palmetto	Enrich local identity	Walkable	Single-family
Eight stories	Close to the sidewalk on Palmetto	Enrich local identity	Walkable	Townhomes
Nine stories	Close to the sidewalk on Palmetto	Enrich local identity	Walkable	Multi-family



form-based code

3

purpose / framework

zones

applicability

site design

building design

parking design

landscaping / buffers

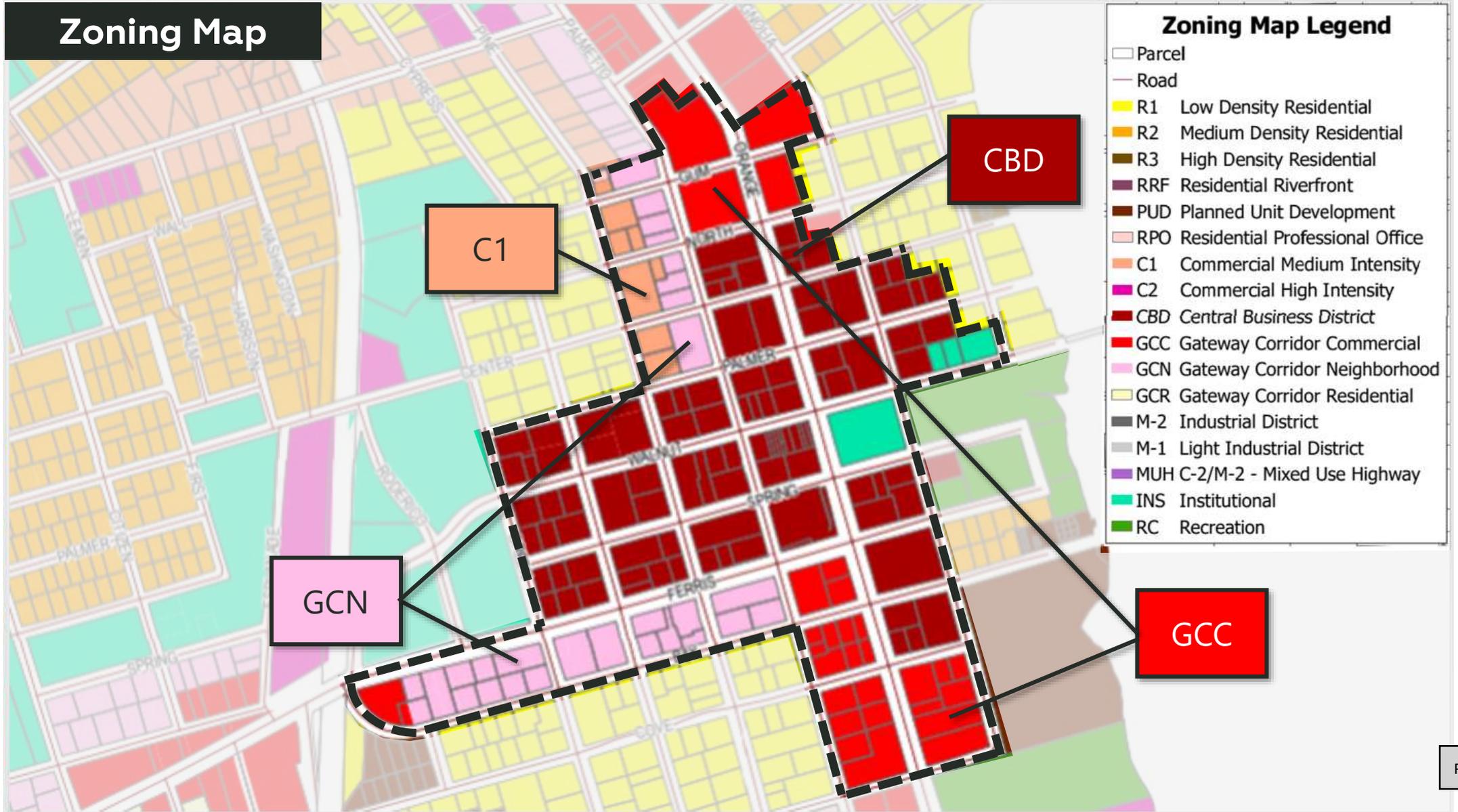
signs



Form-Based Codes

- an alternative to conventional zoning
- regulations, not guidelines
- focused on the appearance and design of buildings, less on use
- concerned with how the site is accessed by a range of transportation options
- create walkable, vibrant places
- cultivate economic development / redevelopment
- retain community character

Zoning Map



FORM-BASED CODE

zones

Item # 2.



DOWNTOWN CORE



Walnut Street and Magnolia (Walnut to Center Street)

FORM-BASED CODE

zones

Item # 2.

PRIMARY CORRIDOR

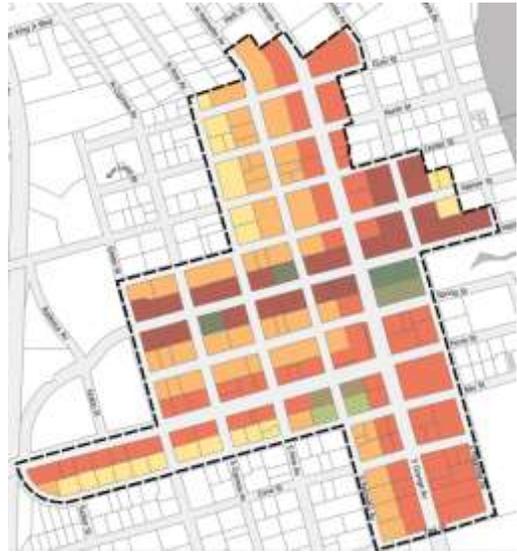


Orange Avenue and Ferris Street

FORM-BASED CODE

zones

Item # 2.



SECONDARY CORRIDOR



Palmetto Avenue, Palmer Street, and Spring Street

FORM-BASED CODE

zones

Item # 2.

TRANSITION



Bay Street and Pine Avenue

SITE ONE

minor addition/modification



SITE ONE

major addition/modification



SITE ONE *redevelopment*



Site Plan Approval

- Admin. approval
- Council approval
 - ~~>1 acre~~
 - ~~>5,000 sq. ft.~~
 - SE required
 - Variance requested
 - complex/controversial

Flexibility

- Admin: up to 10% of dimensional requirement
- Planning & Zoning Board:
 - >10% up to 30%*
 - Non-dimensional provisions

* >30% deemed a variance

Review Criteria for modifications

- Consistency with code and comprehensive plan
- No impact (or adequate mitigation) on adjacent uses
- Allows superior design
- Necessary to enhance natural or cultural resources
- Code compliance not feasible or results in inferior design
- No impact on public facilities, land use, traffic, or environment

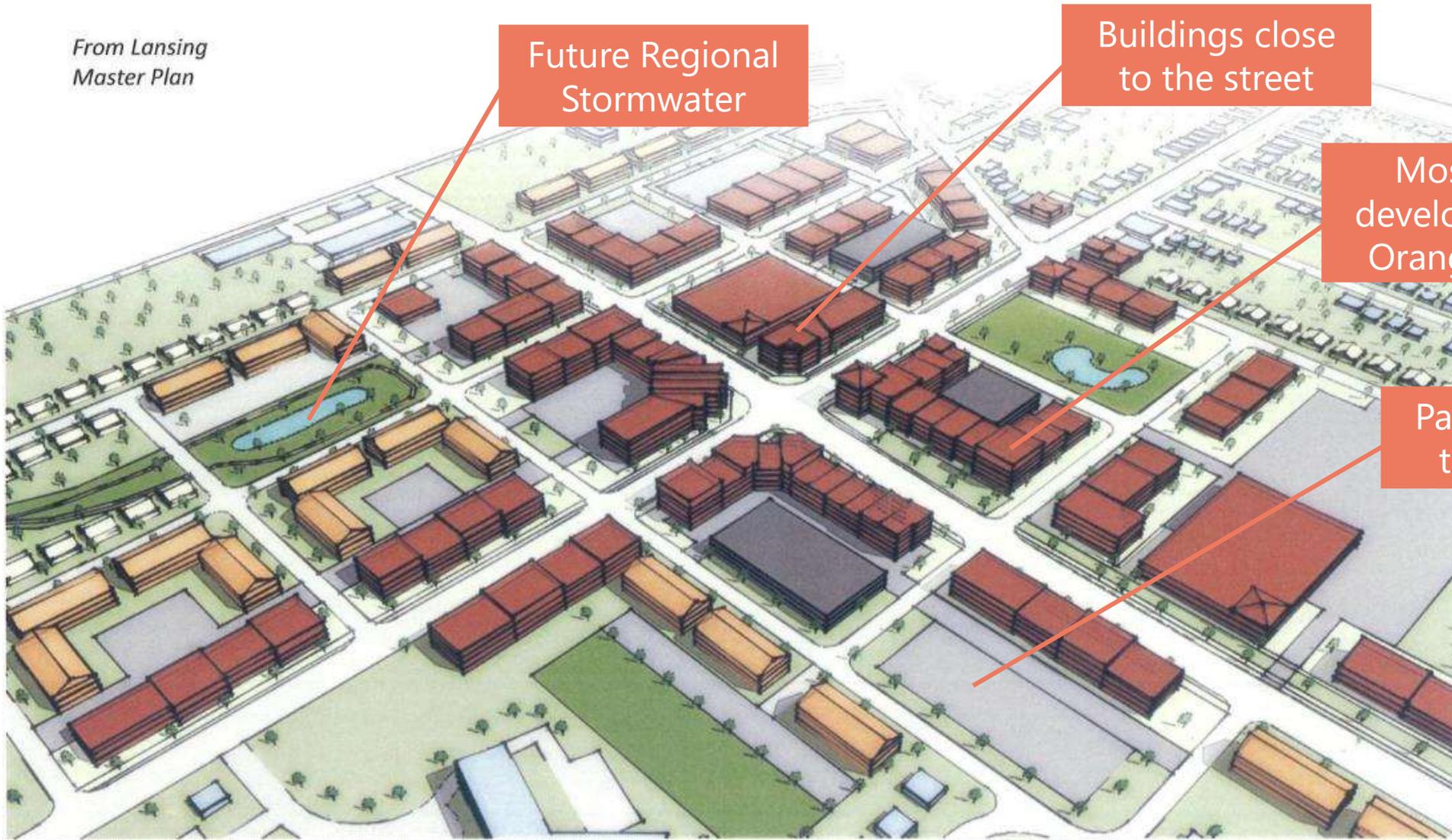
*From Lansing
Master Plan*

Future Regional
Stormwater

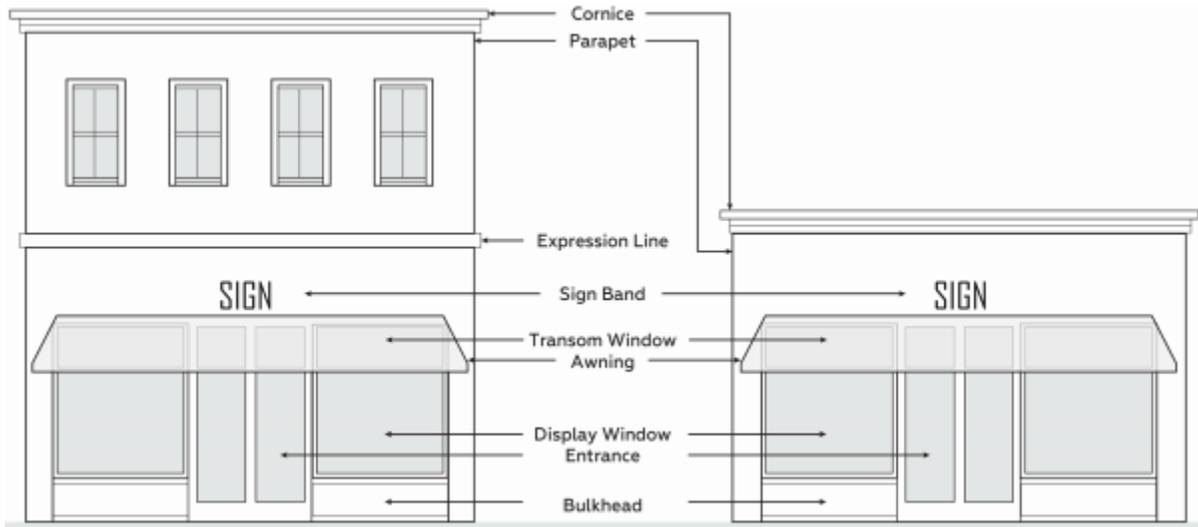
Buildings close
to the street

Most intensive
development along
Orange and Ferris

Parking behind
the building



FORM-BASED CODE





Gas Stations



Drive-through



Vehicle Repair



Accent Lighting



ALLOW:

1. String or LED rope lights outlining the roof edge (limited on Walnut/Magnolia).
2. Lights that automatically change colors (<once/hour).
3. Spotlights illuminating downward are allowed.
4. Security lighting.

PROHIBIT:

1. Lights outlining windows, doors, or other features.
2. Flashing or moving accent lights.
3. Lights shining up.
4. Lights that exceed 3.0 footcandles (measured at edge of lot, 5' high). Incandescent lights limited to 75 watts; fluorescent 20 watts; LED 15 watts.

5-year amortization period



on-site parking | shared parking | on-street parking | satellite parking | pay-in-lieu

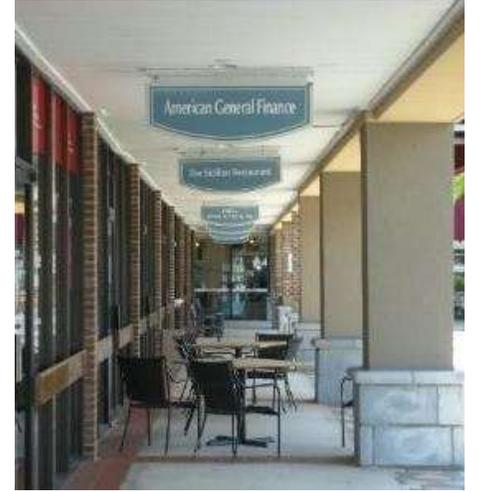


2.5 feet to 5 feet. The portion above 2.5 feet shall be transparent (e.g., wrought iron or similar material). Street walls shall have columns/posts (one foot by one foot minimum) spaced every 24 feet.

FORM-BASED CODE

signs

Item # 2.





4

NEXT STEPS

NEXT STEPS

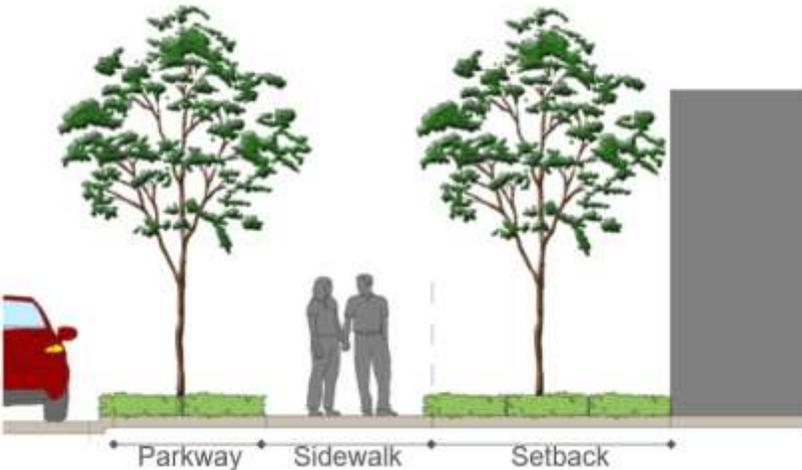
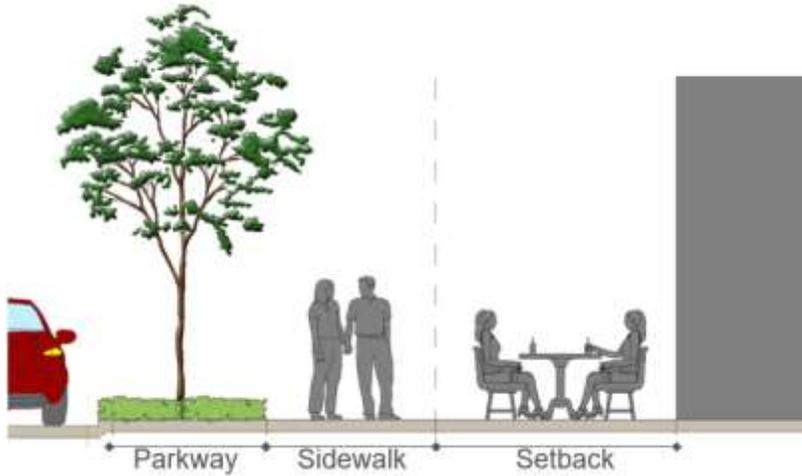
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	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4		
TASK 5. UNVEILING OF FBC/PUBLIC INPUT																						
Prep for stakeholders meeting	■																					
3 in-person stakeholder meetings (1 day)			▲																			
Meeting summaries			■																			
Prep for workshop 2	■																					
Facilitate workshop 2			▲																			
Workshop summary			■																			
Prep for joint workshop			■																			
Facilitate joint P&Z/CC workshop									◆													
Meeting summary									■													
Bi-weekly meetings (3)		●		●																		
TASK 6. ADOPTION																						
Update Draft									■													
Prep for hearings											■											
Attend P&Z hearing														◆								
Attend CC Hearings (2)															◆				◆			
Bi-weekly meetings (4)						●		●		●		●		●		●						
Final submittal																						

QUESTIONS



DOWNTOWN

**FORM-CODE
BASED CODE**



Building Setbacks

STANDARD	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
Front Setback ^A	0' min.	6' min.	10' min.	15' min. No max.
Street Side Setbacks ^B	6' max.	10' max.	No max.	10 min. No max.
Side Setback ^C	0'/6' min. ¹	0'/6' min. ¹	6' min.	6 min.
Rear Setback (lot or alley) ^D	10'			

¹ Zero-foot side yard setback permitted only if the adjacent building is also placed at the property line. Otherwise, 6' are required.

Public Realm

Street Segment	Sidewalk Width (min.)	Parkway Width (min.)
Orange Av. and Ferris St.	8 ft.	6 ft.
All other streets	6 ft.	8 ft.



FORM-BASED CODE

BUILDING TYPOLOGY	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
Mixed Use	Y	Y	Y	N
Non-Residential Single Use	Y	Y	Y	N
Non-Residential Multiple Use	Y	Y	Y	N
Multi-Family	Y	Y	Y	N
House	N	N	Y	Y



Building and Floor Height

PROPOSED	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
Building Height	20' min. 2 stories max.	20' min. 3 stories max.	16' min. 2 stories max.	16' min 2 stories max.
Height with Bonus	NA	4 stories	3 stories	NA
Ground Floor Elevation (above sidewalk or finished grade)	24" min. residential	24" min. residential	24" min. residential	24" min. residential
Ground Floor Ceiling Height	12' min./20' max.	12' min./20' max.	9' min./14' max.	9' min./14' max.

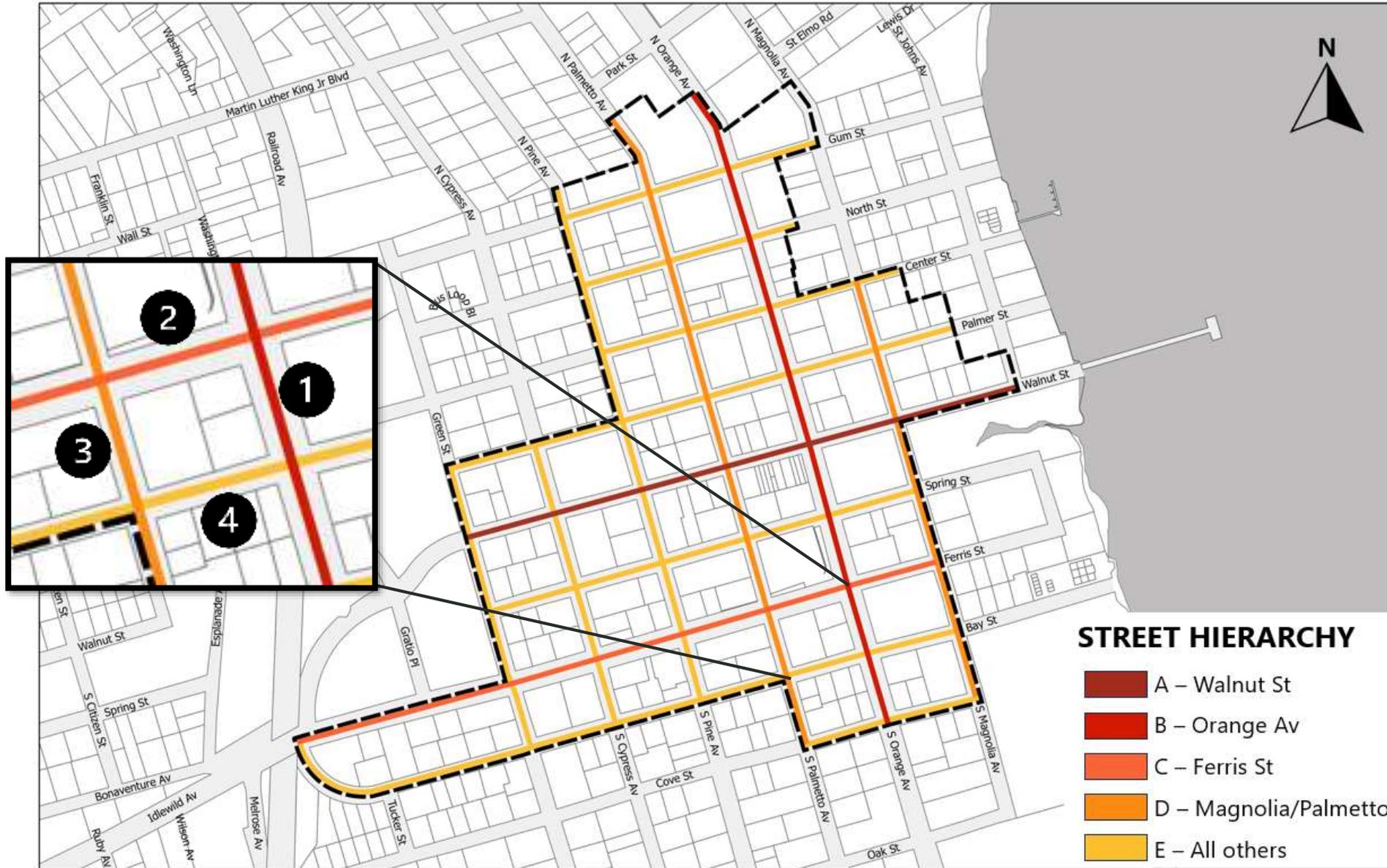
Height Bonuses

- Vertical Mixed-Use
- Affordable Housing
- Parking Garages
- Public Open Space & Amenities

CURRENT	CBD	GCC	GCN	C1	INS	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
ISR									
Comm/Off:	NA*	80%	70%	NA	NA	100	80%	70%	50%
MF:		80%	NA						
Detached:		NA	60%						
Attached:		NA	70%						
Building Height									
Comm/Off:	NA*	54' (up to 70')/ 4 stories	35' (up to 50')/ 3 stories	35'	85'	2 stories	3 stories (4 with bonus)	2 stories (3 with bonus)	2 stories
MF:		54' (up to 70')/ 4 stories	NA						
Detached:		NA	35'/3 stories						
Attached:		NA	35'/3 stories						

* Per current development

FORM-BASED CODE





Building Frontage

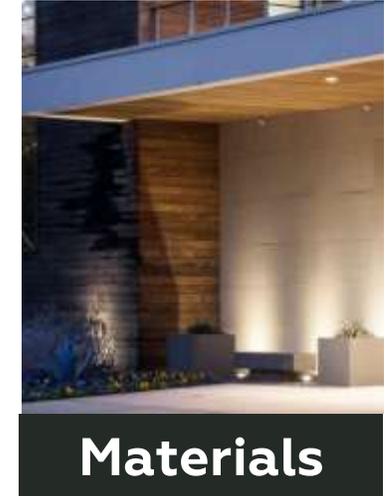
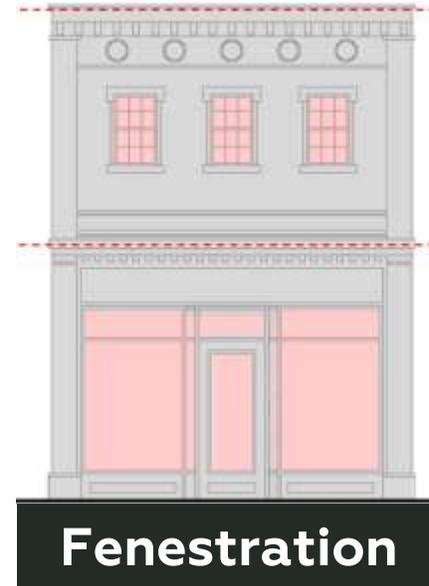
STANDARD	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
Required Frontage	80% min.	60% min.	40% min.	40% min.



Facade Articulation



Entrances



Fenestration

Materials

1. Awning or canopy.
2. Gallery, arcade, forecourt, stoop, or porch.
3. Vertical or horizontal offset, column, band, cornice, or similar element 6" deep.
4. Expression line between floors (not color bands).
5. Balcony.
6. Window.
7. Door.
8. Other treatment

	Ground Floor	Upper Stories
Buildings with storefront	40% min.; 90% max.	15% min.; 50% max.
Other buildings	25% min.; 90% max.	15%; 50% max.



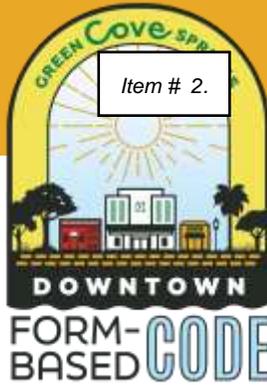
Vehicle Repair



Auto Sales



BACKGROUND



FUTURE LAND



GO.

TO DEVELOP AND MAINTAIN LAND TO PROVIDE FOR THE MOST APPROPRIATE DIRECT GROWTH TO SUITABLE AREAS FOR THE HEALTH, SAFETY AND WELFARE OF 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.

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. The following principles shall be considered:

- Compatibility means that different land uses can coexist in relative proximity to each other provided that a use is not impacted directly or indirectly by another use.
- Increases in density and intensity must generally occur in a gradual fashion, avoiding abrupt transitions.
- High density residential uses should generally be located in areas that have adequate vehicular access and proximity to service uses.
- Spot zoning should be avoided. Spot zoning refers to changing the zoning designation of a small parcel of land for a design that is totally different from that of the surrounding area for the benefit of the owner of such property and to the detriment of other owners.

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

- Form-based code regulations for the downtown and surrounding areas;
- Smaller building setbacks and lot sizes;
- Green infrastructure; and
- 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 interests 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.

FUTURE LAND USE 1-5

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

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

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

February 2022

BACKGROUND



DOWNTOWN MASTER PLAN

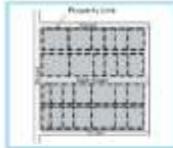
Green Cove Springs, Florida

4. Establish & Adopt Form-Based Code

The Land Development Code and Zoning Map are the most important tools for implementing the vision for Downtown. Most sites in the Downtown are zoned Central Business District (CBD), the north and south gateways into downtown (US 17) are zoned Gateway Corridor Commercial (GCC), and the south side of the Ferris Street corridor and the west side of Palmetto Avenue are zoned Gateway Corridor Neighborhood (GCN). There are a few sites on Magnolia Avenue zoned R-1. Public sites are zoned Institutional (INS). While the current zoning standards have tried to address infill, redevelopment, and quality of design, transitioning to a Form-Based Code for the Downtown area and the US 17 and SR 16 commercial corridors as they enter the downtown would be the best option to achieve the vision.

The intent of the Form-Based Code (FBC) will be to preserve the existing character of the Downtown, while promoting quality infill and redevelopment in a walkable and mixed-use urban environment. The new FBC will contribute to streamlining the current zoning and development review process and provide developers, builders and residents with a more predictable and transparent process for development and redevelopment. Implementation of a form-based code would also lead to greater interest in the city for new investment and economic growth that would be fueled by the creation of a richer and more vibrant urban environment in the heart of Green Cove Springs.

Recommendations for implementing a Form-Based Code within the City are detailed within Supplemental Document B.



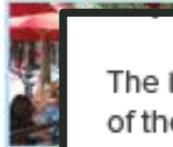
Block Layout / Connectivity

Block size is key to achieving good urban form and transportation connectivity. Shorter blocks improve the pedestrian experience as well as foster a street network that supports the efficient distribution of traffic. The urban core gridded network shall be maintained and improved.

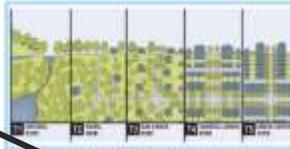


Building Placement / Orientation

The placement of a building on a site is critical to creating a vital and coherent public realm. Buildings must be oriented to the street; parking areas must be placed behind the buildings. Building orientation can also be defined by locating prominent entrances along the principal street.



Public Realm



Source: Form-Based Codes Institute

The intent of the Form-Based Code (FBC) will be to preserve the existing character of the Downtown, while promoting quality infill and redevelopment in a walkable and mixed-use urban environment. The new FBC will contribute to streamlining the current zoning and development review process and provide developers, builders and residents with a more predictable and transparent process for development and redevelopment. Implementation of a form-based code would also lead to greater interest in the city for new investment and economic growth that would be fueled by the creation of a richer and more vibrant urban environment in the heart of Green Cove Springs.

PUBLIC WORKSHOP #1 (8/8/23)

Ferris Street

BUILDING HEIGHT

- Two stories
- Three stories
- Four stories
- Greater than four stories

BUILDING SETBACKS

- Core to the sidewalk
- Alley but not too far (no parking in front)
- Far from the sidewalk (parking in front)

ARCHITECTURE

- Diverse (with standards)
- Diverse (without standards)
- Uniform (with traditional architecture)
- Uniform (with modern architecture)

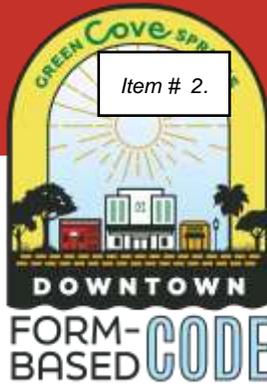
PUBLIC REALM

- No change
- Wider sidewalks and landscaping strip
- Auto-Oriented

PREFERRED USES

- Retail
- Dining
- Office
- Gas stations
- Vehicle repair
- Single-family
- Townhomes

PUBLIC WORKSHOP #2 (1/18/24)



- 1 Transect / Zoning Comparison
- 2 Development Review Process
- 3 Site Design Standards
- 4 Building Design Standards
 - Community Idea Wall



PUBLIC WORKSHOP #2 (1/18/24)

1 ZONING MAP | TRANSECT MAP | COMPARISON TABLES

2 APPLICABILITY | DEVELOPMENT REVIEW | FLEXIBILITY

3 BUILDING PLACEMENT | PUBLIC REALM | PARKING | LANDSCAPING

4 BUILDING DESIGN

2 APPLICABILITY



MINOR ADDITION/MODIFICATION

A minor addition (defined below) does not require setbacks and building frontage requirements.

MAJOR ADDITION/MODIFICATION

A major addition (defined below) requires the setbacks and setbacks meeting the minimum required setbacks.

REDEVELOPMENT

If the owner decides to demolish the current building on Orange Avenue, Code allows up to 3 stories in 1.

APPLICABILITY:
Existing developments shall not be redeveloped.
Minor modifications only require the standards.
Major modifications* require the entire site feasible.
* Any repair, reconstruction, rehabilitation of the "Just Market Value" of the property Office records.

3 BUILDING PLACEMENT



Setbacks

	STANDARD	DOWNTOWN CORE
Front Setback	5' min.	6' max.
Street Side Setbacks	0' min.	6' max.
Side Setback (lot or alley)	0/6' min.	0/6' min.
Rear Setback (lot or alley)	Zero-foot side yard setback permitted. Otherwise, 6' are required.	

4 BUILDING DESIGN

TYPICAL TYPOLOGICAL

BUILDING TYPOLOGY	DOWNTOWN CORE	OTHER AREAS
Mixed-Use	4	4
Multi-Family	4	4
House	4	4

HEIGHT

BUILDING AND FLOOR HEIGHT	DOWNTOWN CORE	OTHER AREAS
Building Height	20' max.	20' max.
Height with Signage	25' max.	25' max.
Height from Foundation to Top of Signage	25' max.	25' max.
Ground Floor Ceiling Height	12 min., 00 min.	12 min.

HEIGHT BONUS/INCENTIVES

- Vertical Mixed-Use
- Affordable Housing
- Parking Garages
- Public Open Spaces & Amenities

LIGHTING

PROHIBIT:

- Lighting outlining windows, doors, or other features.
- Flashing or rotating accent lights.
- Up lights.
- Accent lighting incorporated into a sign unless part of the sign.

ALLOW:

- String or LED rope lights outlining the roof edge.
- Lighting that automatically change colors (1-year/1-hour).
- Spotlights illuminating downward are allowed.
- Holiday decorations displayed from two days before Halloween through January 15.

AUTO-ORIENTED USES

Gas Stations



- Customers must go to the street.
- Signage to be seen from the street.

Drive-through



- Excluded up to the street.
- Drive-through entrance to the street.
- Lighting to be seen from the street.

Vehicle Repair



- Customer service building up to the street.
- Service bays to the street.

Auto Sales



- Building up to 10' height.
- 10' building height to the street.

Self-Storage



- Excluded as part of mixed-use building.
- Allowed for self-storage storage spaces from outside the building.

SIGNS

Streetwall



Street wall signs are the only non-standalone signs allowed.

Illumination



- Excluded on exterior walls and awnings.
- Signs with interior illumination are excluded on exterior walls or awnings through lighting.

Projecting



- Signs for businesses or services.
- May extend into sidewalk (if allowed).

Window



- Allowed to be on the window.
- Allowed on first and second stories.

Hanging



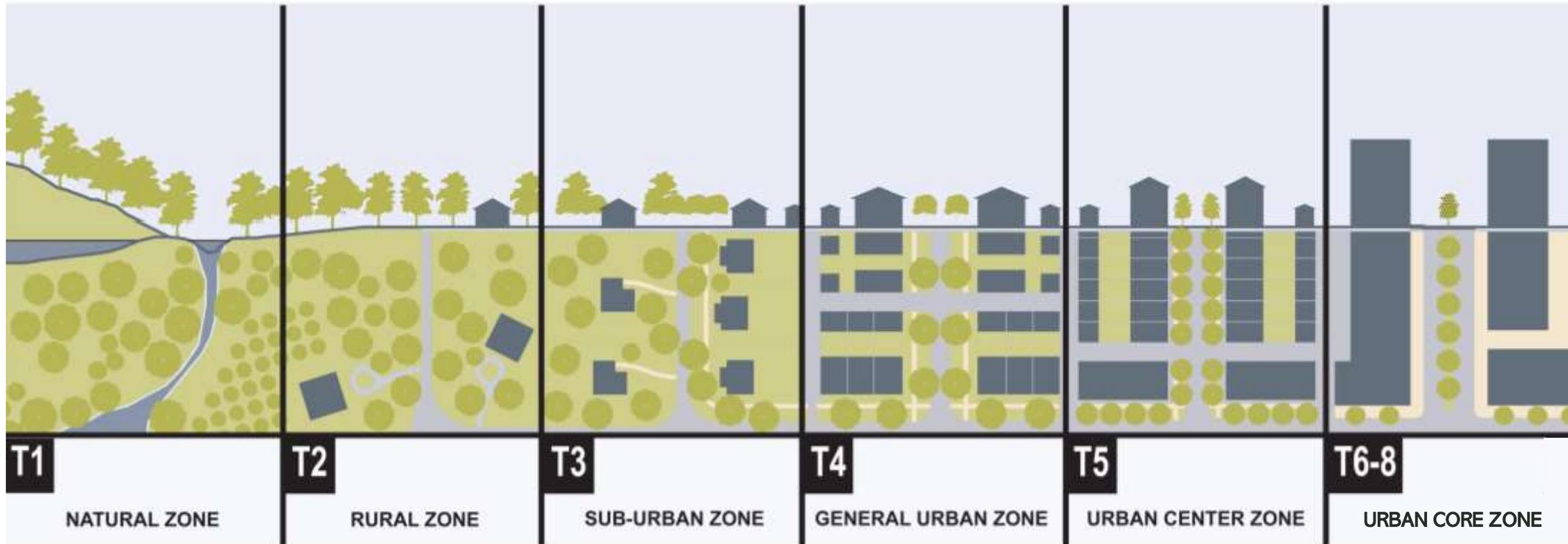
- Don't extend beyond front facade.
- Allowed to be on the street.

Canopy



- May extend into sidewalk (if allowed).
- 10' max. height.
- 10' max. width.
- 10' max. depth.

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FORM-BASED CODE

site design

Item # 2.

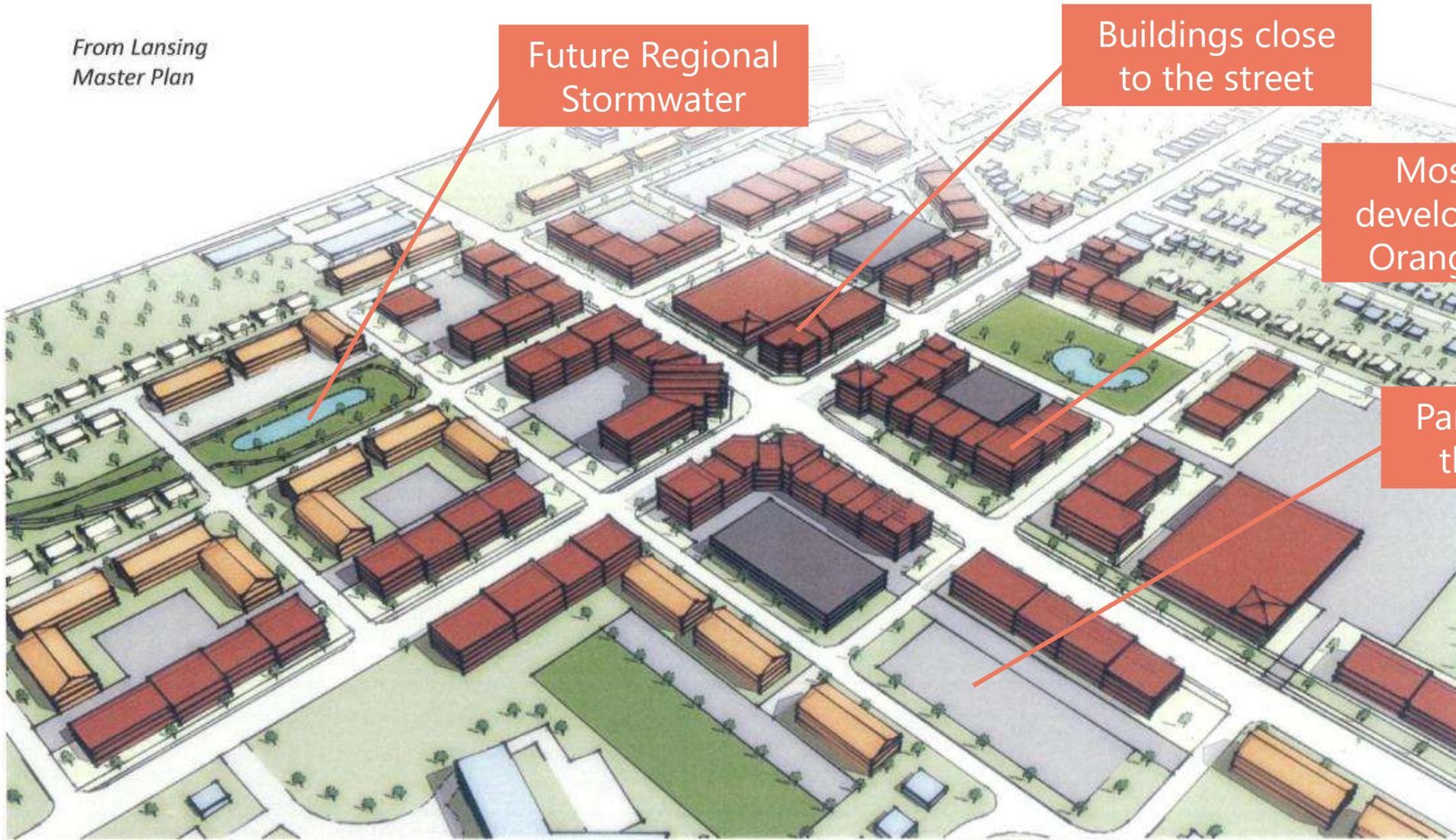
From Lansing
Master Plan

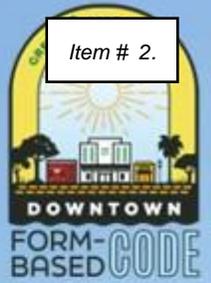
Future Regional
Stormwater

Buildings close
to the street

Most intensive
development along
Orange and Ferris

Parking behind
the building





DRAFT

CITY OF GREEN COVE SPRINGS
FORM-BASED CODE

March 2024

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ARTICLE XIV: DOWNTOWN FORM-BASED CODE

Section 117-830. Purpose.

The purpose of the form-based regulations is to:

- A. Promote multi-modal development patterns;
- B. Encourage infill development;
- C. Facilitate the aggregation of lots;
- D. Encourage and promote redevelopment on underdeveloped sites;
- E. Implement the Downtown Community Redevelopment Area (CRA) Redevelopment Plan.

Section 117-831. Scope/Applicability

A. New Development.

The provisions contained in this article apply to all new developments within the Form-Based Code area depicted in **Figure XIV-1**.

B. Existing Development.

- 1. Existing developments shall not be required to meet code unless site or building modifications are proposed.
- 2. Existing developments undergoing a *major modification* shall be required to bring the entire site up to code, except for the following. Major modification shall be defined as any repair, reconstruction, rehabilitation, addition, or improvement which costs 50% or more of the "Just Market Value" of the property, as noted in the Clay County Property Appraiser's Office records or the increase or replacement of more than 50% of the existing building floor area. When calculating the cost of the improvement, it shall include the cost of improvements made over the preceding five years.
 - a. Existing buildings not proposed to be expanded shall not be required to meet building setbacks (**Sec. 117-836.B**), minimum building and ceiling height (**Sec. 117-837.C**), and frontage requirements (**Sec. 117-837.D**). All other site and building provisions shall apply.
 - b. If the major modification involves building a new structure on the site and not making any changes to the existing building(s), the existing buildings will not be required to meet the requirements of this form-based code. The new building and the site, however, will be required to meet all the provisions of this code.
- 3. Existing developments undergoing minor modifications shall not be required to bring the entire site up to code. The specific changes to the site or building, however, shall be required to meet the standards of this article. Should the minor modification require additional parking spaces, the parking lot and parking lot landscaping shall be brought up to code. Dumpster screening, site/accent lighting, and landscaping not meeting current regulations shall be modified to meet code. Minor Modifications are those that do not meet the definition of Major.

Section 117-832. Development Review & Flexibility

A. Site Plan Review

New development and redevelopment activities in the Form-Based Code area shall meet the site plan review provisions contained in Chapter 101, Article II, Division 5, except that proposed developments not requiring a modification per **Section B**, below, or requesting a bonus per **Section 117-843** may be approved by the Development Services Director after review from site plan review team.

B. Flexibility of Regulations

Flexibility in the application of development requirements may be warranted in certain situations. While the Land Development Code provides for variances based on hardship (see **Section 101-159**), the *modifications of standards* offered in this section may be obtained based on unforeseen design issues related to redevelopment of existing sites, the size of downtown lots, and other variables. A modification of standards may be requested by an applicant as part of the development review process.

1. Application.

All requests for modifications of standards shall be submitted in writing and in conjunction with the application for development review. The request shall be approved or denied during development plan review and, if granted, shall be noted on the final development plan.

2. Administrative Approval.

The Development Services Director shall have the authority to grant limited modifications of up to ten percent of any dimensional requirement noted in this article where it is determined that the proposed development meets the intent of the T-zone, the requested modification is the minimum necessary to allow reasonable development of the site, and the requested modification is not injurious to the public health, safety and welfare.

3. Planning & Zoning Board Approval.

Modifications of more than ten percent but no more than 30 percent of a dimensional requirement listed above, modifications previously denied or referred to the Board by staff, and modifications to the *non-dimensional* requirements contained in this article shall be reviewed by the Planning & Zoning Board. Changes of more than 30 percent of a dimensional requirement shall be processed as variances per **Section 101-159**. The Board may also consider waiving requirements to bring site features up to code in conjunction with Minor Modifications.

4. Prohibited Modifications.

No modification shall be granted under this section for the following:

- a. Use of land.
- b. Development density which would exceed the maximum permitted in the future land use classification.
- c. A reduction in sidewalk width that would result in a sidewalk with less than five feet clear space.

5. Review Criteria.

No modification may be granted under this section unless it meets all the requirements listed below:

- a. The modification is consistent with the stated purpose and intent of this Code and with the comprehensive plan;
- b. The request is within the parameters listed above;
- c. The modification will not have a material negative impact on adjacent uses, or the applicant proposes to mitigate the negative impact to be created by the proposed modification;
- d. The modification will permit superior design, efficiency, and performance;
- e. If applicable, the modification is necessary to preserve or enhance significant existing environmental or cultural features, such as trees, scenic areas, historic or archeological sites or public facilities, related to the development site;
- f. Compliance with the requirement is technically impractical or undesirable based on site conditions, or approval of the waiver will result in superior design;
- g. The modification will not result in a negative impact on the public facilities, land use, traffic, or environment of the neighborhood and the general community.

Section 117-833. The Regulating Plan

The City of Green Cove Springs Downtown Form-Based Code uses the Regulating Plan (incorporated into the City's zoning map and shown in **Figure XIV-1**) to designate Transect Zones (T-zones), each with varying urban features consistent with the current character to be preserved and the envisioned future context.

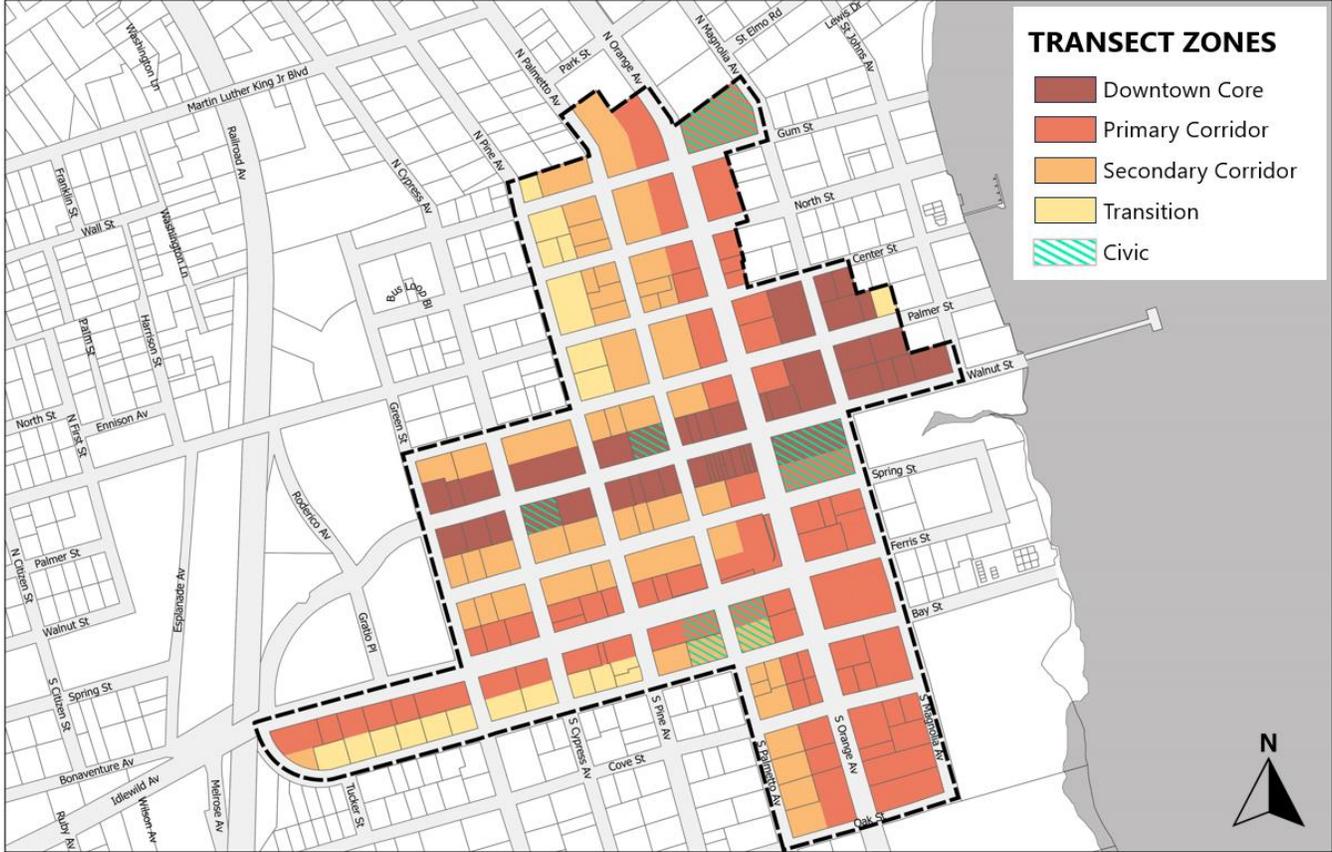
The Regulating Plan also depicts areas currently utilized for civic purposes, such as government facilities and religious institutions. While those uses are expected to continue operating in those locations, if their buildings are ever demolished and a different type of use is established, the underlying transect will govern future development on the site.

Transect boundaries do not follow parcel lines and certain properties feature more than one T-zone designation. The design of the development within each zone will need to comply with the regulations of that zone, unless specifically stated otherwise in this article.

There is currently one site zoned Planned Unit Development (PUD) within the Form-Based Code area. New PUD zoning districts shall not be allowed within the Form-Based Code area.

The following sections show the intent of each T-zone.

Figure XIV - 1. Regulating Plan



NOTE: Map provided for illustrative purposes. Please refer to the City’s Official Zoning Map for the most current transect zone designations.

A. Downtown Core Zone

This T-zone encompasses the original core of Downtown Green Cove Springs. Priority is placed on preserving the historic character and small scale of the corridor, increasing walkability, and creating a vibrant atmosphere. This zone permits a mix of uses with storefronts close to the sidewalk with the option of providing residential or office uses above the first story.



Figure XIV - 2. Examples of appropriate building types within the Downtown Core Zone



B. Primary Corridor Zone

This T-zone is primarily located along Orange Avenue and Ferris Street. The purpose of the Primary Corridor Zone is to encourage infill development with a compact mix of uses, facilitate aggregation of lots, encourage redevelopment of underdeveloped sites, and implement the Community Redevelopment Area (CRA) Redevelopment Plan. While two stories should be the predominant building height, some sites may support three stories, if approved through the bonus program (see **Section 117-843**)



Figure XIV - 3. Examples of appropriate building types within the Primary Corridor Zone



C. Secondary Corridor Zone

Primarily located behind the major transportation corridors, this T-zone is intended to act as a transition between the heavier traffic and more intense development along Orange and Ferris Streets and lower intensity neighborhoods. The zone consists of a mix of uses in a pedestrian-oriented urban form. Buildings may be attached or detached with front façades located close to the sidewalk.



Figure XIV - 4. Examples of appropriate building types within the Secondary Corridor Zone



D. Transition Zone

Primarily located behind the major transportation corridors, this T-zone is intended to act as a transition between the heavier traffic and more intense development along Orange and Ferris Streets and single-family neighborhoods. The zone consists of a mix of uses in a pedestrian-oriented urban form. Buildings may be attached or detached with front façades located close to the sidewalk.



Figure XIV - 5. Examples of appropriate building types within the Transition Zone



Section 117-834. Block Standards

The regulation of block size is fundamental to achieving good urban form and transportation connectivity. Shorter blocks improve the pedestrian experience as well as foster a street network grid that supports the efficient distribution of automobile traffic. Downtown Green Cove Springs generally displays a gridded street network, which shall be maintained and improved. If existing streets are vacated to allow the aggregation of smaller blocks into mega-blocks, the following provisions shall apply:

- A. Alternative vehicular connections shall be provided to continue the current block length within the downtown form-based code area which, with very few exceptions (Spring Park, west end of Ferris Street, and south of Cove Street), does not exceed 400 feet in length. The vehicular passage may be a public street or private drive but shall be open for public passage to another street/drive.
- B. Culs-de-sac and dead-end streets are not allowed.

Section 117-835. Use Standards

A. Permitted Uses

Section 117-3 lists the various uses allowed in the form-based code area and identifies whether a use is Permitted (P), Special Exception (SE), or Prohibited (blank) within the noted Transect Zone. Uses not listed in the table are prohibited.

Mixed-use developments are allowed in all zones, provided that the individual uses are all allowed in the zone. If one of the uses requires Special Exception approval, the entire development shall undergo Special Exception review.

Considering that the Form-Based Code area is almost fully developed and includes a wide variety of uses, the continuation of the current uses is permitted and encouraged, even if they are not listed as a permitted use. If any of those structures are destroyed, they will be permitted to rebuild as they currently exist but will not be allowed to expand or intensify beyond their current status.

Where a site is split between two zones (e.g., the Downtown Core and Primary Corridor Zones), the allowable uses in both zones may be located anywhere on the site. However, the use shall comply with the site and building standards of the zone where they are located. For instance, a site with a Primary Corridor Zone designation along Orange Avenue and Secondary Corridor Zone designation along Palmetto Avenue may have a retail establishment, but the building will need to be close to and oriented toward Orange Avenue. Similarly, if the site is eligible for a height bonus, the tallest part of the building must be located along Orange Avenue. The portion of the building facing Palmetto Avenue will be required to meet the two-story limitation of the Secondary Corridor Zone.

All developments, regardless of the use classification, shall comply with the standards of this article and all other applicable articles of the land development code. See **Section 117-838** for specific requirements for certain uses.

B. Accessory and Temporary Uses and Structures

Accessory and temporary uses and structures shall meet the requirements of **Section 117-838(e)** (Accessory building setbacks for residential structures), and **Article IX** (Supplementary Regulations),

unless otherwise specifically addressed in this article. Accessory structures visible from the right-of-way shall meet the site and building design standards of this article.

Section 117-836. Site Dimensional Standards

The general intent of the T-zones is to ensure that the scale of the built form, formality of public spaces, and intensity of uses will vary throughout the community, and shall be reduced in scale, formality, and intensity as they go further away from the core. The site dimensional standards for each T-zone are described in the following sections.

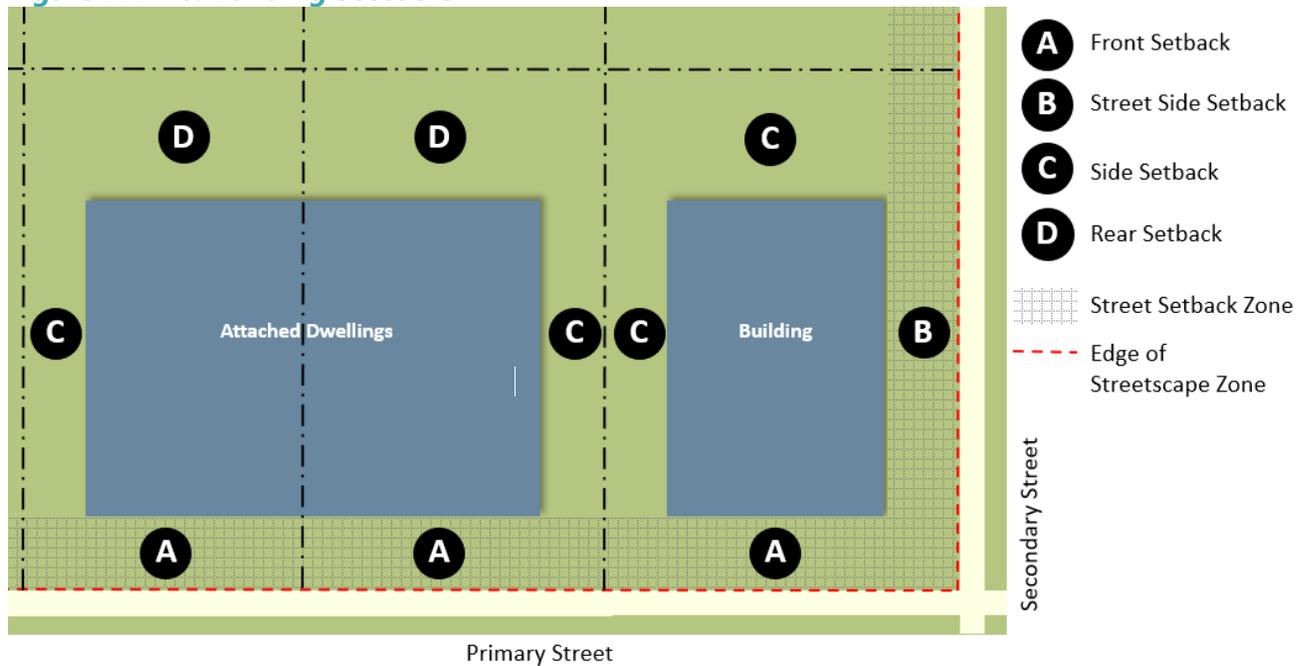
A. Lot Size

It is not the intent of this code to prevent development on existing lots or to require lot aggregation. Lots within the Form-Based Code area may be subdivided only if they meet a minimum lot depth of 100 feet. There are no minimum lot size or width requirements. However, subdivided lots must be adequate to accommodate the proposed development without the need for setback variances and not so wide that the building frontage requirement cannot be met.

B. Building Placement

The placement of a building on a site is critical to creating a coherent public realm. Urban development forms seek to support and foster pedestrian trips. Therefore, buildings need to be constructed in closer proximity to streets and sidewalks but not so close that the public realm is diminished. **Figure XIV - 6** illustrates the location of the street, side (interior), and rear setbacks.

Figure XIV - 6. Building Setbacks



1. *Required setbacks.* **Table XIV-1** contains the required setbacks by T-zone. See **Section 117-837.D** for minimum building frontage requirements, which are closely tied to the side setback requirements.

Table XIV - 1. Building Placement Standards by Transect

STANDARD	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
Front Setback ^A	0' min. 6' max.	6' min. 10' max.	10' min. No max.	15' min. No max.
Street Side Setbacks ^B				10 min. No max.
Side Setback ^C	0'/6' min. ¹	0'/6' min. ¹	6' min.	6 min.
Rear Setback (lot or alley) ^D	10'			

¹ Zero-foot side yard setback permitted only if the adjacent building is also placed at the property line. Otherwise, 6' are required.

2. *Measuring setbacks.*

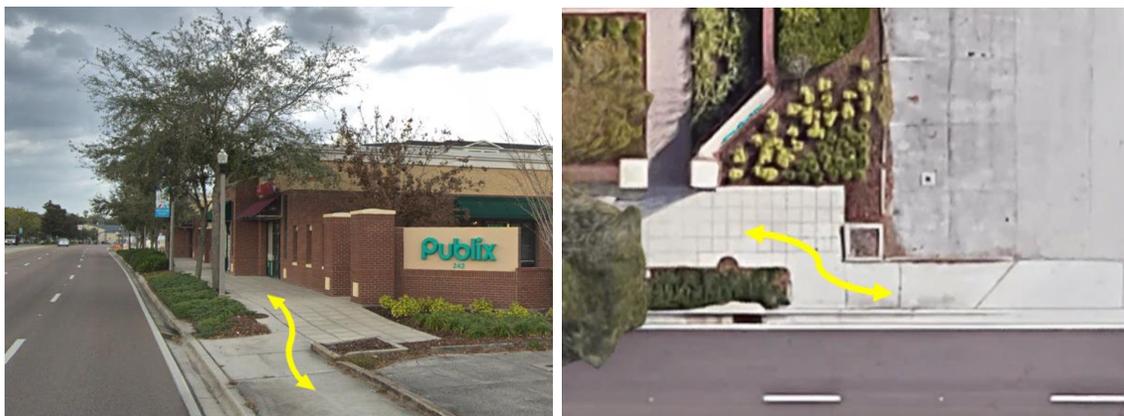
- a. Rear and interior side setbacks are measured from property lines (even if the site is split by a T-zone line).
- b. Setbacks along streets shall be measured from the property line but may require an additional setback to ensure sidewalks and parkways can be accommodated in front of the site, as identified in **Table XIV-2**. Due to the lack of right-of-way to accommodate adequate sidewalks and parkways along all streets, some development applicants will be required to dedicate an easement to the City to accommodate such features. Setbacks along the segment of Walnut Street from Palmetto Avenue to St. Johns Avenue shall be measured from the back of sidewalk.

Table XIV - 2. Sidewalks and Parkways by Street Segment

Street Segment	Sidewalk Width (min.)	Parkway Width (min.)
Orange Avenue and Ferris Street	8 ft.	6 ft.
All other streets	6 ft.	8 ft.

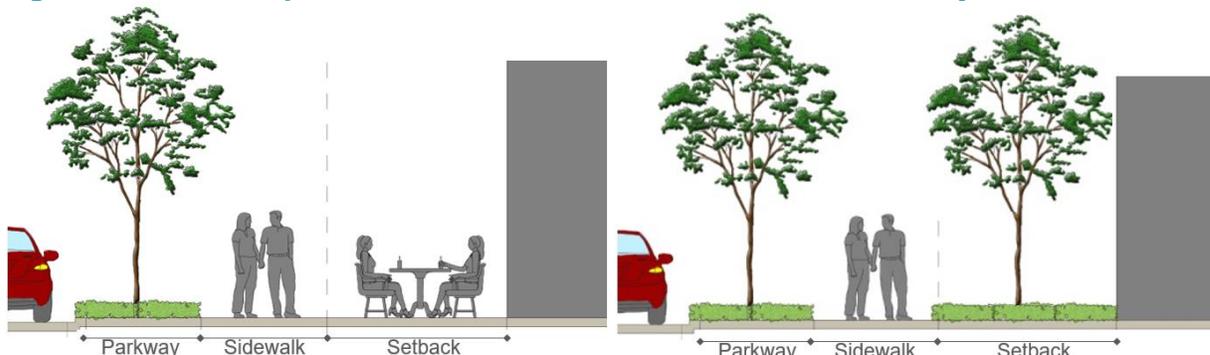
- c. The reconstruction of sidewalks and parkways shall be the responsibility of the development applicant but shall be coordinated with City staff. If the requirements cannot be met due to existing conditions or site constraints, the applicant may apply for a modification of standards (see **Section 117-832.B**). Provisions shall be made to connect existing and new sidewalks that have different alignments (see **Figure XIV-7**).

Figure XIV - 7. Connecting Existing and New Sidewalks



- d. The minimum and maximum setbacks along streets listed above do not apply to minor modifications but apply to new construction and major modifications (minor and major modifications are defined in **Section 117-831.B**).
 - e. The maximum setback requirement shall not apply to a major modification proposed to a historic home (identified in the City's Geohub Stories dashboard) as long as the modification preserves the residential character of the existing building,
3. **Setback Design.** The intent of the setbacks along streets is to provide a transition, both physical and visual, from the street to the building. The setback area should vary in design depending on the level of privacy desired along the building façade. Commercial buildings usually have a setback area designed to attract customers into the building, while residential, hotel and office buildings often have a setback area designed to provide privacy to the ground floor spaces, as shown on **Figure XIV-8**. Accessibility (ADA) laws shall be observed.

Figure XIV - 8. Examples of Front and Street Side Setback Area Activity



Examples of Street Setback design: outdoor seating (left) and buffer for residential uses (right).

The following setback area standards shall be met:

- a. Elements such as balconies, bay windows, and similar elements may encroach into the front and street side setback provided they do not interfere with required or protected landscaping. Allowed encroachments shall not extend into the public right-of-way.
- b. Setback areas along streets shall be landscaped unless the setback needs to be paved to allow for pedestrian interaction (as an extension of the public sidewalk)..

- c. Street furniture such as benches, trash receptacles, and/or bicycle racks may be installed within the setback area or within the parkway along local streets.
- d. Outdoor dining is permitted within the setback area as long as restaurants are allowed in the transect zone.
- e. Elements within the setback area (e.g., landscaping and other features) shall comply with the sight triangle requirements.
- f. No vehicular parking areas or drive aisles/lanes are allowed between the building and the street.

C. Impervious Surface Area

To balance the desire for urban form and development with the need to prevent flooding within the Form-Based Code area, a maximum impervious surface area (ISA) is established for each T-zone, as shown in **Section 113-4(d)**.

Section 117-837. Building Design Standards

This section establishes standards for building design. The standards apply to all T-zones.

A. Building Typology.

Form-based regulations use physical form, rather than separation of land uses, to shape the character of the area. Buildings within the Form-Based Code area shall adopt one of the following building typologies based on the location of the property within one of the transect zones. The building typologies do not necessarily refer to the use of the building, but rather to the character of it. For instance, an office or multi-family development may only be allowed in a T-zone if the building has the appearance of a house. The list of permitted building typologies by transect is provided in **Table XIV-3**.

Table XIV - 3. Permitted Building Typology by Transect

Building Typology	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
Mixed Use	Y	Y	Y	N
Non-Residential Single Use	Y	Y	Y	N
Non-Residential Multiple Use	Y	Y	Y	N
Multi-Family	Y	Y	Y	N
House	N	N	Y	Y

1. *Mixed-Use Building.* A type of building designed for ground floor occupancy by retail, service, and/or office uses, with upper floors configured for office use or dwelling units. The ground floor must be designed for maximum pedestrian interaction (e.g., storefronts, outdoor cafes, etc.).

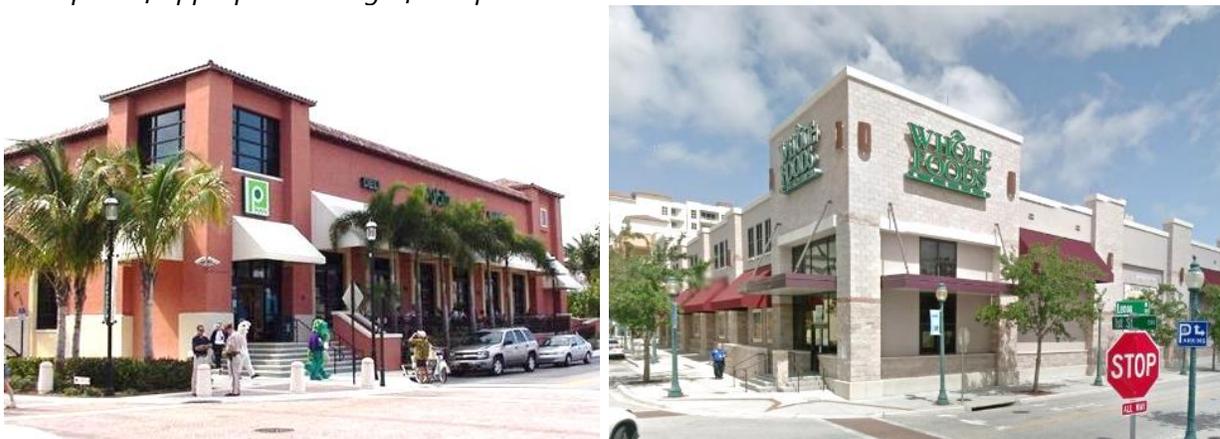
Figure XIV - 9. Mixed Use Buildings



2. *Non-Residential Single Use Buildings.* A type of building designed to accommodate stand-alone non-residential activities such as retail, banks, hotels, restaurants, offices, and service uses. Large scale buildings (e.g., big box retailers, movie theaters, wholesale stores), auto repair, drive-through facilities and service stations fall into this category and shall meet all site and building design requirements of this code.

Figure XIV - 10. Non-Residential Single Use Buildings

Examples of appropriate design for supermarkets:



Examples of other single-use buildings:



3. *Non-Residential Multiple Tenant Buildings.* A type of building designed to accommodate multiple non-residential activities such as retail shopping centers with individual entrances.

Figure XIV - 11. Non-Residential Multiple Tenant Buildings



4. *Multi-Family Building.* A type of building designed to accommodate townhouses, condominiums, and apartment uses.

Figure XIV - 12. Multi-Family Building Examples



5. *House.* A type of building designed to resemble a single-family dwelling but used for any other type of use allowed in the T-zone. Regardless of the use, the House building shall be designed as noted below:
- a. A porch or stoop shall be provided facing the street.
 - b. Flat roofs are only allowed if they are combined with, and secondary to, sloped roofs.
 - c. Garages, if provided, shall be designed in one of two ways:
 - o Attached and recessed from the primary façade (not including porches, bays, or other minor projections) by a minimum of five feet, or
 - o Placed in the rear yard and accessed by either an alley or a side yard driveway.
 - d. Garage frontage shall only be allowed for buildings that are used as a single-family home and shall not comprise more than 50 percent of the building's front façade.

Figure XIV - 13. House Building Examples



House used for office



House used for multi-family



B. Building Massing

The purpose of the building massing requirements is to break down large volumes into smaller volumes grouped together.

1. In no event shall buildings exceed a height to width ratio of 1:3 or 50 feet, whichever is less, without providing a substantial volume break which may consist of a projection or recess, a tower or bay, and/or an architecturally prominent entrance (see **Figures XIV-14** and **XIV-15**). Vertical and horizontal projections and recesses shall have a minimum height, depth, and width of five feet.
2. Roofs or assemblies of roofs shall also be articulated to reduce building mass. Roof heights shall vary using the parameters listed in subsection 1, above.
3. Buildings on corner lots shall incorporate distinctive architectural treatments (e.g., corner entrance, tower) to emphasize their prominent location.

Figure XIV - 14. Example of Building Articulation Spacing

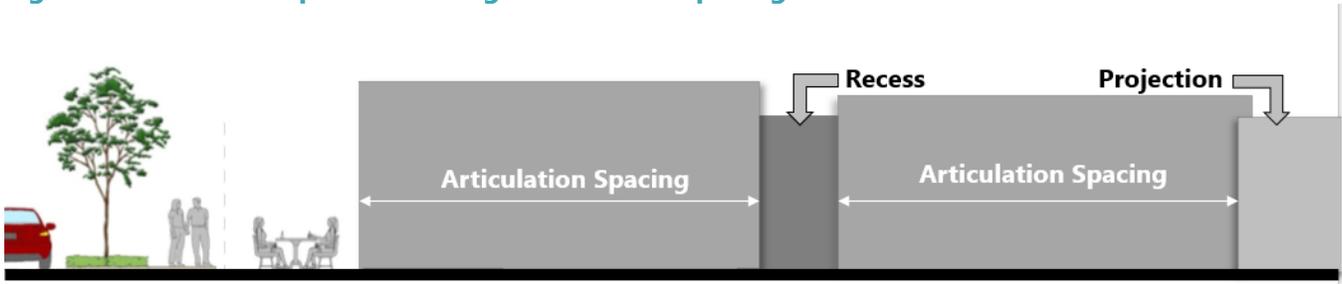
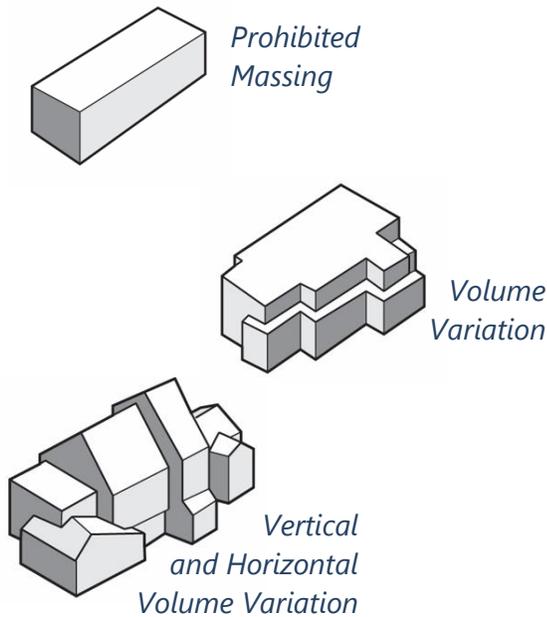


Figure XIV - 15. Massing



Vertical and Horizontal Volume Variation

C. Building and Floor Height

Table XIV-4 establishes the permitted building and floor height for each transect zone. The floor height requirements shall not apply to single family homes.

Table XIV - 4. Building and Floor Height Standards by Transect

	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
Building Height	20' min. 2 stories max.	20' min. 3 stories max.	16' min. 2 stories max.	16' min 2 stories max.
Height with Bonus (see Sec. 117-834)	NA	4 stories	3 stories	NA
Ground Floor Elevation (above sidewalk or finished grade)	24" min. residential	24" min. residential	24" min. residential	24" min. residential
Ground Floor, Ceiling Height	12' min./20' max.	12' min./20' max.	9' min./14' max.	9' min./14' max.
Upper Floor(s), Ceiling Height	9' min./14' max.	9' min./14' max.		

The following standards shall also apply:

1. Whenever a site is split between two or more zones, each frontage must comply with the building height restrictions and such height may extend back to the midpoint of the block length along the secondary street where the height must be stepped down.
2. Towers and cupolas extending above the roofline are generally intended to be visual landmarks and accentuate corners. If used, they shall not exceed a footprint of 30 feet by 30 feet and may extend up to ten feet above the designated height limit. See **Figure XIV-16**.
3. Floor height shall be measured from finished floor to finished ceiling. A single story exceeding the maximum floor height allowed shall be counted as two stories. Mezzanines extending beyond 33% of the floor area shall be counted as an additional story.
4. Buildings spanning two or more transect zones may use the *floor* height standards required within each zone or the standards of the most intensive zone on the entire site.

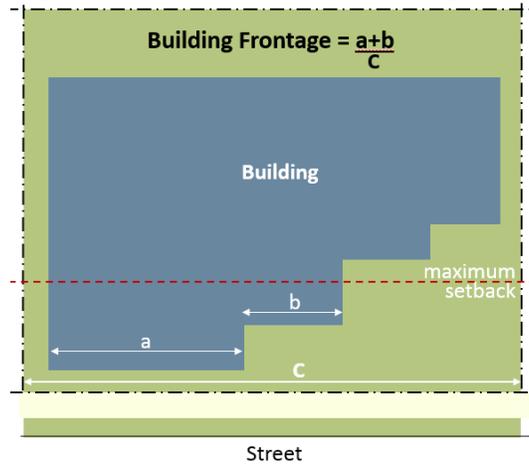
Figure XIV - 16. Tower (left) and Cupola (right)



D. Building Frontage.

The purpose of the building frontage requirements is to ensure façade continuity and activity along the street, in addition to avoiding large expanses of blocks that are not framed by buildings. The building frontage standards are stated in **Table XIV-5** as a proportion of the building width (within the minimum and maximum building setbacks) relative to the width of the development site measured along the property line along the street. Portions of the building façade outside the required building setbacks do not count as building frontage (see **Figure XIV-17**).

Figure XIV - 17. Building Frontage

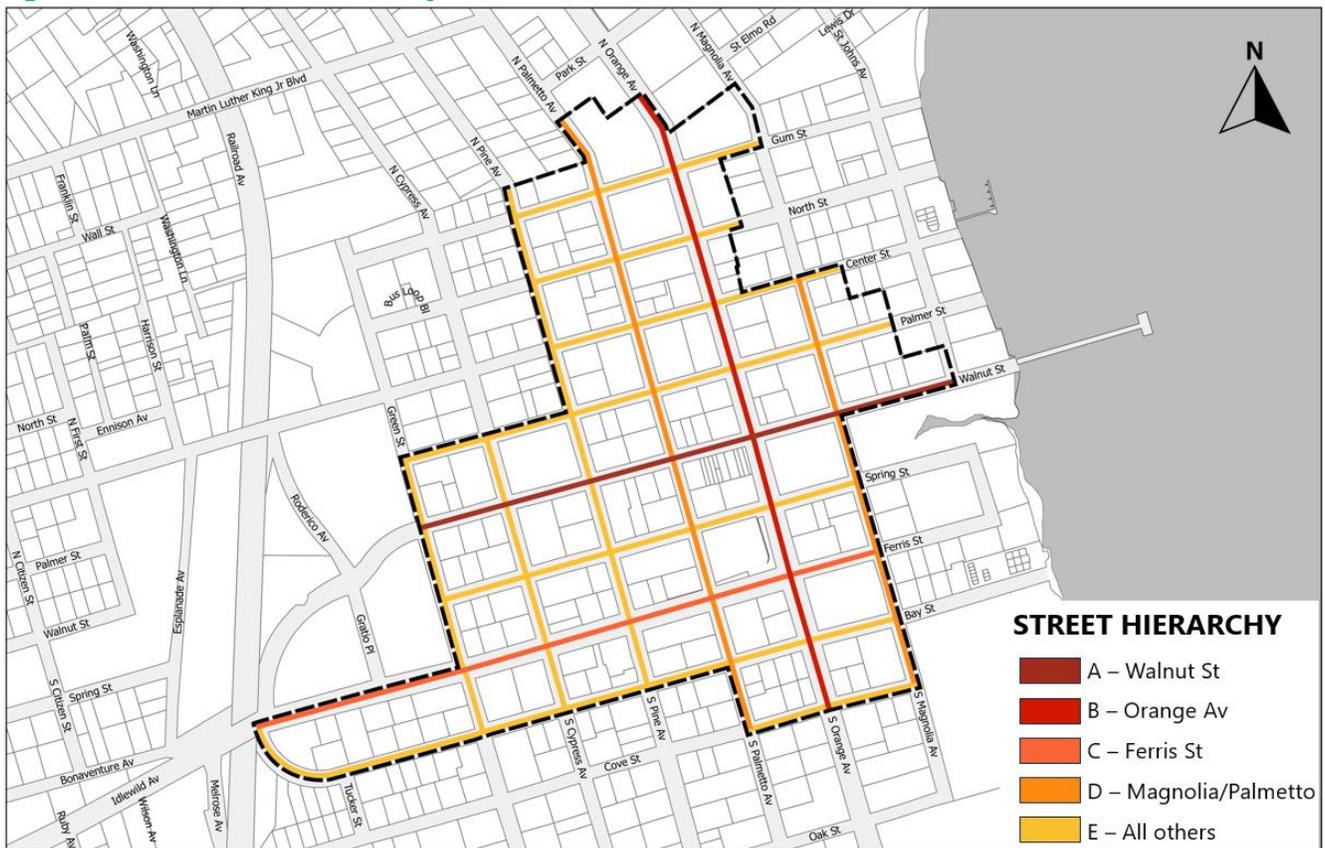


In the case of corner or multiple frontage lots, the frontage requirement shall be met along the highest priority street (per **Figure XIV-18**). Along lower priority streets, the minimum building frontage shall be 30%.

Table XIV - 5. Building Frontage Requirements by Transect

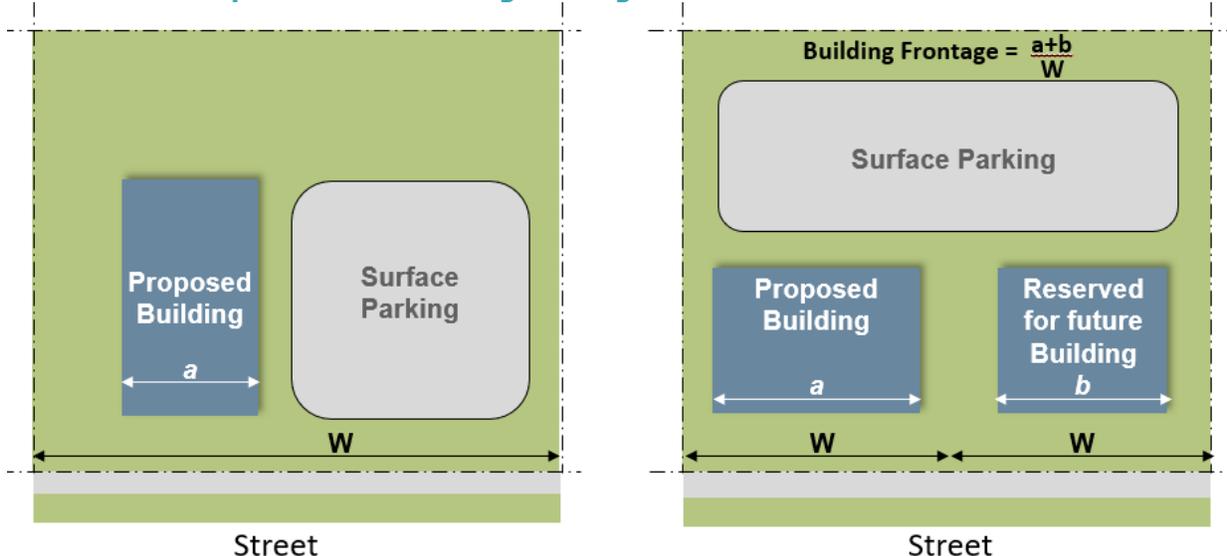
STANDARD	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
Required Frontage	80% min.	60% min.	40% min.	40% min.

Figure XIV - 18. Street Hierarchy



1. Single family, duplex, live-work units, libraries, churches, public utility buildings, and schools (elementary, middle, and high) are not subject to the minimum frontage requirements.
2. Gas stations, drive-through facilities, and other auto-oriented developments, if allowed per **Section 117-3**, shall be designed to comply with the building frontage requirements (see also **Section 117-838.B**).
3. Developments with multiple street frontages may not meet the building frontage requirements along all sides. In those instances, the applicant may request a modification of standards. If approved, any street frontages that do not have buildings within the minimum and maximum required setbacks shall provide a street wall along the site frontage (excluding access points).
4. In the event the proposed building is too small to meet the minimum building frontage requirement, the applicant shall have the option to set aside room on the site for future buildings that will, when added to the small building, meet the frontage provisions, as shown on **Figure XIV-19**. No platting will be required, but the concept plan shall show the area available for future development and may not include any improvements other than a street wall delineating the site.
5. In the case where the required building frontage cannot be met due to the need to provide vehicular access from the street, a gateway, arch, or similar feature shall be provided to preserve the block continuity and may be counted toward meeting the building frontage requirement, as shown on **Figure XIV-20**.
6. No maximum lot width is prescribed for development within some of the transect zones. However, the width of a lot shall not be justification for not meeting the building frontage requirements.

Figure XIV - 19. Exception to the Building Frontage



*Left: Site layout not allowed as the building width (a) is too narrow to meet the minimum building frontage.
 Right: Reserve room for a future building to meet the minimum building frontage.*

Figure XIV - 20. Gateway Feature



Gateway feature designed to meet minimum building frontage.

E. Building Frontage Design.

Building frontages (e.g., storefronts, arcades, galleries, stoops, forecourts, porches) addressed in the following subsections may be used as shown in **Table XIV-6** and shall conform to the standards contained in those subsections.

Table XIV - 6. Permitted Frontage Types by Transect

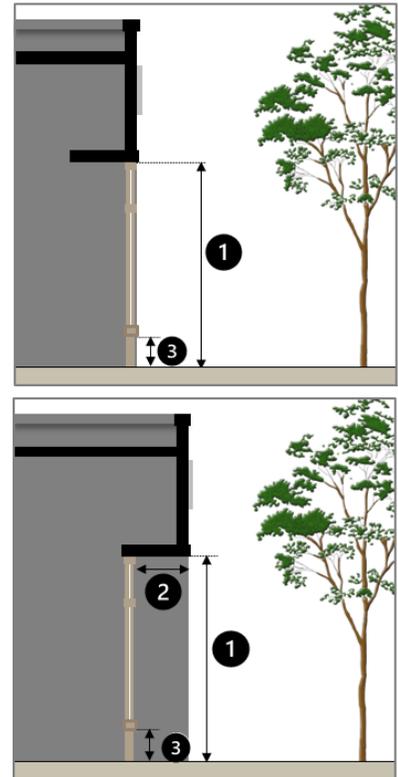
DOWNTOWN CORE ¹	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
Storefront, awning/canopy, forecourt, stoop, gallery/arcade	Storefront, awning/canopy, forecourt, stoop, gallery/arcade	Forecourt, awning/canopy, storefront, porch, stoop	Porch, stoop

¹ Stoops and forecourts are not allowed on Walnut Street from Palmetto to Orange Avenue.

1. Storefronts

Storefront refers to the building façade designed to attract shoppers using display windows, entrances immediately adjacent to the sidewalk, awnings, canopies, and signage. While building style is not regulated within the Form-Based Code area, storefronts have a detailed set of design requirements to ensure they function properly and integrate smoothly with the historic storefronts on Walnut Street. The following are the minimum requirements for storefronts along Walnut Street from Palmetto Avenue to Orange Avenue (optional/recommended for all other zones).

Height, Clear	8' min.	1
Door Recess	5' max.	2
Bulkhead	18" min.; 30' max.	3
Distance between glass panels	2' max. (horizontal)	



New storefronts and modifications to existing storefronts shall meet the following standards:

- a. Storefronts are allowed in the Downtown Core and Primary Corridor zones and required along Walnut Street from Palmetto Avenue to Orange Avenue.
- b. The storefronts shall be located between the minimum and maximum setbacks.
- c. Storefronts shall include all the elements listed in **Figure XIV-21**. A canopy, arcade, or gallery may be used instead of the awning.
- d. Storefronts shall have an expression line (see **Figure XIV-21**) above, between the first and second story.
- e. Storefront windows may not be made opaque by window treatments (except operable sunscreen devices within the interior space).
- f. Reflective and frosted glass is prohibited on storefronts.
- g. Storefront doors shall contain at least 60 percent transparent glass. Solid doors are prohibited.
- h. The design of the upper stories varies depending upon the architectural style of the building. However, the upper floor must have single or paired, vertically oriented windows with clearly defined sills and lintels, and a cornice topping the parapet if a flat roof is used.

Figure XIV - 21. Components of a Storefront

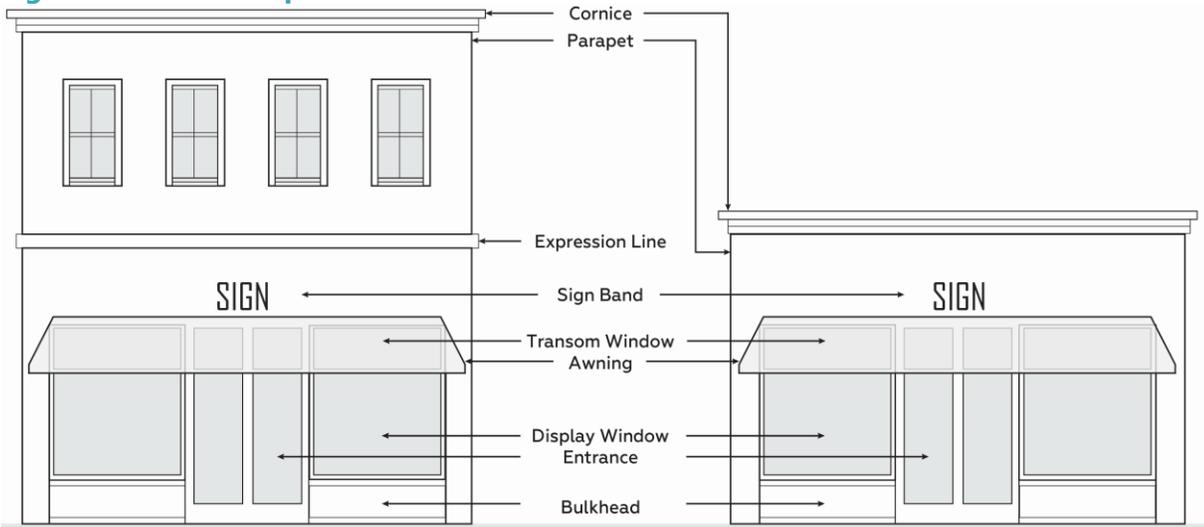


Figure XIV - 22. Examples of Storefronts



Storefronts with recessed entries



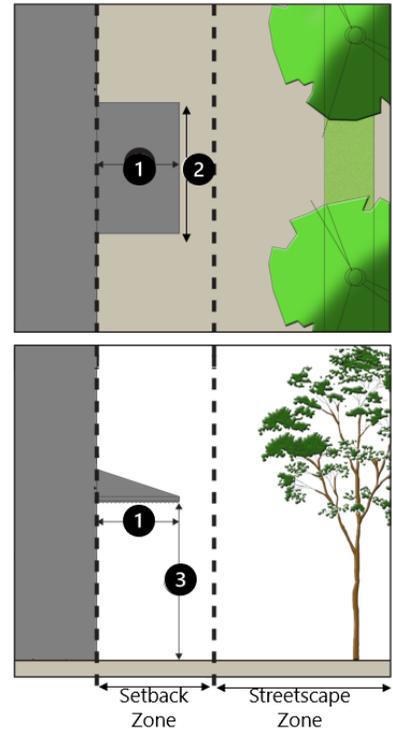
Storefronts with chamfered corner entries



2. Awnings and Canopies

Awnings and canopies (flat cantilevered structures also known as marquees) may be used to accent windows and doors and to protect pedestrians from the elements. **Table XIV-6** notes the transect zones where they are allowed/encouraged. All new awnings and canopies shall meet the following standards.

Depth	6' min.	①
Cumulative Width	70% min. of proposed façade width within setback	②
Height, Clear	8' min.	③



New awnings and canopies shall meet the following standards:

- Awnings and canopies shall not cover architectural elements such as cornices or ornamental features. Transom windows, however, may be covered.
- High-gloss materials, fabrics that resemble plastic, and aluminum shall not be permitted materials for awnings.
- Domed, bubble, and hoop style awnings are prohibited.
- Awnings should at minimum match the width of the window or door opening.
- Backlit awnings are not allowed.
- The highest point of a first-floor awning on a multi-story building shall not be higher than the midpoint between the top of the first story window and the bottom of the second story window sill.
- Awnings and canopies may extend over the right-of-way but shall not project closer than two feet from the vertical projection of the back of the curb.

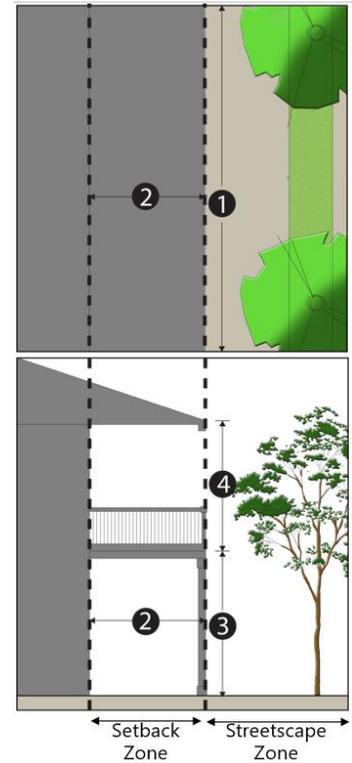
Figure XIV - 23. Awnings (Left) and Canopies (Right)



3. Gallery

Galleries and arcades are colonnades extending along the full or partial frontage of a building. Unlike arcades, galleries lack habitable space above, and thus, appear lighter in nature. Galleries may extend over the sidewalk. **Table XIV-6** notes the transect zones where galleries are allowed/encouraged. When used, galleries shall meet the following standards.

Width	75% of façade width min.	①
Depth, Clear	8' min.	②
Ground Floor Height, Clear	10' min.	③
Upper Floor Height, Clear	9' min.	④
Height	2 stories max.	
Setback from Curb	2' min. (see below)	



Galleries shall meet the following standards:

- Galleries extending over the sidewalk are subject to a right-of-way encroachment permit from the City. Along state roads, they are allowed to encroach only if FDOT allows it.
- Gallery openings shall correspond to storefront entrances.
- Galleries may be one or two stories.

Figure XIV - 24. Examples of Galleries



4. Arcade

Arcades are colonnades extending along the full or partial frontage of a building and have habitable space above. **Table XIV-6** notes the transect zones where they are allowed/ encouraged. All new arcades shall meet the following standards.

Ground Floor Height, Clear	10' min.	1
Depth, Clear	8' min.	2
Width	75% of façade width min.	3

Arcades shall meet the following standards:

- a. Arcade openings shall correspond to storefront entrances.
- b. Arcades may not encroach into the public right-of-way.

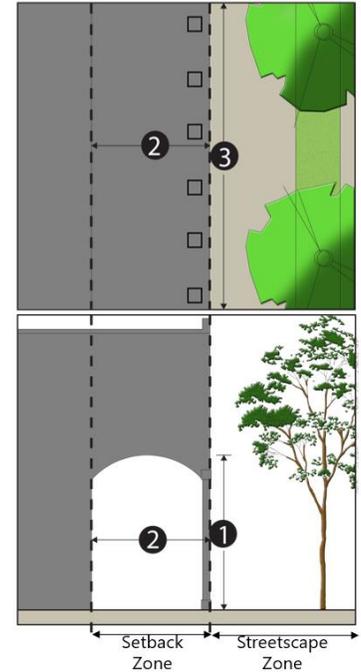


Figure XIV - 25. Examples of Arcades



5. Forecourt

A forecourt is a type of building frontage that has a portion of the façade recessed from the street to create a courtyard. This space can be used as an apartment or office entry court, garden space, or for outdoor seating or dining. **Table XIV-6** notes the transect zones where forecourts are allowed/encouraged. All new forecourts shall meet the following standards.

Width	12' min., 50% of front façade or 50' max. whichever is less.	1
Depth	12' min., 40' max.	2

Forecourts shall meet the following standards:

- a. Forecourts may be landscaped or paved and enhanced with landscaping.
- b. Forecourts are not intended to be covered; however, awnings and umbrellas are allowed and encouraged.
- c. Forecourts meeting the requirements of this section shall be counted as building frontage to meet the requirements of **Section 117-837.D** (Building Frontage).

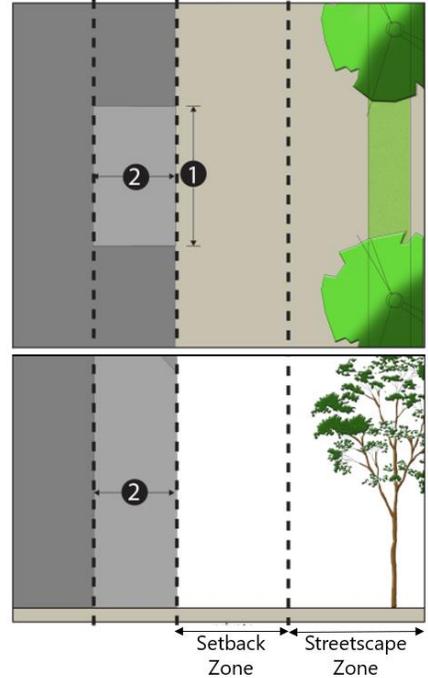


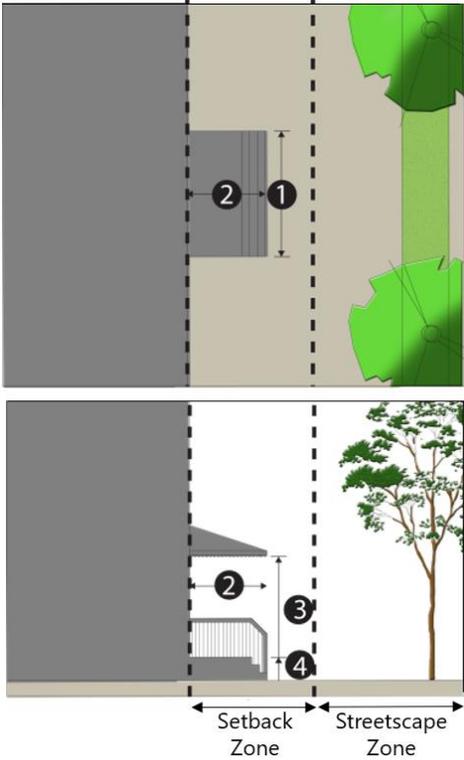
Figure XIV - 26. Examples of Forecourts



6. Stoop

A stoop is a small platform and/or stairway at a building entrance, commonly covered by a secondary roof or awning.

Width	5' min., 8' max.	①
Depth	5' min., 8' max.	②
Height	8' min.	③
Finish Level Above Sidewalk	24" min.	④



Stoops shall meet the following standards:

- a. Stoops are typically used in conjunction with residential and lodging uses but may also be used in conjunction with office uses.
- b. Stairs from the stoop may descend forward or to the side.
- c. Stoops may extend forward of the minimum setback line but shall not extend into the public right-of-way.

Figure XIV - 27. Examples of Stoops



7. Porch

A porch is a roofed space attached to the outside of an outer wall of a building and open on one or more sides. Porches may feature railings, a screen, or glass enclosure.

Table XIV-6 notes the transect zones where porches allowed/encouraged. All new porches shall meet the following standards.

Width	10' min.	1
Depth	8' min.	2
Clear Height	8' min.	3
Finish Level Above Sidewalk	24" min.	4

Porches shall meet the following standards:

- a. Stairs from the porch may descend forward or to the side.
- b. Porches may encroach into the setback but shall not extend into the public right-of-way.
- c. Porches may be open or enclosed. However, porches enclosed in glass or other solid materials may not encroach into the setback.
- d. Porches may be one or two stories.

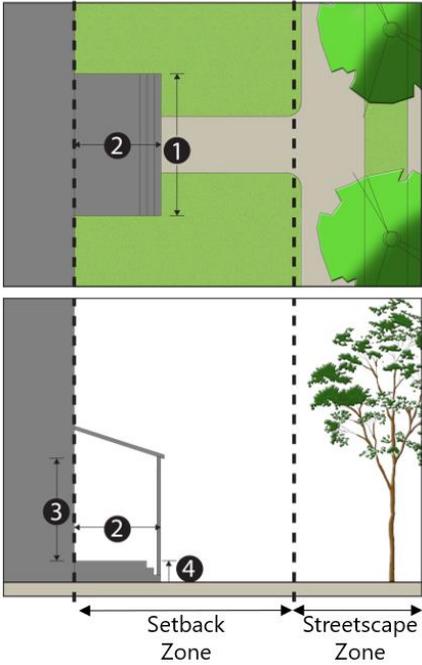


Figure XIV - 28. Porches



F. Façade Articulation

Facades facing a street or public space shall not exceed 20 horizontal feet and ten vertical feet (see **Figure XIV-29**) without including at least one of the elements listed below. Landscaping and signs shall not be considered façade elements.

1. Awning or canopy.
2. Gallery, arcade, forecourt, stoop, or porch.
3. A vertical or horizontal offset, column, band, cornice, or similar element with a minimum depth of six inches.
4. Expression line between floors. Bands of colors without a change in plane or material shall not be used for architectural detail (**Figure XIV-30**).
5. Balcony.
6. Window.
7. Door.
8. Any other treatment that meets the intent of this section and is approved during the review of the development plan.

Figure XIV - 29. Façade Articulation



Examples of blank wall exceeding 20 horizontal feet by 10 vertical feet without articulation

Figure XIV - 30. Color Bands



Left: Color bands without change in plane or materials. Right: Color bands using different planes.

G. Entrances

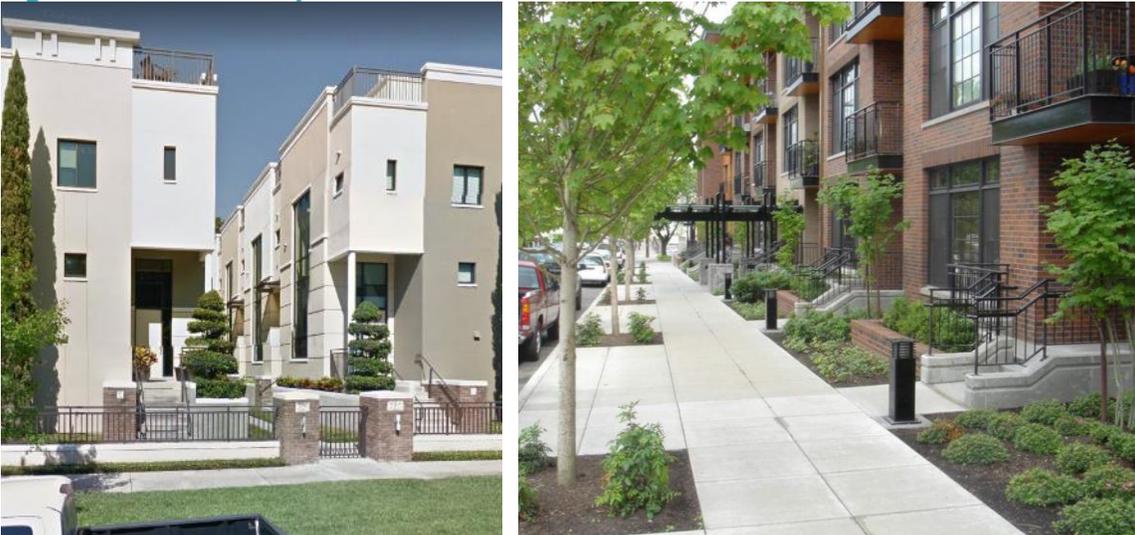
- 1. The primary entrance to every building must directly face a street or a forecourt (see **Section E.5** above). Additional building entrances are permitted. Corner lots shall orient the primary entrance to the highest priority street or may provide a corner entrance, if the corner is located at an intersection featuring the highest priority streets. See **Figure XIV-18** for street hierarchy.
- 2. Public entry and exit doors which swing outward shall be recessed into the façade a minimum of three feet where the building abuts the sidewalk.
- 3. Multifamily or multi-tenant buildings featuring a single entrance shall locate the entrance facing the right-of-way and the entrance shall be designed to stand out through the use of architectural features, a stoop, canopy, or similar elements (see **Figure XIV-31**).

Figure XIV - 31. Prominent Single Entrances



- 4. Buildings with multiple entrances (e.g., duplex, townhouses, multifamily) shall have at least one entrance facing the right-of-way (see **Figure XIV-32**) or facing a forecourt (**Section E.5** above).

Figure XIV - 32. Multiple Entrances



L: Combination of exterior and interior facing doors; R: Exterior facing doors

H. Fenestration

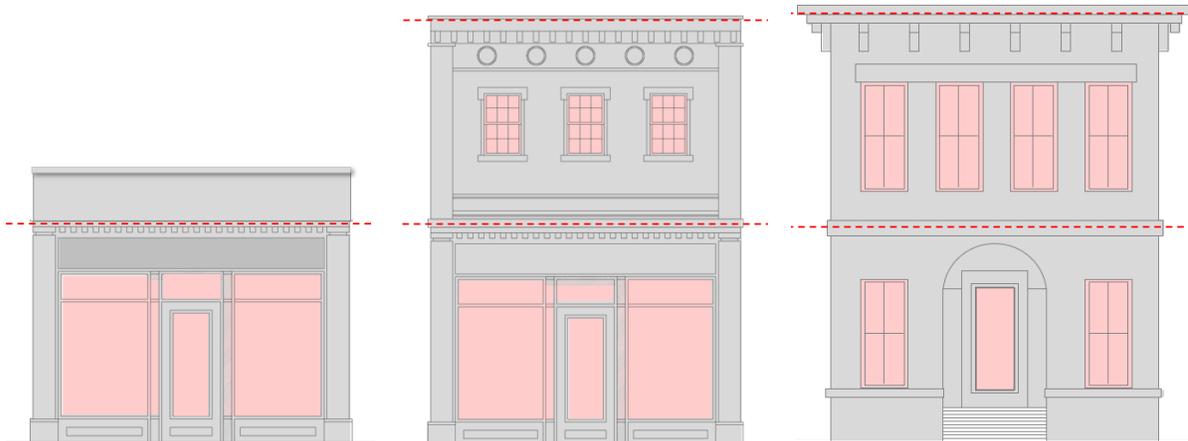
All building façades fronting a street or public space shall meet the minimum fenestration requirements outlined in **Table XIV-7**. Fenestration refers to the arrangement of windows and doors along a facade. The percentage of fenestration shall be calculated per floor and shall be a total percentage of windows and glass doors (represented in pink in **Figure XIV-33**) along that portion of the façade.

Table XIV - 7. Fenestration Standards

	Ground Floor	Upper Stories
Buildings with storefront	40% min.; 90% max.	15% min.; 50% max.
Other buildings	25% min.; 90% max.	15%; 50% max.

1. Glass block is not considered transparent and shall not count toward the minimum fenestration requirement.
2. Interior shelves or furniture shall not fully or partially block windows used to meet the transparency and fenestration requirements.

Figure XIV - 33. Façade Fenestration



I. Windows

1. Window openings shall include a structural lintel above to express the conveyance of building weight.
2. Windows shall be vertically proportioned or subdivided to appear vertical.
3. Windows and glass doors shall utilize clear glass with no less than 90 percent Visible Light Transmission (VLT, percentage of light that passes through the window) for retail establishments, and 50 percent for office and residential uses.
4. To provide clear views of merchandise in stores and enhance the pedestrian shopping experience, the first-floor windows of all retail buildings facing the street shall remain unblocked for at least 60% of the surface of the window.

J. Building Materials.

Façade materials visible from the street shall be selected based on compatibility with the building style and neighborhood character.

1. Prohibited Façade Materials: Cedar shakes, wood shingles, or shakes; metal/steel walls; corrugated or reflective metal panels (not intended to prohibit metal roofs or architectural accents); unfinished block, textured plywood, mirrored glass, plastic siding, tile (except as an architectural accent), chain link fencing, and polyurethane and polystyrene foam products (except as an architectural accent).
2. Material Changes
 - a. When materials are combined on a building façade horizontally, heavier materials shall occur below lighter materials.
 - b. Changes from one material or color to another along the horizontal direction shall occur at "inside corner" transitions (**Figure XIV-34**).
 - c. Changes in material or color along the vertical direction shall occur at a hard-edge "bump- out" transition which gives materials a surface to terminate against.

Figure XIV - 34. Material or Color Changes



K. Foundation Screening.

Foundations visible between the ground and the base of the building shall be screened with durable materials including painted lattice or brick, wood paneling, stucco, or stone. Additionally, shrubs shall be planted along this foundation line to soften the architectural edge.

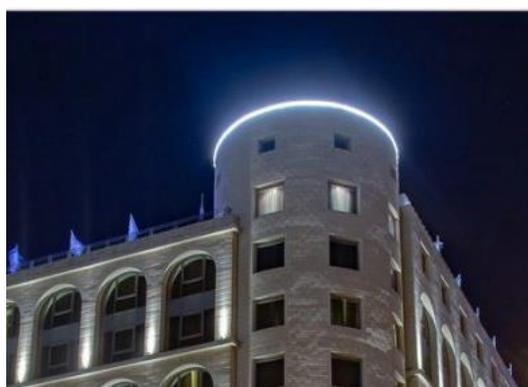
L. Accent Lighting

Permanent lighting used to accentuate buildings is permitted as follows:

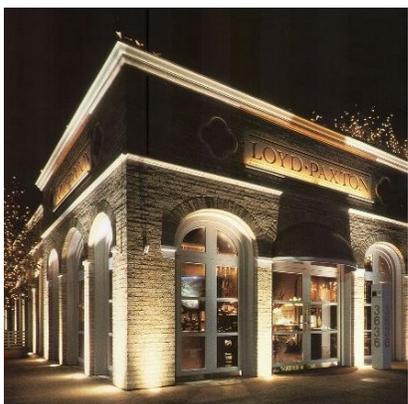
1. Accent lights in the form of string or LED rope lights outlining a building cornice or roof edge are permitted. Lights used to outline windows, doors, or other façade features are prohibited. In the Downtown Core Zone, only incandescent or LED lighting in white or soft white colors shall be allowed to maintain the historic character of the corridor.
2. Flashing or moving accent lights shall be prohibited.
3. Lights that automatically change colors shall be programmed to change at intervals of less than once per hour.
4. Up lights contribute to light pollution in the sky and shall be prohibited. Spotlights illuminating downward are allowed.
5. Light intensity, measured at the edge of the lot at five feet above ground level, shall not exceed 3.0 foot-candles. Incandescent lights shall be limited to 75 watts per fixture, fluorescent lights to 20 watts per fixture, and LED lights to 15 watts per fixture.

6. Any light source or lamp that emits more than 900 lumens shall be concealed or shielded with full cut-off style fixture with an angle not exceeding 90 degrees to minimize glare and unnecessary light diffusion onto adjacent properties and streets.
7. Where existing light fixtures cause visible glare to residential uses or motorists on the adjoining public rights-of-way, the fixtures shall be either shielded, redirected, replaced, or removed to eliminate the nuisance.
8. Accent lighting incorporated into a sign shall be counted as part of the sign.
9. Security lighting is excluded from the provisions of this section.
10. All existing outdoor lighting shall meet the standards of this section within a period of **five years** from the date of adoption.

Figure XIV - 35. Accent Lighting



ABOVE: LED rope lights outlining the building cornice (permitted) BELOW: String lights outlining the cornice



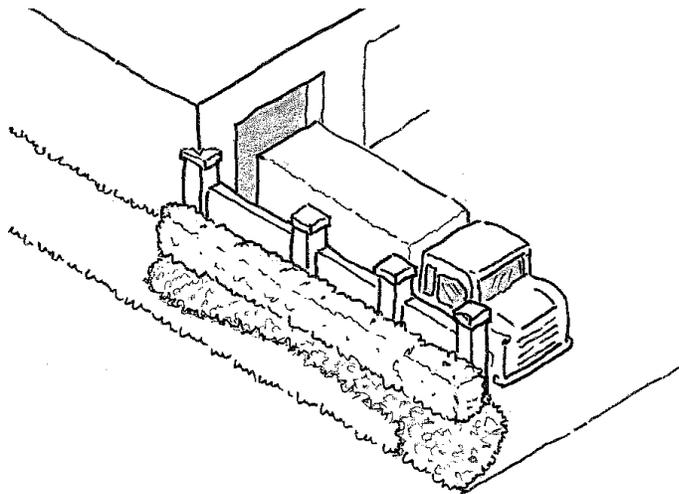
Up lights (prohibited)

M. Service Areas & Mechanical Equipment

Mechanical equipment, for the purpose of this code, shall include any heating, ventilation, and air conditioning (HVAC) or electrical machinery but also includes air compressors, hoods, mechanical pumps, exterior water heaters, water softeners, utility and telephone company transformers, meters or boxes, garbage cans, storage tanks, generators, geothermal wells, and similar elements. For the purpose of this code, electric vehicle (EV) chargers are not deemed mechanical equipment.

1. New development or major modifications as defined in **Section 117-831.B** will require the placement of utility lines underground, where physically feasible.
2. Service areas, waste disposal containers, mechanical equipment, loading docks/spaces, satellite dishes, air conditioning equipment and similar elements shall be located in the rear or to the side of buildings and screened from view from adjacent public rights-of-way and pedestrian walkways. Dumpsters must meet the standards of **Section 113.246(7)** except that chain link fencing shall not be allowed. The enclosure shall be at least 6 feet high. Where possible, they shall be incorporated into the primary building design (**Figure XIV-36**).
3. Loading docks, overhead doors, and other service features shall not be located within view from residential buildings.
4. Shared loading facilities between adjacent uses are acceptable provided they meet the minimum space size requirements of this Land Development Code and are designed, located, and arranged to be usable by such uses. Share use agreement shall be required.

Figure XIV - 36. Service Area Screening





Dumpsters placed in the rear of the site and screened by walls.

5. If mechanical equipment needs to be located at-grade, and is visible from an adjacent street or sidewalk, it shall be inset into the building façade and screened with doors, a solid fence, or street wall (see **Figure XIV-37**).

Figure XIV - 37. Mechanical Equipment Screening



Prohibited (utilities facing street)



Prohibited (not facing the street, but still visible)



Allowed (utilities screened by fence)



Preferred (utilities inset into the building and behind doors)

6. Rooftop mechanical equipment shall be integrated into the overall mass of a building by screening it behind parapets or by recessing equipment into hips, gables, parapets, or similar features (see **Figure XIV-38**).
7. Rooftop equipment shall be set back from the edge of the roof by a distance at least equal to the height of the screening to minimize visibility from surrounding streets.

Figure XIV - 38. Rooftop Units Screening



Allowed



Prohibited

8. Shopping cart storage shall be located inside the building or shall be screened by a four-foot wall consistent with the building architecture and materials.

Section 117-838. Supplemental Site and Building Standards

A. Civic Buildings

Civic Buildings may include, but are not limited to, municipal buildings, religious facilities, libraries, schools, recreation facilities, and places of assembly. These buildings should represent landmarks of the community (see **Figure XIV-39**). Therefore, they shall meet the transect zone standards except for the following provisions:

1. The design and construction of Civic Buildings shall be of the highest quality to reflect the importance of these buildings within the community and with their function as landmarks in mind.
2. The scale of Civic Buildings should typically be larger than surrounding buildings to be more prominent and visible across greater distances.
3. Prominent roof forms and elements such as cupolas can visually extend the height of the building (not the number of stories). These features shall not exceed 20 feet above the T-zone's permitted height limit.
4. No maximum setbacks shall be applied provided the front yard is not used for parking, driveways, or other vehicular use areas and instead is used for public gatherings.
5. Floor-to-ceiling height and architectural details shall be proportionately larger than those of private buildings.

6. Building design requirements may be waived provided the individual facades do not feature large expanses of blank walls and instead incorporate elements consistent with the style. A minimum fenestration of 40% shall be met per façade (not per floor) visible from the public right-of-way.

Figure XIV - 39. Examples of Civic Buildings that stand out as landmarks



B. Gasoline Service Stations

Gasoline service stations may be permitted as shown in **Section 117-3**. However, all new and existing stations undergoing major modifications shall meet the standards of this article and the following provisions:

1. A ground-floor convenience store or service building shall be located in the front of the site (see **Figure XIV-40**) meeting the required setback of the T-zone. All pumps, parking and drive aisles, car wash, and service bays shall be located to the side (interior only) or rear of the main building.
2. A street wall shall be provided to screen vehicular use areas (see

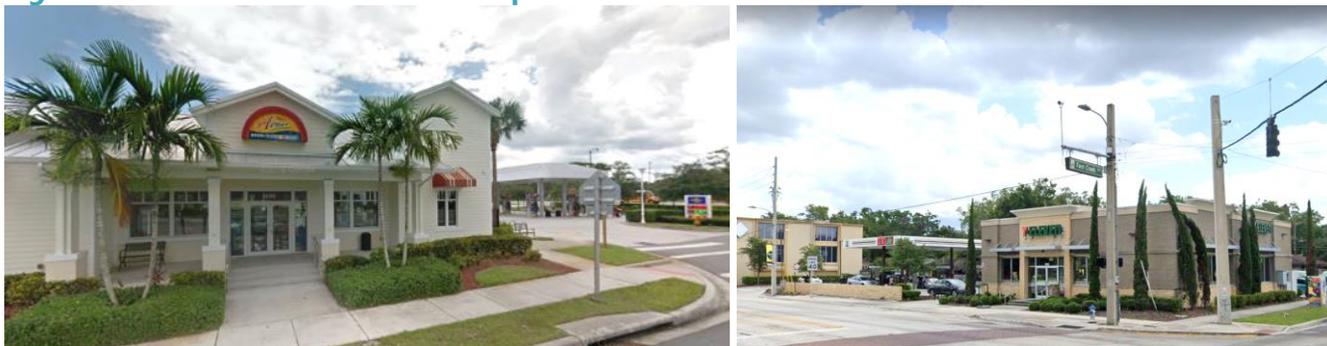
Figure XIV - 40. Gas station Orientation



Section 117-840.D for street wall standards).

3. Accessory car wash structures shall not exceed 20 feet in height (excluding hip or gable roof, if used).
4. Accessory car wash openings, service, and storage areas, and refuse enclosures shall be oriented away from public view.
5. Lighted bands or tubes or applied bands of color (other than permitted as signage) are prohibited.
6. Site lighting shall minimize direct and reflected glare and excess brightness. Therefore, only cut-off fixtures shall be allowed.

Figure XIV - 41. Service Station Examples



Gas Station main facade with pumps to the side of the building

C. Drive-through Facilities

Drive-through facilities are auto-oriented and, therefore, may only be allowed within the Form-Based Code area if they are listed in **Section 117-3** and meet the standards of this article, including the following:

1. Drive-through lanes and windows shall be located along the side or rear of buildings, away from street frontages (see **Figures XIV-42 and XIV-43**). If the use is located within a building that has a parking garage, the drive through windows/bays shall be located within the garage (see **Figure XIV-44**).
2. Remote drive-through facilities (on a site separate from the principal use) shall be prohibited.
3. Stacking lanes shall meet the requirements of **Section 113-136** (Standards for drive-up facilities).

Figure XIV - 42. Appropriately designed drive-through sites



Figure XIV - 43. Exterior Drive-Through Facilities



Examples of appropriate design for drive-through facilities (building up to the street; drive-through window in the rear)

Figure XIV - 44. Interior Drive-Through Facilities



D. Automobile Uses

All principal and accessory structures used for automobile sales, rental, lease, or repair shall meet the setback and frontage requirements of this article, and shall be located and constructed in accordance with the following requirements:

1. The building shall be located close to the street, meeting the setback standards. Vehicle display/storage shall be located to the side or rear of the building.
2. Vehicle repair facilities are not permitted as accessory to any permitted use unless vehicle repair is allowed as a permitted use in the T-zone.
3. Bay openings shall be located to the side or rear of the building (see **Figure XIV-45**) and screened from adjacent single family residential districts.
4. Vehicle display/storage areas should not be visible from the right-of-way and may instead be interior as depicted in **Figure XIV-46**. If they are outdoors and visible from the public right-of-way, the vehicular display/storage areas shall be screened by a street wall (see **Section 117-840.D**) for street wall standards).

Figure XIV - 45. Vehicle Repair Facility

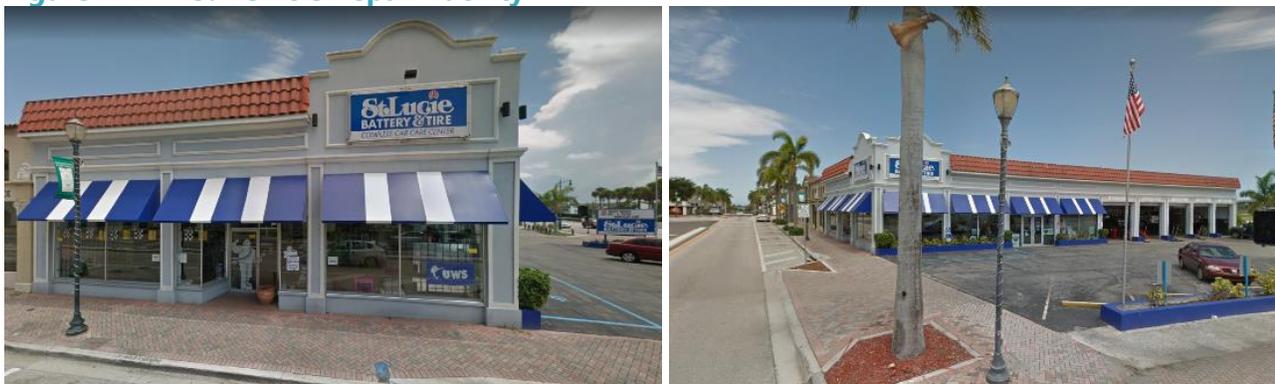


Figure XIV - 46. Auto Sales, Rental, or Leasing Facilities



Section 117-839. Access, Circulation and Parking Requirements

The intent of the following access, circulation, and parking standards is to encourage a balance between pedestrian-oriented development and necessary vehicle storage. Given the developed nature of the downtown, it has been challenging for property owners to redevelop their sites and meet the City’s prior land development regulations, particularly regarding parking space requirements. The goal of this section is to balance flexibility and sufficiency in the provision of these facilities within the Form-Based Code area.

A. Access and Circulation.

Vehicular and pedestrian access and circulation shall be provided in accordance with **Chapter 113, Division 4**, and the following provisions:

1. It is the intent of the City to minimize the number of curb cuts and driveways along Walnut Street, Orange Avenue, and Ferris Street. Therefore, new access driveways shall not be allowed along those streets, unless there is no alternative access.
2. Sites shall be accessed from rear alleys where they exist or can be created or from secondary streets if the lot is located on a corner (see **Figure XIV-47**).
3. If no rear alley or secondary street access is feasible, access shall be provided through neighboring properties utilizing cross-access easements (see **Figure XIV-48**). Cross-access easements must be recorded prior to construction plan approval.
4. If none of the allowed access options listed are feasible, access from the restricted streets shall be allowed.

Figure XIV - 47. Vehicular Site Access

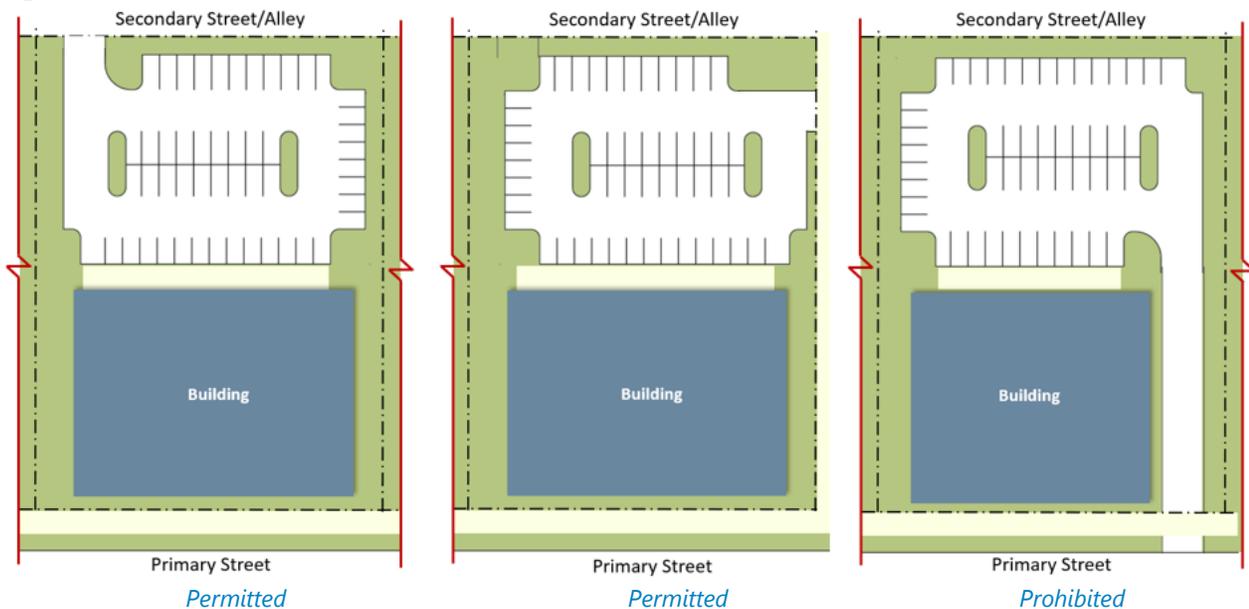
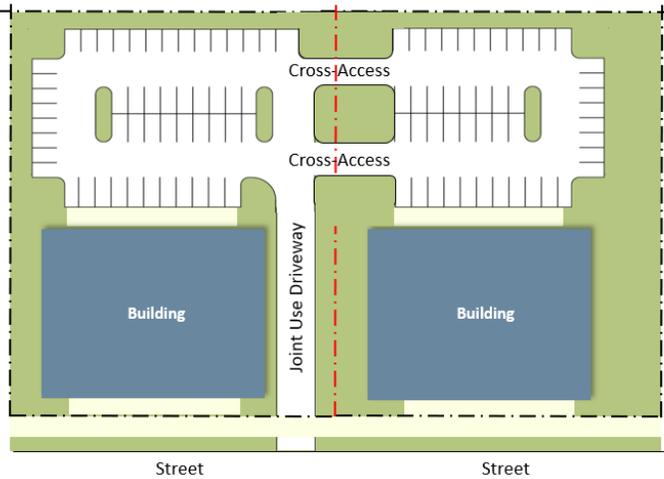
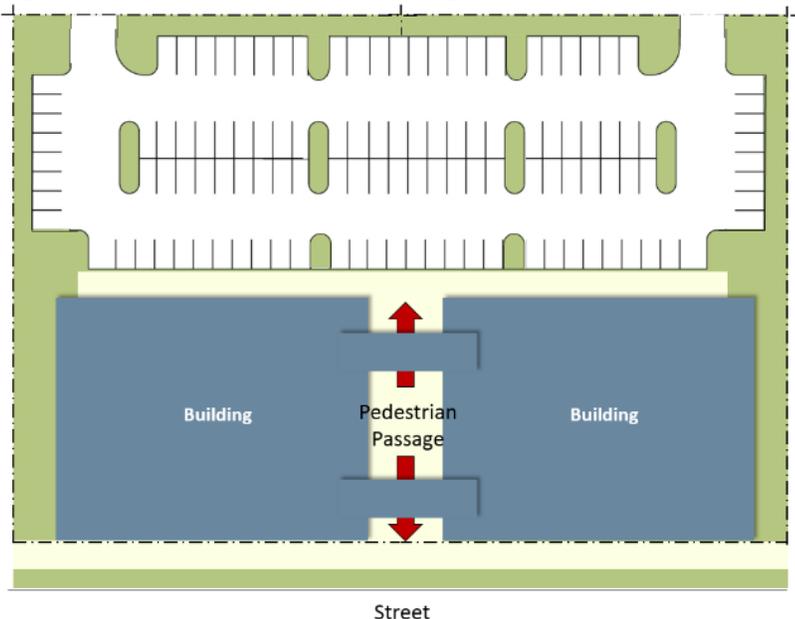


Figure XIV - 48. Joint Use Driveways/Cross-Access.



5. The width of vehicular access driveways in the Form-Based Code area may be reduced to 20 feet for two-way traffic and ten feet for one-way traffic along local streets. No reductions may be approved for access driveways along Orange Avenue or Ferris Street.
6. When connecting to adjacent properties through cross-access easements is not feasible, the proposed development shall still design the site to allow for future connections.
7. Access driveways shall be designed in a way that pedestrians crossing on the sidewalk are safe. This may be achieved by using different colors for the driveway and the sidewalk.
8. Circular drives are prohibited.
9. Direct pedestrian access from the public sidewalk to the building shall be required for all development.
10. Pedestrian connections between parking areas and the main building entrance shall also be provided. This may be achieved through pedestrian passageways (see **Figure XIV-49**) or sidewalks around the building. Pedestrian walkways shall be a minimum of five feet wide.
11. Safe pedestrian connections shall be provided not only along the perimeter of the blocks but also throughout the interior of development sites (non-residential sites only).
12. Pedestrian walkways within the development shall be differentiated from driving surfaces through a change in materials and/or grade elevation.

Figure XIV - 49. Pedestrian Linkages



B. Parking Requirements

1. *Number of spaces.* Parking shall be provided for each use in accordance with the minimum requirements outlined by use in Chapter 113, Article III, except that:
 - a. The applicant may submit a professional parking study showing the need for less spaces than required. The parking study shall be prepared by a professional engineer, architect, or American Institute of Certified Planning (AICP) planner and may use the following sources to justify the reduction: Urban Land Institute, Institute of Transportation Engineering, or other recognized industry standard. It may also include data collected from uses or combinations of uses which are the same or comparable to the proposed use.
 - b. Parking stalls can be reduced to 8.5' in width for up to 25% of the required parking spaces (not including ADA spaces) and shall be designated as "compact" at the head of the parking stall (closest to the drive aisle) using thermoplastic reflective paint that can be seen at night.
 - c. If the provision of the required parking is not feasible, the applicant may elect to pay into a parking fund, if the City adopts such a program.
2. *Location.* Required parking spaces shall be provided in the same lot as the use it serves. However, the following alternatives are also acceptable:

- a. Shared parking is permitted. The amount of parking required is calculated by adding the total number of spaces required by each separate use and dividing that total number by the appropriate factor from the Sharing Factor matrix (**Figure XIV-50**) (e.g., the residential use requires ten spaces while the office portion requires 12 spaces. Independently they would require 22 spaces, but when divided by the sharing factor of 1.4, they would require only 16 spaces). The required number of handicap spaces cannot be reduced. When more than two uses share a parking facility, the lowest number shall be used.

Figure XIV - 50. Sharing Factor
SHARING FACTOR

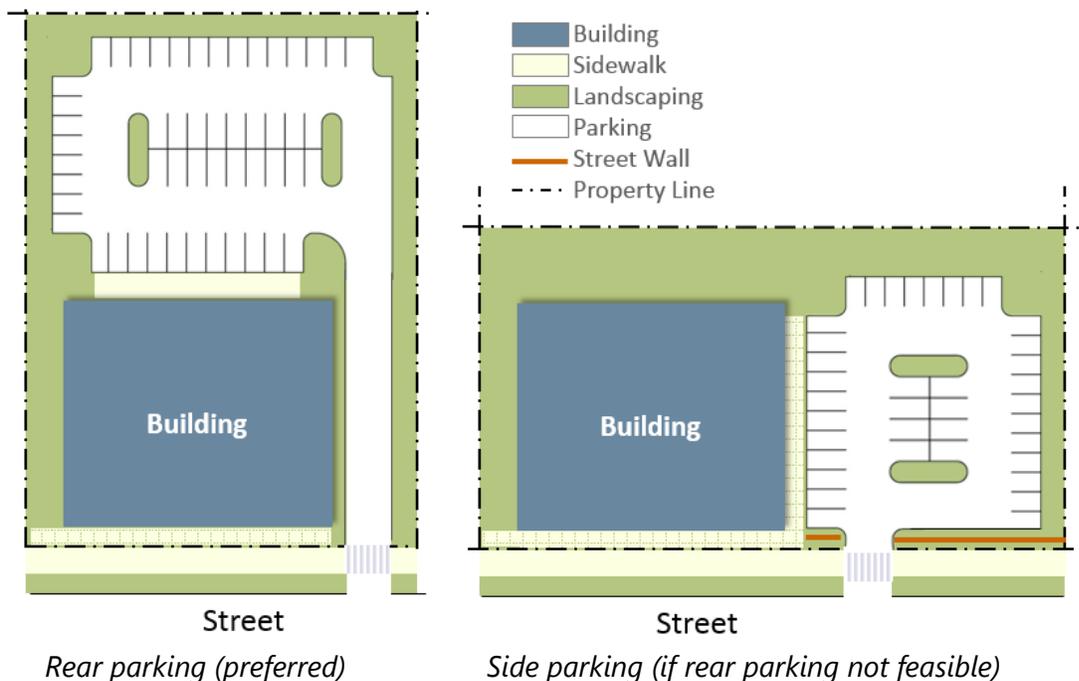
Function	with				Function
RESIDENTIAL					RESIDENTIAL
LODGING					LODGING
OFFICE			1	1.1	OFFICE
RETAIL	1.4	1.7	1.7	1.4	RETAIL
	1.2	1.3	1	1.3	
		1.2	1		
			1		

- b. On-street parking may also be counted towards the parking space requirement if at least 50% of the length of the space is located directly adjacent to the site. On-street parking shall remain open to the public and cannot be reserved or dedicated for private use.
- c. Satellite/off-site parking may also be allowed if located within 1/4 mile of the building's primary entrance. See **Section 113-160** for other requirements applicable to off-site parking.

The use of any of the parking alternatives identified in this subsection shall be subject to the filing of a deed restriction satisfactory to the City attorney ensuring that such off-street parking will be maintained in the future so long as a use or uses requiring such off-street parking or loading continue. If all or a portion of the parking required to serve a use is located on a property under different ownership, the City may require the execution of an agreement among the property owners involved as a precondition to approval of the requested parking alternative and may record such agreement in the title records of the properties involved.

- 3. *Visibility.* Parking shall be located behind the primary building or, if rear parking is not feasible, to the side of the building. The location of parking to the side of the building, however, does not exempt the development from meeting the building frontage requirements of **Section 117-837.D**. Parking lots located on the side of the building shall be masked from the street by a street wall (see **Section 117-840.D**).

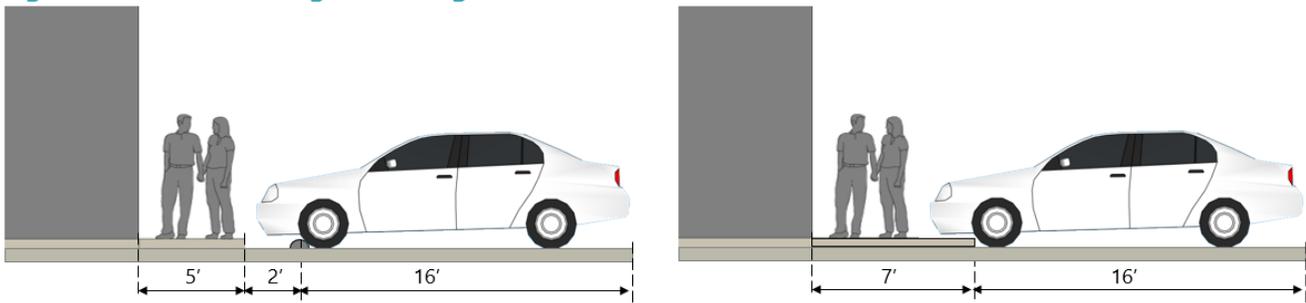
Figure XIV - 51. Parking Location



4. Design.

- Surface parking areas adjacent to a street shall have at least the same setback as the building façade facing the same street and shall be screened by a street wall. See **Section 117-840.D** for street wall requirements.
- Surface parking areas abutting other sites shall be set back the distance necessary to allow for the required perimeter landscaping required in **Section 113-244**. However, parking areas designed to be shared by two or more property owners are not required to provide perimeter landscaping.
- Street facing garages for single family, duplex, triplex, or townhouse units shall be setback at least five feet from the building's front façade and shall not extend more than 50% of the façade width.
- Bicycle racks shall be provided in conjunction with non-residential and multi-family developments.
- Multi-family developments shall provide electric vehicle charging stations to eliminate the possibility of extension cords stretching from residences into parking areas.
- Parking spaces adjacent to an internal sidewalk or walkway shall use wheel stops at least two feet from the edge of the sidewalk so that the width of the sidewalk or walkway is not reduced to less than five feet due to the car overhang. If wheel stops are not used, the sidewalk must be widened by two feet (see **Figure XIV-52**).

Figure XIV - 52. Parking Overhang



5. *Pervious surface.* To mitigate the potential impact of additional impervious parking areas, if a parking area will have sporadic use as a parking lot, the applicant may request a waiver to use turf, block, bricks, pavers, gravel, millings, or an acceptable substitute to stabilize the required parking area, subject to the review and approval of the City. Pervious parking surfaces must comply with the following requirements:
 - a. All required handicap parking spaces shall be designed as required by state law and shall be located to provide easy access to the building.
 - b. The site must not contain soils rated low to medium as determined by the City or having steep slopes exceeding five percent.
 - c. The millings or gravel shall cover the parking area to a minimum thickness of between two and four inches or as otherwise required by the City.
 - d. Landscape timbers or a comparable substitute shall be used to outline and contain shifting surfaces.
 - e. The owner or developer agrees to execute and record a maintenance agreement providing for maintenance, replacement, and repair of the parking area.
 - f. The City may require maintenance of the area and replacement or repair of the parking surface upon inspection and identification of deficient thickness or irregularities in the surface.
 - g. All parking areas shall be appropriately lit under all applicable provisions of this Code.
6. *Existing Non-Conforming Parking Facilities.* There are several sites in the Form-Based Code area with parking spaces that do not meet current code standards in terms of access, location, or size. In these instances, the following standards shall apply:
 - a. In conjunction with the redevelopment of a site, parking facilities that are already located in front of a building that is not being moved or demolished may remain provided the design accommodates a public sidewalk and the parking spaces are determined to be safe by the City. If a public sidewalk cannot be accommodated, the on-street parking will need to be removed.
 - b. Non-conforming curb cuts and driveways will only be required to meet the standards of this section if there is a major modification, as defined in **Section 117-831.B**.

C. Parking Garages

1. The first floor of parking garages that front on a street shall be used for active uses (e.g., commercial, office, residential). The commercial uses may be located within a liner building, or as an integral part of the parking garage building (see **Figure XIV-53**). Additionally, liner buildings may be attached or detached from the parking garage (see **Figures XIV-54**).
2. Parking garages and liner buildings shall meet the building design standards of **Section 117-837**.
3. Direct access to parking garages shall not be provided from Walnut Street or Orange Avenue.

Figure XIV - 53. Parking Garages and Liner Buildings

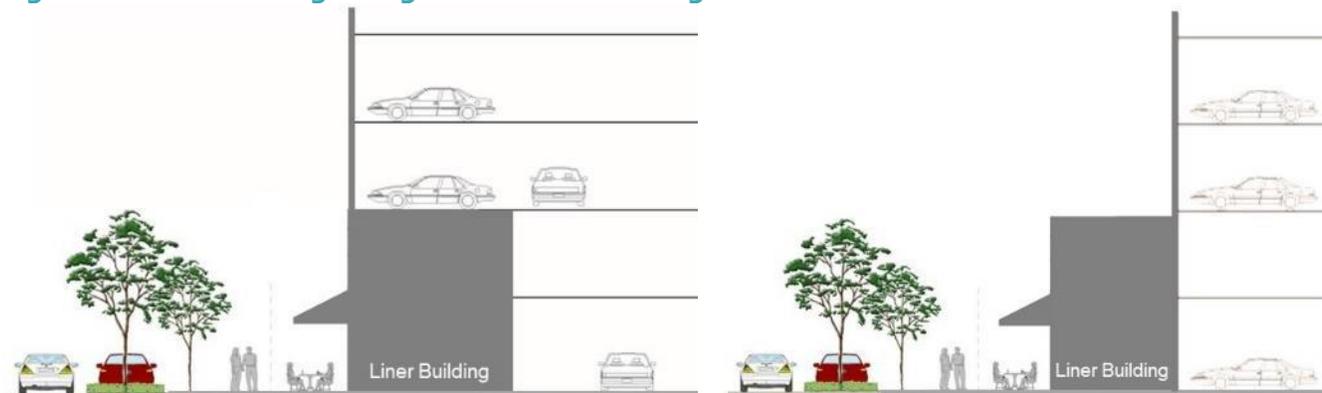
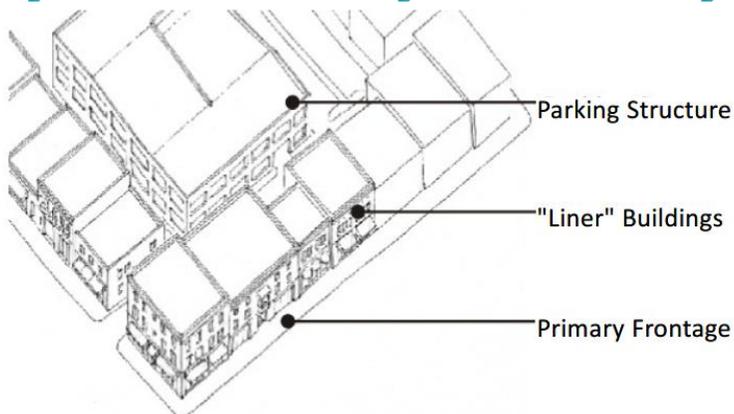


Figure XIV - 54. Liner Building Detached from Garage



D. Parking Lot and Pedestrian Area Lighting

Parking lot lighting shall meet the standards of **Section 113-160(d)** and the following:

1. The maximum height of any parking lot lighting pole shall be 15 feet.
2. Light fixture cutoffs shall block no less than 85% of light projecting upward.
3. The design, color, shape, style, and materials of the fixtures shall match or complement the style and materials of the buildings on the site.
4. Parking lot light fixtures shall be designed so that light is directed onto the parking area and away from neighboring residential lots (e.g., house side shields). For residential conversions, no additional lighting shall be added that would change the character of the site.
5. The location and species of trees shall be coordinated with the lighting plan so that the trees do not prevent the light from shining down (see **Figure XIV-55**).

Figure XIV - 55. Lighting



Section 117-840. Landscape, Buffers and Screening Standards

Landscaping, buffering and screening shall be provided in accordance with **Chapter 113, Article VI** (Landscaping), except for the following:

A. Landscaping Between Parcels and Along the Street

The buildings in the Form-Based Code area are intended to be actively engaged with the street. Therefore, the following provisions supersede the requirements of **Section 113-244(d)(2)**:

1. For properties fronting on Orange Avenue and Ferris Street, the six-foot-wide landscaped strip required between the public sidewalk and the building may be paved to expand the public sidewalk.
2. The ten-foot-wide landscape strip along all other roads within the Form-Based Code area shall not be required. Instead, the required setback shall include landscape, hardscape, or a combination of both.
3. The landscape strip between parcels shall be five feet unless the site is adjacent to a single-family zoned property. In such cases, a ten-foot-wide landscaped buffer combined with a brick, stone or concrete block wall shall be required.
4. No landscape strip shall be required between parking areas shared by adjacent parcels.

B. Landscaping Design

1. The use of grass shall be minimized and shall not be planted in strips less than five feet wide.
2. The design of the landscape shall maximize the use of green infrastructure best management practices such as pervious paving, bioretention systems, rain gardens, bioswales, and stormwater planters to slow and treat stormwater runoff while providing multiple additional community benefits.
3. For residential conversions in the Secondary Corridor and Transition Zones, the overall landscaping requirements for surface parking lots may be reduced through the modification of standards process (See **Section 117-832.B**).

Figure XIV - 56. Planters Adjacent to Buildings



C. Street Trees

Street trees shall be provided along parkways and must comply with the following.

1. Street trees shall be canopy trees and must be spaced every 50 feet on center.

2. Planting pits and tree grates are typically used in mixed-use, urban areas with medium to high pedestrian traffic. Tree grates may be integrated within planting pits to protect root balls and prevent soil compaction. Grates shall be expandable for tree growth.
3. Coordination will be required to integrate the placement of street trees, signage, and lighting to ensure that each element complements the other.
4. Street trees along state roads (Orange Avenue and Ferris Street) shall be coordinated with FDOT.
5. Tree species and placement shall avoid branches interfering with vehicle movements.

D. Street Walls

Freestanding street walls are intended to mask vehicular use areas (e.g., parking, drive aisles) from the street and to strengthen the spatial definition of the public realm. They are the only type of wall or fence permitted within the required front and street side yard setbacks.

1. Street walls shall have a minimum height of 2.5 feet and a maximum height of five feet (measured from the elevation of the public sidewalk). The portion of the street wall above 2.5 feet shall be transparent (e.g., wrought iron or similar material). Street walls shall have columns/posts (one foot by one foot minimum) spaced every 24 feet (see **Figure XIV-57**).

Figure XIV - 57. Street Wall Examples



2. Street walls shall have openings no larger than necessary to allow automobile and/or pedestrian access.
3. Street walls shall be placed in line with the building façade facing the same street.
4. Street walls shall not be permitted within the right-of-way.

5. Street walls shall be constructed of wrought iron, brick, masonry, stone, powder-coated aluminum, or other decorative materials that complement the finish on the primary building. Chain link, wood and PVC street walls/fences shall be prohibited.
6. The area in front of a street wall/fence shall include a landscaped strip with a minimum width of three feet (with ground cover, hedges, or shrubs). The landscape strip may be waived by the Development Services Director if the area in front of the wall is needed to expand the public sidewalk (see **Figure XIV-58**).
7. The area between the street wall and on-site parking shall also include a three-foot wide landscape strip.
8. Understory trees shall be planted in front or behind the street wall at a rate of one tree per 25 feet of wall length. The trees may be waived by the Development Services Director if they conflict with the required or existing street trees.

Figure XIV - 58. Street Wall Landscaping Examples



Section 117-841. Stormwater Management

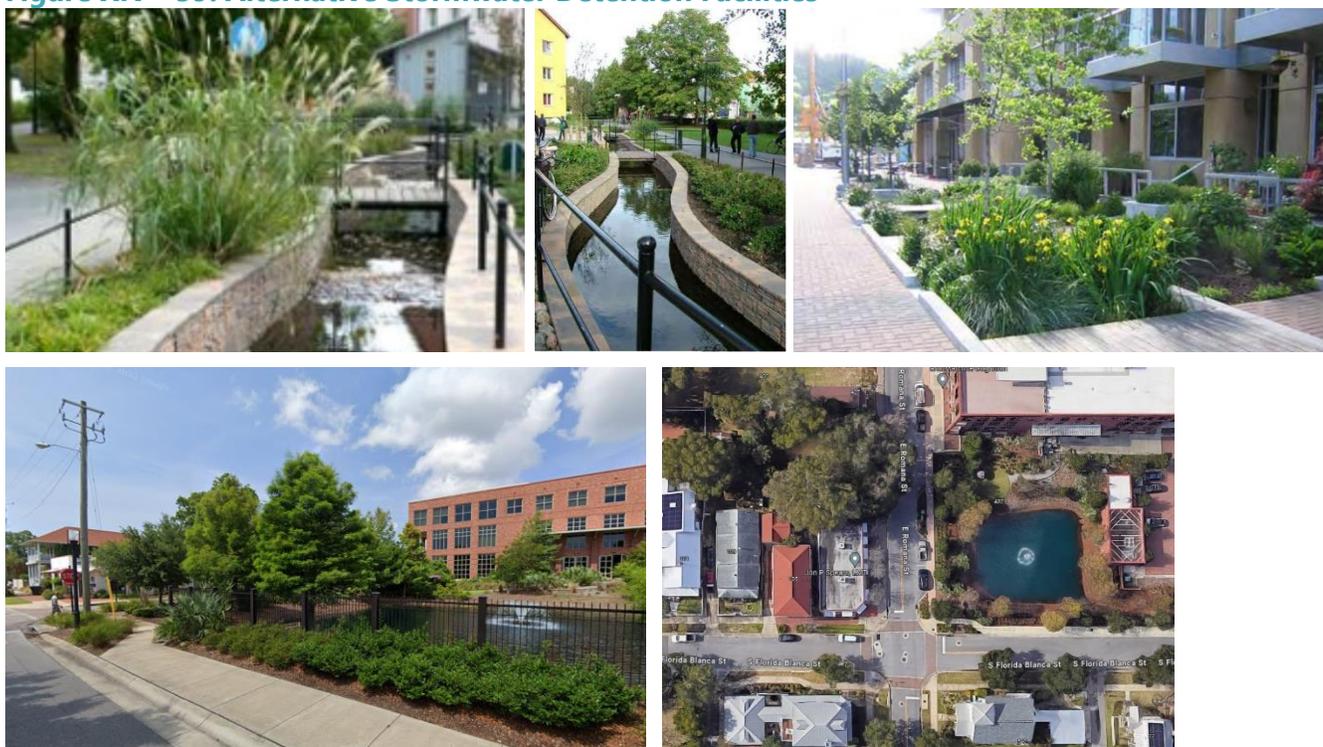
Like parking, it is difficult to comply with stormwater requirements within developed areas such as downtown. While the City can encourage applicants to use alternative methods for stormwater management, it is the regional agencies that establish the minimum regulations. An alternative to providing the required on-site stormwater facilities is a regional system. The City is considering the implementation of such a system. When the system is in place, all new development and major modifications will be required to connect to the master system. In the meantime, stormwater requirements must be met onsite or in shared facilities if approved by the approving authorities. The following standards are intended to integrate stormwater systems into the design of the site and to encourage the use of Low Impact Development (LID) best management practices (BMP).

- A. Where site grading is necessary, it must be done sensibly to ensure that uses on the site can still interact with the public sidewalk. No site shall be elevated more than five steps above the sidewalk grade along the primary street and pedestrian access shall be provided. However, no steps, ramps, or railings shall be permitted to encroach into the public right-of-way.



- B. All stormwater systems shall be designed to function as site amenities, or exfiltration shall be required. Green roofs, rain gardens, rain cisterns, or other green or LID stormwater techniques may be considered site amenities for the purpose of this requirement.
- C. Where the St. Johns Water Management District requires fencing around a stormwater facility, only ornamental metal fencing will be allowed.
- D. Green roofs shall be permitted for all building types.
- E. Bioretention systems, bioswales, tree filters, or other vegetated stormwater BMPs shall be used for treatment of stormwater runoff from streets, parking lots, plazas, and other impervious surfaces. These vegetated BMPs can include impermeable liners with underdrains to provide water quality treatment where infiltration is not technically feasible due to site contamination concerns.
- F. For new construction and major modifications, retention must be placed in the rear or side yard, not adjacent to the public right-of-way, unless it is integrated into the design and featured as a site amenity, and unless the site has multiple street frontages.

Figure XIV - 59. Alternative Stormwater Detention Facilities



- G. Pervious paving shall be permitted and is encouraged to reduce stormwater runoff volume (see **Section 117-839.B**).
- H. Special detention areas such as parking lots, rooftops (“blue roofs”), parks, plazas, and fields are areas primarily designated for other uses but may be used for temporary infiltration and/or peak rate mitigation during storm events if the requirements herein are satisfied. Special detention

areas shall be designed sensitive to land use context, public use requirements, and the following conditions:

1. Temporary ponding storage areas must be located so that ponding will not significantly disrupt typical traffic (pedestrian/bicycle/vehicle) flow, and areas shall be adequately sloped towards outlets to ensure complete drainage after storm events.
2. Special detention areas shall be clearly identified as such and their primary use shall be restricted during storms.
3. Emergency overflows shall be incorporated and designed to prevent excessive depths from occurring during extreme storm events or if the primary flow control structure/structures are clogged. In most cases, the depth of a pond shall not exceed 12 inches.
4. Rooftop storage must consider structural support, HVAC requirements, waterproofing, emergency overflows, and all other building design considerations.
5. Landscaping materials used for high-intensity public uses (e.g., community parks, athletic fields, greens, etc.) shall be located in areas of well-draining soils to guarantee public use is not compromised by excessively wet ground between rain events.



Section 117-842. Signs

Development within the Form-Based Code area shall comply with the sign standards of this section in addition to the dimensional standards contained in **Chapter 125** of the Land Development Code. If any sign standards in this document disagree with the citywide sign code, the standards detailed in this document shall take precedent.

A. Wall Signs



1. Wall signs shall be either a panel or individual letters applied to the wall, shall not extend above the top of the wall where they are located, and in the case of two-story buildings, they shall be

placed between the first and second floor windows. Cabinet signs and signs painted directly onto the façade are not allowed. Push through signs, however, are allowed.

2. Wall signs shall not extend closer than two feet to the side edges of the façade.

B. Projecting Signs



1. Projecting signs may be read horizontally or vertically.
2. The sign may extend into the front or street side building setback, and the sidewalk provided they are setback four feet from the curb and provide a nine-foot clearance over the sidewalk.
3. Signs shall not obscure architectural details such as windows, cornice, decorative brickwork and storefronts. No portion of a sign shall extend below the lowest point of the roof or above the top edge of the parapet of the building to which it is attached.

C. Canopy Signs



1. Canopy signs may be suspended from, attached to, supported from, or form a part of a canopy.
2. The sign may extend into the front or street side building setback, and the sidewalk provided they are setback four feet. from the curb and provide a nine-foot clearance over the sidewalk.
3. Canopy signs shall not exceed 75 percent of the width of the canopy. They are allowed to be placed fully or partially above or below the edge of the canopy (see figure above), provided the sign consists of individual letters (as opposed to a panel). Canopy signs are also allowed to hang from the bottom of the canopy facing the street.

D. Awning Signs



1. Awning signs may be painted, silk-screened, stitched on, imprinted on, or otherwise applied directly onto the fabric of the awning.
2. Awning signs may extend into the front or street side building setback, and the sidewalk provided they are setback four feet. from the curb and provide a nine foot. clearance over the sidewalk.
3. Awning signs may extend up to 75% of the width of the awning but shall not cover more than 30% of the surface of the awning facing the street.
4. Awning signs are only allowed on the vertical portion of the awning. They are not allowed on the sloping or curved section.

E. Hanging Signs



1. Hanging signs placed under a canopy, awning, or arcade, perpendicular to the building façade, are not intended to be seen by motorists.
2. Hanging signs shall provide a 9-foot clearance over the walkway.
3. Hanging signs shall not count toward the maximum sign area allowed, provided they are placed under the awning or canopy, perpendicular to the building, and near the front door of the business. Such signs shall have an eight-foot minimum vertical clearance as measured from grade to the bottom of the sign, and a maximum height of two feet.

F. Window Signs



1. Window signs may be affixed to, or painted (silk screen, vinyl letters, gold leaf, hand painted or neon) on either the face of a window or glass door that leads to the exterior of the building.
2. Window signs shall not occupy more than 25% of the glass window or door and may be allowed for first and second story businesses.

G. Free Standing Signs

Freestanding signs, in the form of pole or monument signs, are not permitted. However, the street wall signs are allowed as follows:

1. Street wall signs shall be placed flat on the street wall facing the street.
2. The sign shall not exceed a maximum of 36 square feet.
3. The sign shall not exceed a height of six feet measured from the ground (see **Figure XIV-60**).

Figure XIV - 60. Street Wall Signs



H. Additional standards

1. Signs shall not obscure architectural details such as windows, cornice, decorative brickwork and storefronts. No portion of a sign shall extend below the lowest point of the roof or above the top edge of the parapet of the building to which it is attached.
2. Signs may have interior or exterior illumination sources (see **Figure XIV-61**). Signs with interior illumination are limited to individual letters or push-through lettering. There shall be no illuminated signs facing a single-family home. Existing cabinet signs that change messages shall have opaque backgrounds.

Figure XIV - 61. Permitted Sign Illumination



Section 117-843. Development Bonuses

The bonus program is established to encourage the location of higher density/intensity development at places where they will not have a negative impact on single-family residential sites, and to encourage the provision of amenities that would benefit the community as a whole. The density/intensity shall not exceed the maximum noted in the corresponding future land use category and the maximum building height noted in **Table XIV-4**.

A. Improvements Eligible for Bonuses

1. *Vertical Mixed-Use*. Developments that include a vertical mix of residential and commercial or office are entitled to the maximum building height allowed with the bonus. The development shall meet the definition of mixed-use (see **Section 101-5**).

2. *Affordable Housing.* Developments with at least 25% of its residential units deemed affordable, as defined in **Section 105-7**, are entitled to the maximum height allowed with the bonus. Such units will be subject to a land use restriction agreement with the City to ensure the units remain affordable for a period of no less than 30 years.
3. *Parking Garages.* If located below or above the residential, commercial or office space, the development is entitled to one additional floor for each floor of the parking garage, not to exceed the maximum allowed with the bonus. The parking garage shall meet the standards of **Section 117-839.C**.
4. *Public Open Space & Amenities.* Developments that include a public open space (urban plaza or park) are entitled to one additional floor above the permitted base height for every 3,000 square feet of continuous public open space, not to exceed the maximum height allowed with a bonus. The urban plaza or park shall not be enclosed, shall be easily accessible by the public, include amenities (landscaping, hardscaping, and furnishing), and be privately-owned and maintained, but open to the public. The public open space shall not be located within required buffers.

Figure XIV - 62. Examples of Public Open Space



B. Review and Approval

1. Requests for bonuses do not require a separate application. They shall be noted on the site plan and shall be reviewed concurrently with the site plan to ensure all other requirements of the Code, including the requirements of this article, are met.
2. Buildings utilizing the bonus system shall not be located within 100 feet from properties zoned for single-family residential use.

Chapter 101 - GENERAL PROVISIONS AND ADMINISTRATION

ARTICLE I. - IN GENERAL

Sec. 101-5. - Definitions.

Bulkhead means the part of a storefront that forms a base for one or more display windows.

Mixed-use building means a ~~use which contains a mixture of one or more residential units and commercial businesses within the same building.~~ building where two or more uses are layered vertically and are physically and functionally integrated within a single building. Land uses, which when combined constitute a mixed-use development, exclude parks, schools, and public facilities (fire stations, utility substations, etc.) but include residential (a minimum of 5 dwelling units), commercial, office, and industrial uses. For a development to qualify as a "mixed-use," the secondary use may not be reserved for use only by the principal user (for example, a residents-only gym, an employee cafeteria, or the leasing office of a residential development).

Parkway means the portion of a public street right-of-way between the curb and sidewalk.

Visible Light Transmission (VLT) means the amount of light that can pass through a glass. The higher the VLT, the more light that passes through the glass.

Chapter 113 - DEVELOPMENT STANDARDS

ARTICLE I. - IN GENERAL

Sec. 113-4. - Impervious surface coverage.

(a) Generally. Impervious surface on a development site shall not exceed the ratios provided in the table in subsection (d) of this section.

(b) Ratio calculation. The impervious surface ratio is calculated by dividing the total impervious surface by the gross site area.

(c) Alternative paving materials. If porous paving materials are used in accordance with the construction manual, then the area covered with porous paving materials shall not be counted as impervious surface.

(d) Table of impervious surface ratios.

Land Use District	Maximum Impervious Percent*
Residential low density	40
Residential medium	50
Residential high density	70
Commercial low intensity	70
Commercial medium intensity	70
Commercial high intensity	70
Industrial/warehousing and light manufacturing	70
Mixed use highway (MUH)	70
Public, semi-public	70

ARTICLE XIV - DOWNTOWN FORM-BASED CODE

Downtown Core	100
Primary Corridor	80
Secondary Corridor	70
Transition	50
*The maximum impervious surface ratio is given for each district, regardless of the type of use proposed and allowable pursuant to chapter 117.	

Chapter 117 - LAND USE REGULATIONS

ARTICLE I. – IN GENERAL

Sec. 117-3. - Specific allowed uses, generally.

This chapter defines and prescribes the specific uses allowed within each land use district described in the comprehensive plan and this subpart.

(a) Permitted use table.

Use Category	Use Type	CBD	GCC	GCN ²⁰	C-1 ⁸	INS ²⁶	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
RESIDENTIAL USES										
Residential Operation	Home Occupation ¹		P	P	P		<u>N</u>	<u>P</u>	<u>P</u>	<u>P</u>
Residential Type	Mobile Home Park						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Multifamily Dwelling	P	P ²³	P ²			<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Single-family Dwelling, Detached	P	P	P	P		<u>N</u>	<u>N</u>	<u>P</u>	<u>P</u>
	<u>Single family dwellings (existing)</u>						<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Single-family Dwelling, Attached	P	P ²	P ²	P		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Two-family dwelling						<u>N</u>	<u>N</u>	<u>P</u>	<u>P</u>
RETAIL USES										
General Retail	Antiques	P	P	P	P ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Appliance Sales and Rentals	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Art Supplies	P	P	P	P ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Automobile Parts		SE	SE			<u>N</u>	<u>SE</u>	<u>SE</u>	<u>SE</u>
	Bait and Tackle						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Bakery	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Bicycle Sales and Service	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Billiards	P	P				<u>P</u>	<u>P</u>	<u>SE</u>	<u>SE</u>
	Book/Stationery Store	P	P	P	P ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Brewpub	P					<u>P</u>	<u>P</u>	<u>SE</u>	<u>SE</u>
	Bowling Alley						<u>N</u>	<u>P</u>	<u>N</u>	<u>N</u>
	Building Supplies and Materials						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Cabinet Shops						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Cameras and Photographic Supplies	P	P	P	P ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Carpet Outlets						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Ceramic Sales and Studios	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
Cigar and Smoke Shops	P	P	P	P ¹³		<u>P</u>	<u>P</u>	<u>SE</u>	<u>P</u>	

Use Category	Use Type	CBD	GCC	GCN ²⁰	C-1 ⁸	INS ²⁶	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
							<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Clock Shops	P	P	P	P ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Clothing Shops	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Commercial Retail Packaging and Mail	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Convenience Stores (no gas pumps)	P	P	P	P ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Convenience Stores (with gas pumps)		SE	SE	SE		<u>N</u>	<u>PSE</u>	<u>PSE</u>	<u>N</u>
	Curio Shops	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Decorating Studio/Shop	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Delicatessen						<u>P</u>	<u>P</u>	<u>N</u>	<u>N</u>
	Department Store	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Drapery Shops	P	P	P	P ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Drug Sales (including medical marijuana treatment center dispensing facilities)	P	P	P	SE		<u>P</u> ⁽³⁴⁾	<u>P</u>	<u>P</u>	<u>P</u> ⁽³⁴⁾
	Electrical Shops							<u>N</u>	<u>N</u>	<u>N</u>
	Florist	P	P	P	P ¹³		<u>P</u> ⁽³⁴⁾	<u>P</u>	<u>P</u>	<u>P</u> ⁽³⁴⁾
	Food Outlet Store		P	P	SE			<u>P</u>	<u>P</u>	<u>P</u>
	Fruit and Vegetables Sales (retail, no packing)	P					<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Furniture Store	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Game Room	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Gift Shop	P	P	P	P ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Grocery Store	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Gun Sales and Repair	P	P	P	P ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Hardware Store	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Heating and Air Conditioning Sales and Service						<u>N</u>	<u>P</u>	<u>NP</u>	<u>N</u>
	Hobby and Craft	P	P	P	P ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Interior Decorating	P	P	P	P ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>

Use Category	Use Type	CBD	GCC	GCN ²⁰	C-1 ⁸	INS ²⁶	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
							<u>N</u>	<u>P</u>	<u>SN</u>	<u>N</u>
	Janitorial Supplies						<u>N</u>	<u>P</u>	<u>SN</u>	<u>N</u>
	Jewelry Store	P	P	P	p ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Leather Goods and Luggage	P	P	P	p ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Locksmiths	P	P	P	p ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Meat Markets	P					<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Medical Supplies	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Mobile Home Sales and Service						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Motorcycle Sales and Service						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Music Store						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Newsstands	P	P	P	p ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Nurseries						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Office and/or Business Machines	P	P	P	p ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Office and/or Business Supplies	P	P	P	p ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Optical Shops	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Opticians	P	P	P	p ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Outdoor Sales	SE					<u>N</u>	<u>N</u>	<u>N</u>	<u>SE</u>
	Outdoor Pool Sales			SE	P		<u>N</u>	<u>SE</u>	<u>SE</u>	<u>SE</u>
	Paint/Wallpaper	P	P	P	p ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Pawn Shops	P	P	P			<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Pet Grooming	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Pet Shops		P				<u>N</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Pool Supplies						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Printing Shops	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Professional Offices	P	P	P	p ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Rentals	p ²⁴					<u>p²⁴</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Second Hand Retail		P				<u>N</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Shoe Repair	P	P	P	p ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Shoe Store	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Shopping Center						<u>N</u>	<u>P</u>	<u>N</u>	<u>N</u>
	Skating Rink		P				<u>N</u>	<u>P</u>	<u>N</u>	<u>SE</u>

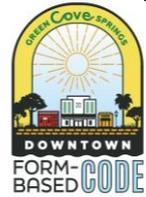
Use Category	Use Type	CBD	GCC	GCN ²⁰	C-1 ⁸	INS ²⁶	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
	Sporting Goods Store	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Sundries and Notions Shops	P	P		SE		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Tailor/Dressmaker	P	P	P	P ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Television and Radio Sales and Service	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Theaters	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Toy Stores	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Upholstery Shops						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Utility Building Sales						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Vape Shop/E-Cigarette Store	SE					<u>SE</u>	<u>SE</u>	<u>SE</u>	<u>SE</u>
	Watch Repair	P	P	P	P ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Wearing Apparel Shops	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Wholesaling from Sample Stock				SE ¹⁴		<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
Vehicular Sales	Automobile Sales, Service, Repair, and Rentals		SE ²²	SE ²¹	SE ¹⁵		<u>N</u>	<u>SE</u>	<u>SE</u>	<u>SE</u>
	Boat and Motor Sales and Service						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Tire Sales and Service						<u>N</u>	<u>P</u>	<u>N</u>	<u>N</u>
SERVICE USES										
Agricultural Use	Timber Growing, Tree Farming, Nursery, or Agricultural Related Businesses						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
Business Service	Parking Lot	P					<u>SE</u>	<u>SE</u>	<u>N</u>	<u>N</u>
	Parking Garage						<u>SE</u>	<u>P</u>	<u>N</u>	<u>N</u>
	Pest Control Service Establishments						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Radio or TV Broadcasting Offices, Studios, Transmitters, or Antennas						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Television and Radio Studios (excluding transmission equipment)						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>

Use Category	Use Type	CBD	GCC	GCN ²⁰	C-1 ⁸	INS ²⁶	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
Eating or Drinking Establishment	Alcoholic beverages (all types, sale and service) for on-premises consumption	SE	SE				<u>P</u>	<u>P</u>	<u>SE</u>	<u>SE</u>
	Alcoholic beverages for off-premises consumption		SE	SE ³¹	SE		<u>N</u>	<u>P</u>	<u>SE</u>	<u>SE</u>
	Brewpub	SE					<u>P</u>	<u>P</u>	<u>SE</u>	<u>SE</u>
	Restaurants (with drive-through)		P	SE			<u>N</u>	<u>P</u>	<u>N</u>	<u>N</u>
	Restaurants (without drive-through)	P	P	P	SE		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
Hospitality and Tourism	Art Gallery or Studio	P	P	P			<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Hotel/Motel	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Museum	P	P	P			<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	<u>Bed and breakfast establishments</u>						<u>N</u>	<u>N</u>	<u>P</u>	<u>P</u>
Office Use	Building Trade Contractors with Fleet Parking On-Site						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Financial Institutions (with drive-through)	P	P				<u>N</u>	<u>P</u>	<u>P</u>	<u>N</u>
	Financial Institutions (without drive-through)	P	P	P	P ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Office Space for Building Trades Contractor with No Fleet Parking On-Site	P					<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Professional Offices	P	P	P	P ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
Personal Service	Barbershops/Beauty Shops	P	P	P	P ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	<u>Car Wash (principal use)</u>						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Dry Cleaners	P	P				<u>P</u> ⁽³⁴⁾	<u>P</u>	<u>P</u>	<u>P</u>
	Funeral Homes	P	P	P	P ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Health Spa	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Laundries/Laundromats	SE					<u>SE</u>	<u>P</u>	<u>SE</u>	<u>SE</u>
	Licensed Masseurs						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
Mini-Warehouse						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	

Use Category	Use Type	CBD	GCC	GCN ²⁰	C-1 ⁸	INS ²⁶	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
	Palmist/Psychic						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Well Drilling and Pump Services						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
EDUCATION/RECREATION/SOCIAL USES										
Community Service	Adult Day Care				SE	P	<u>N</u>	<u>P</u>	<u>SE</u>	<u>SE</u>
	Child Care	SE	P	P	SE	P	<u>SE</u> ⁽³³⁾	<u>P</u>	<u>P</u>	<u>P</u>
	Church	SE	P	P	SE	P	<u>SE</u> ⁽³³⁾	<u>P</u>	<u>SE</u>	<u>SE</u>
	Group Care Home						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Nursing Home	SE					<u>SE</u>	<u>SE</u>	<u>SE</u>	<u>SE</u>
Educational Use	Pre-school		P	P		P	<u>N</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Private School	SE				P	<u>SE</u>	<u>P</u>	<u>SE</u>	<u>SE</u>
	School, elementary & secondary					P	<u>N</u>	<u>P</u>	<u>N</u>	<u>N</u>
	School, post-secondary					P	<u>N</u>	<u>P</u>	<u>N</u>	<u>N</u>
	Vocational, Technical, Trade, or Industrial School					P	<u>N</u>	<u>P</u>	<u>N</u>	<u>N</u>
Recreational Use	Adult Arcade/Electronic Game Center						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Athletic Complex						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Clubs/Lodges/Fraternal Organizations						<u>P</u>	<u>P</u>	<u>N</u>	<u>N</u>
	Country club						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Dance/Music/Gymnastics Studio	P	P				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Go-Cart Track						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Golf Course						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Public Recreational Uses						<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Race Tracks						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Recreational Facility					P	<u>P</u>	<u>P</u>	<u>N</u>	<u>N</u>
PUBLIC USES										
Public Use	Bus Passages, Parcel Pick-ups and terminals						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Governmental Uses		P			P	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>

Use Category	Use Type	CBD	GCC	GCN ²⁰	C-1 ⁸	INS ²⁶	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
							<u>SE</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Public Utilities		P			P	<u>SE</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Ancillary Public Facilities		P			P	<u>N</u>	<u>P</u>	<u>P</u>	<u>P</u>
HEALTH CARE USES										
Health Care Use	Convalescence Facility	SE					<u>SE</u> ⁽³³⁾	<u>P</u>	<u>SE</u>	<u>P</u>
	Dental Clinic	P	P	P	p ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Emergency Shelter					SE ³²	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	Hospital	SE	P	SE	SE	P	<u>N</u>	<u>SE</u>	<u>SE</u>	<u>SE</u>
	Medical/Dental Laboratories	P	P	P	p ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Medical Clinic	P	P	P	p ¹³		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
	Nursing Home	SE					<u>SE</u>	<u>P</u>	<u>SE</u>	<u>SE</u>
	Veterinarian Clinics	p ²⁵	P	P	p ¹³		<u>p</u> ²⁵	<u>P</u>	<u>P</u>	<u>P</u>
	Clinics, in connection with industrial activity					P	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
	<u>Communication towers and facilities</u>						<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>

Green Cove Springs Downtown Form Based Code *Public Workshop #1 Summary*



WORKSHOP INFORMATION

Date and Time: Tuesday, August 8, 2023, from 6 to 8 pm

Venue: Green Cove Springs City Hall (321 Walnut St, Green Cove Springs, FL 32043)

SUMMARY

The purpose of this memorandum is to provide a summary of the first Public Workshop for the Green Cove Springs Downtown Form Based Code. The Workshop summarized in this document was the first opportunity for public engagement in a series of two workshops that will help guide the regulations.



Mike Daniels, Development Services Director, opened the workshop by introducing Pat Tyjeski, the Inspire Project Manager, and thanked the community for participating in the workshop. Pat introduced the Inspire Team and shared a brief PowerPoint presentation (attached) introducing the project to the public—the slides of which are included at the end of this document. The presentation discussed the scope and goals of the project, the basic concepts of form-based codes, project boundaries, timeline, and initial findings of the Downtown analysis. A video of a 3D model of Downtown Green Cove Springs showing existing conditions was also presented, demonstrating that when buildings are placed close to the street vehicular traffic tends to slow down. During the presentation it was also explained that the regulations created by this project would only apply to new construction and if existing buildings were to be redeveloped. Workshop attendees were then invited to provide their feedback through engagement activities including an urban form preference exercise and input boards.

Pat mentioned to the attendees that a project website (tinyurl.com/GCSFBC) was created to reach individuals who could not make it to the workshop and for community members at large to find out information regarding the project, download documents, and provide input by using the interactive map feature.

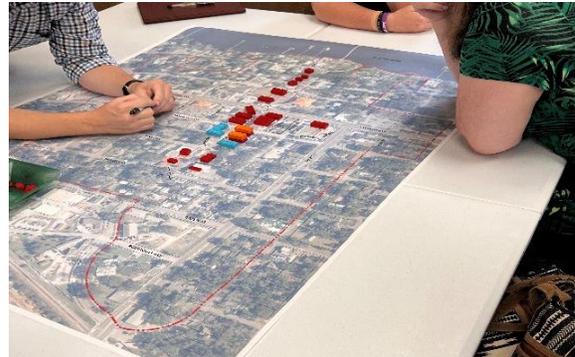


ENGAGEMENT ACTIVITIES

Workshop attendees were asked to participate in the engagement activities, starting with the urban form preference exercise and then the input boards placed around the room. The primary purpose of the engagement activities was to generate public input on the issues, opportunities, and strategies that should guide the development of the form-based code. A description of each activity’s intent and methodology is provided below. Additionally, a summary of the input received is provided in the **Key Takeaways** section of this memorandum.

Activity One: Urban Form Preference

Participants were asked to gather around tables with a map of the study area and were provided with Legos to create their desired development pattern. Participants were asked to consider land use, setbacks, and building height preferences. Participants were given a set amount of time to collaborate. To wrap up the group activity, a group leader from each table presented their group’s idea to workshop attendees.



Activity Two: Preferences by Corridor

Five boards were set up around the room, asking the participants to rate preferences for development along the five major corridors in Downtown: Orange Avenue, Walnut Street, Ferris Street, Palmetto Avenue, and Magnolia Avenue. Participants were given dots to express their preference in the topics of building height and setbacks, architecture, and public realm improvements. Participants were also given a list of uses and were asked to place a dot showing their preferred land uses along each corridor.



A “catch-all” board was also provided for participants to leave comments that weren’t exactly relevant to the other activities, or to suggest ideas that were not mentioned earlier in the workshop. This board allowed the community space to offer unique ideas and perspectives that were not previously considered by the design team.



ACTIVITY RESULTS/KEY TAKEAWAYS

During the first activity, many residents focused their planning efforts on Walnut Street, as that was seen by participants as the main area of the downtown. Most groups wanted to keep the height in this area at two stories; however, some groups were not opposed to development along Walnut Street reaching up to three stories in height. The overwhelming consensus was for Walnut to be commercial—particularly on the first floor, with some groups considering mixed use, office, or multifamily as potential uses on the second story. A couple of groups stated that Orange Avenue (US Highway 17) could allow three stories. Some groups wanted to remind project staff that many buildings downtown are historic, their desire to ensure lower building height adjacent to these historic buildings, and to be mindful of the transition from the historic buildings to new development. All four groups expressed a strong desire to increase safety and comfort for pedestrians and bicycles in the downtown area. One group proposed widening sidewalks along Orange Avenue. Many groups mentioned the desire to have event spaces and green spaces downtown, which some noted may be achieved by expanding Spring Park.



Parking is a concern as local events attract many residents downtown which exacerbates the area's limited parking supply. The City is already looking into potential parking solutions for the downtown area, but several groups suggested establishing some regional parking areas outside the study area which can shuttle riders to and from the downtown. Another parking suggestion was to allow some grass parking areas that could serve as green space for the downtown.

The second activity allowed each workshop participant to indicate what their preference would be along the five main corridors which intersect the study area. Many participants had a mutual agreement for maintaining a two-story limit throughout the downtown area, especially along Magnolia Avenue and Walnut Street, though some thought three or four stories could work along Palmetto, Orange, and Ferris. Most of the participants wanted buildings to be placed close to the sidewalk; however, some desired that the buildings be set back away from the road but did not wish to see parking placed between the building and street. For architectural preference along Magnolia, Walnut, Orange, and Ferris the desire from participants was to have uniform, traditional architecture, though some liked the idea of diverse architecture with standards. Along Palmetto, diverse architecture with standards was the preferred choice amongst participants.

Participants also expressed their desire to improve the walkability of downtown Green Cove Springs and welcomed wider sidewalks and landscaping strips. As far as preferred uses, retail, and dining were the top choices selected on all roads other than Palmetto. Along Palmetto Avenue, the preferred use was office space with participants also selecting townhouses as the other favored use. The data and feedback received during the public workshop will be used to inform the recommendations for form-based regulations for Downtown Green Cove Springs.

WORKSHOP ATTENDEES

City of Green Cove Springs

1. Mike Daniels, Green Cove Springs Development Services Director
2. Jim Arnold, City Attorney
3. Lyndie Knowles, Green Cove Springs

Inspire Placemaking Collective

4. Pat Tyjeski, Project Manager
5. Claudia Sicilia, Urban Designer
6. Nick Hill, Planner
7. Gabriela Castro, Planner
8. Erik Bredfeldt, Economic Development Planner
9. Yesenia Castaneda, Planning Intern

Participants

10. Donna Snelling
11. Cindy Sweat
12. Daniel Hutto
13. Rob Justino
14. Joe Kirkpatrick
15. Rosalind Arnold
16. Jim Salem
17. Dan Jollota
18. Dan Nichols
19. Dodie Seling
20. Jane Jollota
21. Susan Hibdon
22. Amy Hutto
23. Pam Lewis
24. Lesley J Davidson
25. Mary Justino
26. Maryanne Scales

URBAN FORM EXERCISE: RAW DATA

Table 1



Table 2

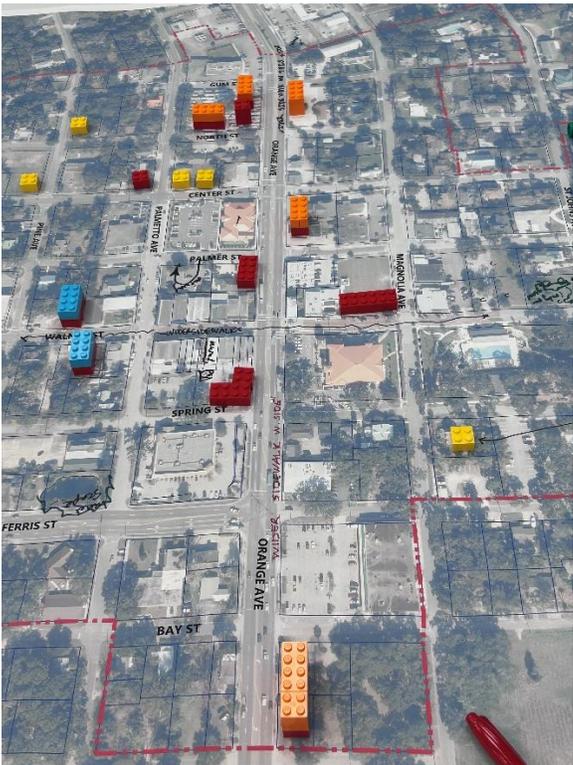


Table 3

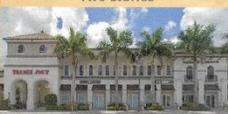
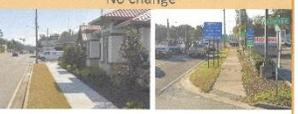
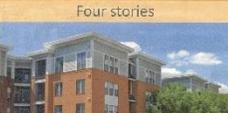
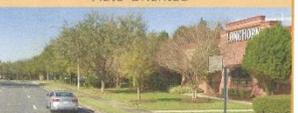


Table 4



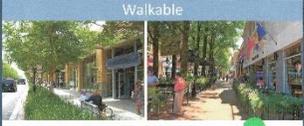
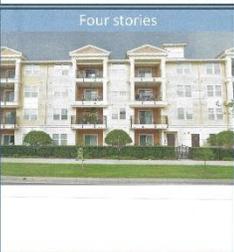
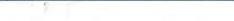
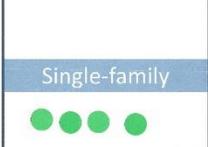
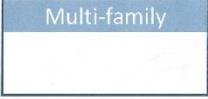
Orange Avenue



BUILDING HEIGHT	BUILDING SETBACKS	ARCHITECTURE	PUBLIC REALM	PREFERRED USES
<p>Two stories</p>  	<p>Close to the sidewalk</p>  	<p>Diverse (with standards)</p>  	<p>No change</p>  	<p>Retail</p> 
<p>Three stories</p>  	<p>Away but not too far (no parking in front)</p> 	<p>Diverse (without standards)</p> 	<p>Wider sidewalk and landscaping strip</p>  	<p>Dining</p> 
<p>Four stories</p> 	<p>Far from the sidewalk (parking in front)</p> 	<p>Uniform (with traditional architecture)</p>  	<p>Auto-Oriented</p> 	<p>Office</p> 
<p>Greater than four stories</p>		<p>Uniform (with modern architecture)</p> 		<p>Gas stations</p>
				<p>Vehicle repair</p>
				<p>Single-family</p>
				<p>Townhomes</p> 
				<p>Multi-family</p> 

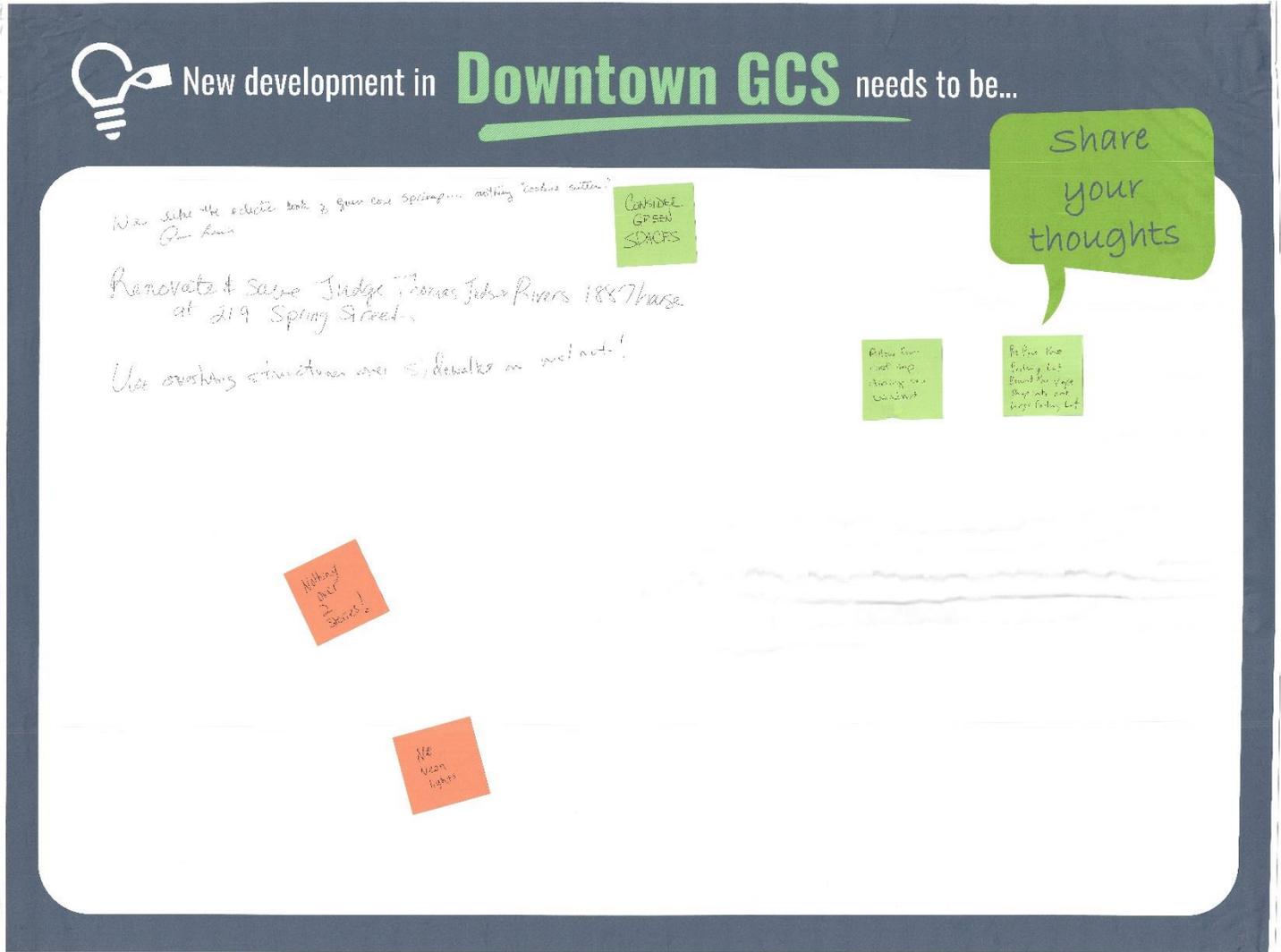


Magnolia Avenue

BUILDING HEIGHT	BUILDING SETBACKS	ARCHITECTURE	PUBLIC REALM	PREFERRED USES
<p>Two stories</p>  	<p>Close to the sidewalk</p>  	<p>Diverse (with standards)</p>  	<p>Walkable</p>  	<p>Retail</p> 
<p>Three stories</p>  	<p>Away but not too far (no parking in front)</p>  	<p>Diverse (without standards)</p>  	<p>Auto-Oriented</p>  	<p>Dining</p> 
<p>Four stories</p>  	<p>Far from the sidewalk (parking in front)</p>  	<p>Uniform (with traditional architecture)</p>  	<p>Office</p> 	<p>Office</p> 
<p>Greater than four stories</p>  	<p>Greater than four stories</p>  	<p>Uniform (with modern architecture)</p>  	<p>Gas stations</p> 	<p>Gas stations</p> 
				<p>Vehicle repair</p> 
				<p>Single-family</p> 
				<p>Townhomes</p> 
				<p>Multi-family</p> 



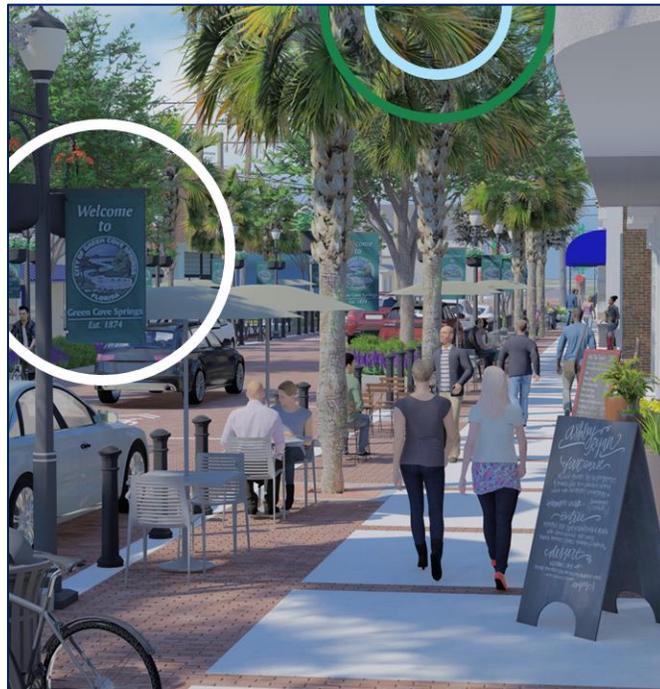
BUILDING HEIGHT	BUILDING SETBACKS	ARCHITECTURE	PUBLIC REALM	PREFERRED USES
<p>Two stories</p>  <p>● ● ●</p>	<p>Close to the sidewalk</p>  <p>● ● ● ●</p>	<p>Diverse (with standards)</p>  <p>● ● ●</p>	<p>No change</p> 	<p>Retail</p> <p>● ● ● ●</p>
<p>Three stories</p>  <p>● ● ● ● ●</p>	<p>Away but not too far (no parking in front)</p>  <p>● ● ●</p>	<p>Diverse (without standards)</p> 	<p>Wider sidewalk and landscaping strip</p>  <p>● ● ● ● ● ● ●</p>	<p>Dining</p> <p>● ● ● ● ●</p>
<p>Four stories</p> 	<p>Far from the sidewalk (parking in front)</p>  <p>●</p>	<p>Uniform (with traditional architecture)</p>  <p>● ● ● ●</p>	<p>Auto-Oriented</p>  <p>● ●</p>	<p>Office</p> <p>● ●</p>
<p>Greater than four stories</p>		<p>Uniform (with modern architecture)</p> 		<p>Gas stations</p> <p>●</p>
				<p>Vehicle repair</p>
				<p>Single-family</p>
				<p>Townhomes</p>
				<p>Multi-family</p> <p>● ● ● ●</p>



Share your ideas!

- We like the eclectic look of Green Cove Springs... nothing "cookie cutter"
- Renovate & Save Judge Thomas Judson Rivers 1887 house at 219 Spring Street
- Use overhang structures over sidewalks on Walnut
- Consider Green Spaces
- Allow for rooftop dining on Walnut
- Repave the parking lot behind the vape shop into one large parking lot
- Nothing over 2 stories
- No neon lights

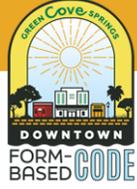
WORKSHOP PRESENTATION



AGENDA

- 1 project background
- 2 form-based code
- 3 initial findings
- 4 engagement activities
- 5 next steps

PROJECT BACKGROUND





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 improve the character 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. The following principles shall be considered:
a. Compatibility means that different land uses can coexist in relative proximity to each other provided that a use is not impacted directly or indirectly by another use.
b. Increases in density and intensity must generally occur in a gradual fashion, avoiding abrupt transitions.
c. High density residential uses should generally be located in areas that have adequate vehicular access and proximity to service uses.
d. Spot zoning should be avoided. Spot zoning refers to changing the zoning designation of a small parcel of land for a purpose that is different from that of the surrounding area for the benefit of the owner of such property and to the detriment of other owners.
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 building, open space, landscaping, and other site design tools.
Policy 1.3.5. The City shall ensure that all existing, new, and expanded development is consistent with the sustainability, character, community, resource preservation, and economic development 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 include additional design and compatibility requirements for developments located near 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 entrance is first visible to drivers traveling south on US 17.

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

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

February 2022

PROJECT BACKGROUND





4. Establish & Adopt Form-Based Code

The Land Development Code and Zoning Map are the most important tools for implementing the vision for Downtown. Most sites in the Downtown are zoned Central Business District (CBD), the north and south gateways into downtown (JUS) are zoned Gateway Corridor Commercial (GCC), and the south side of the Ferns Street corridor and the west side of Palmetto Avenue are zoned Gateway Corridor Neighborhood (GCN). There are a few sites on Magnolia Avenue zoned R-1. Public sites are zoned Institutional (IND). While the current zoning standards have been used to address infill, redevelopment, and quality of design, transitioning to a Form-Based Code for the Downtown area and the US 17 and SR 16 commercial corridors as they enter the downtown would be the best option to achieve the vision.

The intent of the Form-Based Code (FBC) will be to preserve the existing character of the Downtown, while promoting quality infill and redevelopment in a walkable and mixed-use urban environment. The new FBC will contribute to streamlining the current zoning and development review process and provide developers, builders and residents with a more predictable and transparent process for development and redevelopment. Implementation of a form-based code would also lead to greater interest in the city for new investment and economic growth that would be fueled by the creation of a richer and more vibrant urban environment in the heart of Green Cove Springs.

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April 2022

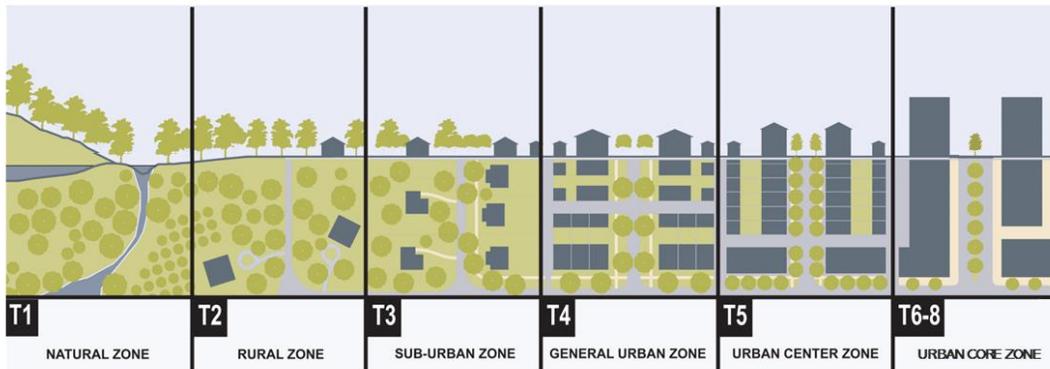
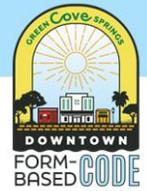
FORM-BASED CODE



Form-Based Codes are:

- an alternative to conventional zoning regulations, not guidelines
- focused on the appearance and design of buildings, rather than their use
- concerned with how the site is accessed by a range of transportation options

FORM-BASED CODE



FORM-BASED CODE

COMPONENTS

- regulating plan
- block layout
- list of uses
- site design
- buildingform
- building architecture
- public space design
- definitions

From Lansing Master Plan



FORM-BASED CODE

COMPONENTS

- regulating plan
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FORM-BASED CODE

COMPONENTS

regulating plan

block layout

list of uses

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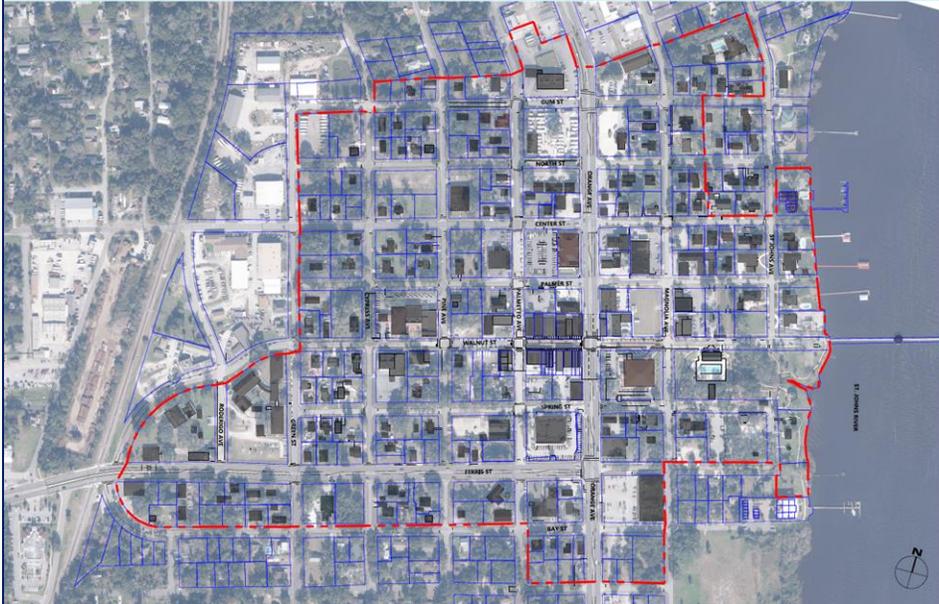
building
architecture

public space
design

definitions



FORM-BASED CODE



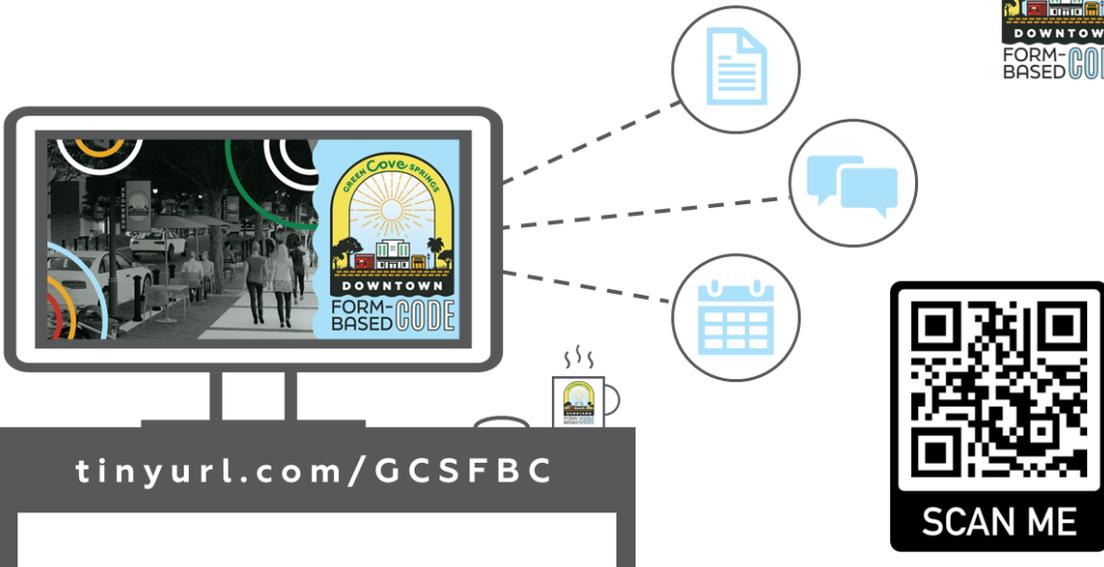
 Study Area

FORM-BASED CODE



- June 16 ✓ Project Kickoff
- Jun. – Aug. ☆ Research Existing Conditions
- July ✓ Stakeholder Interviews (Round 1)
- August 8 ★ **Public Workshop #1**
- Aug. – Oct. ○ Develop Master Plan
- Sep. – Dec. ○ Draft Development Standards
- December ○ Stakeholder Interviews (Round 2)
- December ○ Public Workshop #2
- Dec. '23 – Jan. '24 ○ Finalize FBC
- Feb. '24 – Apr. '24 ○ Adoption Hearings

FORM-BASED CODE



tinyurl.com/GCSFBC

SCAN ME

INITIAL FINDINGS

There are institutional and residentially zoned properties not expected to redevelop



Refine the boundaries of the FBC Area

Presence of nonconforming lots, structures, and uses



Re-examine requirements



desktop analysis



stakeholder interviews



site visits

INITIAL FINDINGS

Lots fronting on more than one street



Specify in the regulations which roads will have primary frontage

Suburbanization of the Study Area over time



Revise regulations to support more urban, walkable developments



desktop analysis



stakeholder interviews



site visits

INITIAL FINDINGS

Coexistence of residential and nonresidential uses



Include compatibility requirements within the FBC

Property owners often struggle to meet current parking requirements



Review current parking standards for new development



desktop analysis



stakeholder interviews



site visits

INITIAL FINDINGS

Historic character of buildings is not protected from redevelopment



Consider establishing architectural standards to retain existing character

Review possibility of allowing more than 2 stories



Ensure views of water are protected



desktop analysis



stakeholder interviews



site visits

ENGAGEMENT ACTIVITIES



A



B

ENGAGEMENT ACTIVITIES



ENGAGEMENT ACTIVITIES



Walnut Street

BUILDING HEIGHT	BUILDING SETBACKS
Two stories	Close to sidewalk
Three stories	Away but not too far (no parking in front)
Four stories	Far from sidewalk (parking in front)
Greater than four stories	

Orange Avenue

BUILDING HEIGHT	BUILDING SETBACKS
Two stories	Close to sidewalk
Three stories	Away but not too far (no parking in front)
Four stories	Far from sidewalk (parking in front)
Greater than four stories	

Ferris Street

BUILDING HEIGHT	BUILDING SETBACKS
Two stories	Close to sidewalk
Three stories	Away but not too far (no parking in front)
Four stories	Far from sidewalk (parking in front)
Greater than four stories	

Palmetto Avenue

BUILDING HEIGHT	BUILDING SETBACKS
Two stories	Close to sidewalk
Three stories	Away but not too far (no parking in front)
Four stories	Far from sidewalk (parking in front)
Greater than four stories	

Magnolia Avenue

BUILDING HEIGHT	BUILDING SETBACKS	ARCHITECTURE	PUBLIC REALM	PREFERRED USES
Two stories	Close to sidewalk	Diverse (with standards)	Walkable	Retail
Three stories	Away but not too far (no parking in front)	Diverse (without standards)	Auto-Oriented	Dining
Four stories	Far from sidewalk (parking in front)	Uniform (with traditional architecture)		Office
Greater than four stories		Uniform (with modern architecture)		Gas stations
				Vehicle repair
				Single-family
				Townhomes
				Multi-family

ENGAGEMENT ACTIVITIES



BUILDING HEIGHT	BUILDING SETBACKS	ARCHITECTURE	PUBLIC REALM	PREFERRED USES
<p>Two stories</p> 	<p>Close to the sidewalk</p> 	<p>Diverse (with standards)</p> 	<p>Walkable</p> 	Retail
<p>Three stories</p> 	<p>Away but not too far (no parking in front)</p> 	<p>Diverse (without standards)</p> 	<p>Auto-Oriented</p> 	Dining
<p>Four stories</p> 	<p>Far from the sidewalk (parking in front)</p> 	<p>Uniform (with traditional architecture)</p> 		Office
<p>Greater than four stories</p> 		<p>Uniform (with modern architecture)</p> 		Gas stations
				Vehicle repair
				Single-family
				Townhomes
				Multi-family

NEXT STEPS



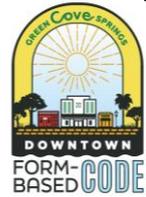
- 1 Visit tinyurl.com/GCSFBC
- 2 Attend Workshop #2 (Dec. 2023)

THANK YOU!



Green Cove Springs Downtown Form Based Code

Public Workshop #2 Summary



WORKSHOP INFORMATION

Date and Time: Thursday, January 18, 2024, from 6 to 8 pm

Venue: Green Cove Springs City Hall (321 Walnut St, Green Cove Springs, FL 32043)

PRESENTATION SUMMARY

The purpose of this memorandum is to provide a summary of the second public workshop for the Green Cove Springs Downtown Form Based Code (FBC) project. This event was the final workshop in a two-part workshop series which provided opportunities for public input on the project.

Mike Daniels, Green Cove Springs Development Services Director, opened the workshop by thanking audience members for their attendance and introducing the project's consulting team from Inspire Placemaking Collective. After, Deputy Project Manager Nick Hill began a PowerPoint presentation (see attached) which detailed how the project came to fruition; the purpose, components, and framework of FBCs; and how FBCs are different from traditional zoning codes.



Project Manager Pat Tyjeski then identified the area subject the proposed FBC, discussed changes to the zoning map, presented possible adjustments to the development review process, and provided an overview of how development standards relating to site and building design, parking, landscaping and buffering, lighting, and signage would change if these amendments are adopted. Once the overview concluded, workshop attendees were invited to review and provide their input on the project and the draft FBC by participating in the two activities programmed for the evening. Pat relayed to attendees that their input would be utilized to revise the FBC amendments before the hearing and adoption process begins sometime in the next few months.

Pat then mentioned that a draft of the FBC is available on the project website (tinyurl.com/GCSFBC), which also includes the prior workshop's presentation and input summary, as well as an interactive map forum. Finally, Pat concluded the presentation by soliciting questions from the audience regarding any information presented within the PowerPoint. No questions were asked during this time.



WORKSHOP ACTIVITIES

Two workshop activities were offered to attendees of the second FBC Workshop. The *first activity* was split across four stations, each equipped with boards highlighting the standards proposed in the first draft of the FBC. At each station, attendees were encouraged to review the proposed amendments and provide their input to include in Draft #2. A description of each station is provided below:



Transect Comparison. The *first station* detailed potential changes in zoning, permitted uses, and certain dimensional standards that would be applicable to properties located within the FBC area.

Development Review Process. The *second station* detailed the types of development and redevelopment that would be subject to the FBC provisions and what development review procedures they would be required to follow.



Site Design Standards. The *third station* highlighted requirements pertaining to site design within the FBC area, including building placement and setbacks, on- and off-street parking, sidewalk, parkway, and street walls.

Building Design Standards. The *fourth station* showcased proposed standards for building design with the FBC area, such as massing, façade articulation, windows, and entrances.

The *second workshop activity* offered to attendees was the **Community Idea Wall**. The purpose of this activity was to facilitate project-related discussions and ideas that may not apply to the materials presented at the other four stations.

PUBLIC INPUT SUMMARY

Public sentiment regarding the changes proposed in the first draft of the FBC were largely positive. A majority of the conversations facilitated during the activity portion of the evening were not recommendations for potential revisions to the draft FBC, but rather issues with the City’s current zoning regulations or features about other downtowns they wish to see emulated within Green Cove Springs. The limited number of requested revisions to the draft FBC provided during the workshop activities are listed as follows. Note that some comments have been reworded slightly for clarification purposes (the original language can be viewed as an attachment to this summary) and comments provided verbally are included in this listing as well:



FBC Activity - Transect Comparison (Station 1)

- Notify property owners within the FBC area of proposed changes
- Protect and create more green spaces within the FBC area
- Limit buildings within the FBC area to no more than two stories
- Permit parking in front of businesses if desired by the property owner

FBC Activity - Development Review Processes (Station 2)

- No comments provided at this station

FBC Activity – Site Design Standards (Station 3)

- Require landscaping to incorporate FL native plants
- Consider low-impact development standards
- Permit the use of Xeriscaping to reduce or eliminate the need for onsite irrigation

FBC Activity – Building Design Standards (Station 4)

- Prohibit the use of lights that automatically change color
- Do not permit the use of neon lights



Community Idea Wall Activity

- Develop architectural guidelines that will encourage new development to complement Green Cove Spring’s historical buildings and character
- Development bonuses should be afforded to those who abide by the architectural guidelines within the FBC area

WORKSHOP ATTENDEES

City of Green Cove Springs

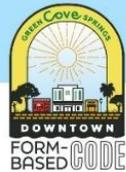
1. Mike Daniels, Development Services Director
2. Steve Kennedy, City Manager
3. Lyndie Knowles, Development Services Representative
4. Matt Johnson, City Council
5. Connie Butler, Mayor
6. Mike Null, Assistant City Manager
7. Steven Kelley, Vice Mayor

Inspire Placemaking Collective

8. Pat Tyjeski, Project Manager
9. Nick Hill, Planner
10. Gabriela Castro, Planner
11. Erik Bredfeldt, Economic Development Planner

Participants

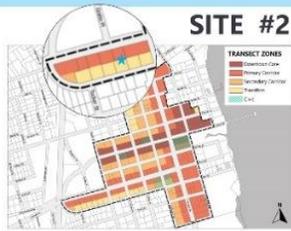
12. Kim Evans
13. Anthony Evans
14. Charles Pourciau
15. Valerie Kelley
16. Raymond Ferrara
17. Melody Rivera
18. Kevin Hurley
19. Katie Hurley
20. Dodie Selig
21. Raymona Ferrara
22. Donna Snelling
23. Janey Fox
24. John Mahoney



2 APPLICABILITY | DEVELOPMENT REVIEW | FLEXIBILITY



Location: Orange Av. between Gum St. and North St.
Current: Gateway Corridor Commercial zoning
Proposed: Primary Corridor T-Zone.



Location: Ferris St. west of Green St.
Current: Gateway Corridor Neighborhood zoning
Proposed: Primary Corridor T-zone along Ferris, Transition along Bay St.

MINOR ADDITION/MODIFICATION



A minor addition (defined below) does not require the entire site to be brought up to code. Only the new portion needs to meet code (except setbacks and building frontage requirements). In this case the site had adequate parking for existing and new uses.



In this case, the addition had to meet the form-based code, but also the parking lot as the current number of parking was not adequate to meet current and proposed needs.

MAJOR ADDITION/MODIFICATION



A major addition (defined below) requires the entire site to be brought up to code. The parking had to be restriped, street walls added, and sidewalks meeting the minimum required width had to be provided. The current building, however, didn't have to be brought up to code.



In this case, access to Bay Street had to be provided to accommodate sufficient parking for the current and new buildings (one-way in and out of the site).

REDEVELOPMENT



If the owner decides to demolish the current building, all new buildings on the site must be brought close to the street (in this case Orange Avenue). Code allows up to 3 stories in this area, but with affordable housing, the owner may go up to 4 stories (bonus).



If a new building is built in the front of the site (determined to be along Ferris Street based on the Street Priorities Map) there is no room to add a building along Bay Street and still meet parking requirements.

APPLICABILITY:

Existing developments shall not be required to meet code unless site or building modifications are proposed.
Minor modifications only require the specific changes to the site or building to meet the new standards
Major modifications*require the entire site to be brought up to code to the maximum extent feasible.

* Any repair, reconstruction, rehabilitation, addition, or improvement which costs 50% or more of the "Just Market Value" of the property, as noted in the Clay County Property Appraiser's Office records.

DEVELOPMENT REVIEW:

Council: If Special Exception or Variance requested
Planning Director: all others

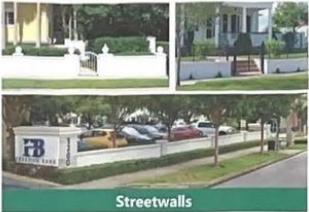
DESIGN FLEXIBILITY:

Planning Director: Up to 10% of dimensional requirement
P&Z: > 10% up to 30% and non-dimensional requirements
Council: >30% (variance) and appeals

3 BUILDING PLACEMENT | PUBLIC REALM | PARKING | LANDSCAPING



LANDSCAPING/BUFFERS

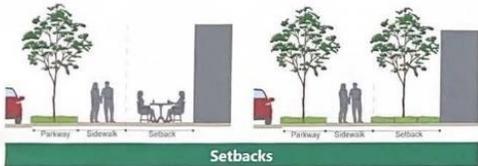


- Street walls are required to screen parking areas from the street.
- Must be transparent (wrought iron or similar material) between 2.5' and 5' height.

- Make landscaping FL Native plants / LIT
- Xeriscape

Streetwalls

BUILDING PLACEMENT

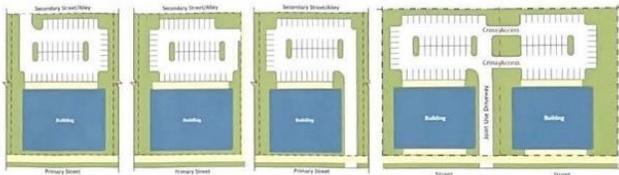


STANDARD	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
Front Setback ^(A)	0' min.	6' min.	10' min.	15' min. No max.
Street Side Setbacks ^(B)	6' max.	10' max.	No max.	10 min. No max.
Side Setback ^(C)	0'/6' min. ¹	0'/6' min. ¹	6' min.	6 min.
Rear Setback (lot or alley) ^(D)	10'			

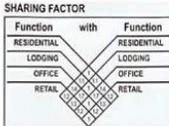
¹ Zero-foot side yard setback permitted only if the adjacent building is also placed at the property line. Otherwise, 6' are required.

PARKING

still allow parking in the front



on-site parking | shared parking | on-street parking | satellite parking | pay fee in lieu



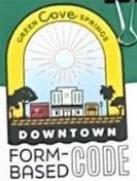
PUBLIC REALM

Street Segment	Sidewalk Width (min.)	Parkway Width (min.)
Orange Av. and Ferris St.	8 ft.	6 ft.
All other streets	6 ft.	8 ft.



4 BUILDING DESIGN

TYPOLGY | HEIGHT | FRONTAGE | FAÇADE DESIGN | LIGHTING



TYPOLGY

BUILDING TYPOLOGY	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
Mixed Use	Y	Y	Y	N
Non-Residential Single Use	Y	Y	Y	N
Non-Residential Multiple Use	Y	Y	Y	N
Multi-Family	Y	Y	Y	N
House	N	N	Y	Y



FAÇADE DESIGN



Facade Articulation



Fenestration

1. Awning or canopy
2. Gallery, arcade, forecourt, stoop, or porch
3. Vertical or horizontal offset, column, band, cornice, or similar element 6" deep
4. Expression line between floors (not color bands)
5. Balcony
6. Window
7. Door
8. Other treatment

	Ground Floor	Upper Stories
Buildings with storefront	40% min. 90% max.	15% min. 50% max.
Other buildings	25% min. 90% max.	15% 50% max.



Entrances



Materials

HEIGHT

BUILDING AND FLOOR HEIGHT	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
Building Height	20 min 2 stories max	20 min 3 stories max	16 min 2 stories max	16 min 2 stories max
Height with Bonus	N/A	4 stories	3 stories	N/A
Ground Floor Elevation (above sidewalk or finished grade)	24" min residential	24" min residential	24" min residential	24" min residential
Ground Floor Ceiling Height	12' min./20' max	12' min./20' max	9' min./14' max	9' min./14' max

HEIGHT BONUSES/INCENTIVES

- Vertical Mixed-Use
- Affordable Housing
- Parking Garages
- Public Open Space & Amenities

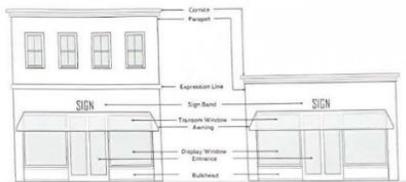


Arcade

Forecourt

Stoop

Porch



Gallery

Canopy

Awning

Storefront

LIGHTING

PROHIBIT:

1. Lights outlining windows, doors, or other features.
2. Flashing or moving accent lights.
3. Up lights.
4. Accent lighting incorporated into a sign unless part of the sign.



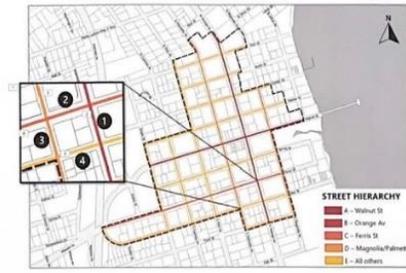
ALLOW:

1. String or LED rope lights outlining the roof edge.
2. Lights that automatically change colors (<once/hour).
3. Spotlights illuminating downward are allowed.
4. Holiday decorations displayed from ten days before Halloween through January 15.

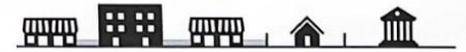
no neon lights

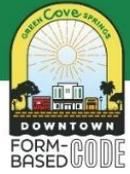
Security lighting.

FRONTAGE



STANDARD	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
Required Frontage	80% min.	60% min.	40% min.	40% min.





4 BUILDING DESIGN AUTO-ORIENTED USES | SIGNS

AUTO-ORIENTED USES

AERIAL

FRONT

Gas Stations

- Convenience store up to the street
- Pumps in the rear or side

AERIAL

FRONT

Drive-through

- Restaurant up to the street
- Drive-through window in the rear
- Option for outdoor dining

SIDE

FRONT

Vehicle Repair

- Customer service building up to the street
- Service bays in the rear

Auto Sales

- Building up to the street
- Car display indoor or in the rear

Self-Storage

- Allowed as part of mixed-use building
- Access to individual storage spaces from inside the building

SIGNS

Streetwall

- Street wall signs are the only free-standing signs allowed

Illumination

- Interior or exterior illumination allowed.
- Signs with interior illumination are limited to individual letters or push-through lettering.

Projecting

- May be horizontal or vertical
- May extend into sidewalk (if clearance)

Window

- Limited to 25% of the window
- Allowed on first and second stories

Hanging

- Don't count toward maximum area permitted if not visible from the street

Canopy

- May extend into sidewalk (if clearance)
- 75% max. of canopy width

Awning

- May extend into sidewalk (if clearance)
- 75% max. of canopy width
- Only on vertical part of awning

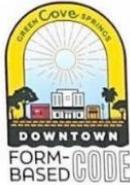
Wall Sign

- Panel or individual letters allowed
- No closer than 2' from edge of side facade

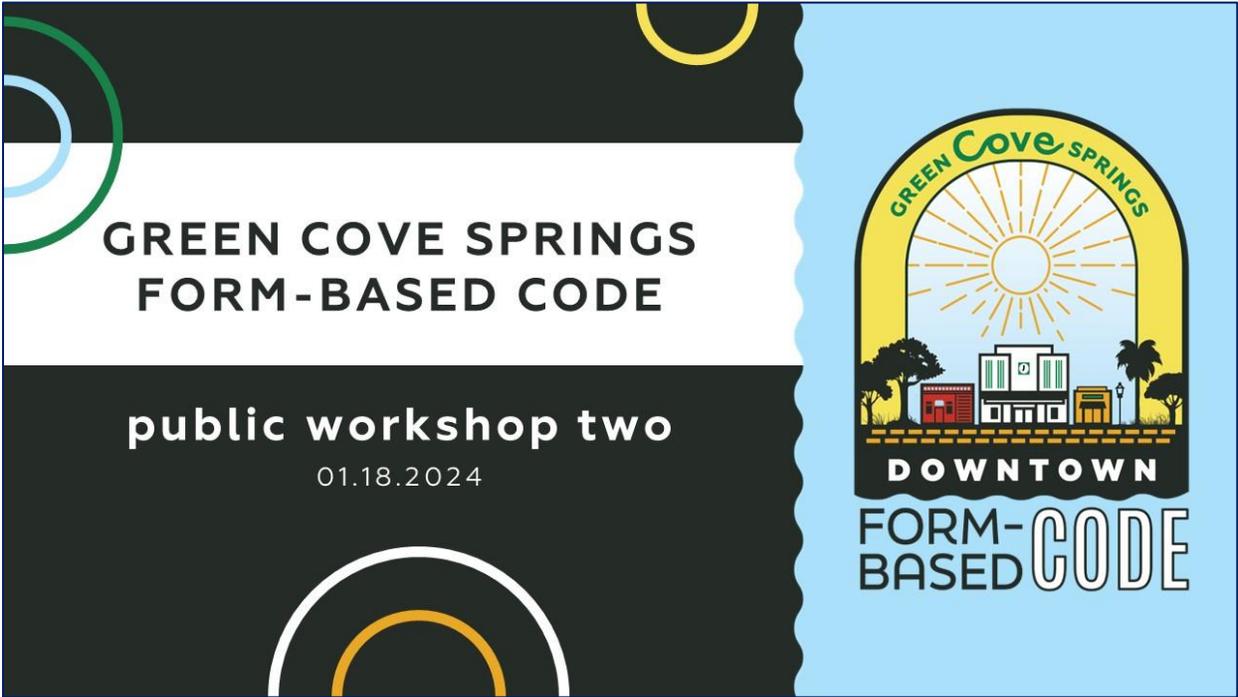
5

ARCHITECTURAL
STANDARD THAT COMPLEMENT
GCS HISTORICAL BUILDING
THE CITY SHOULD ENCOURAGE
w/ Bonus

Share your thoughts!

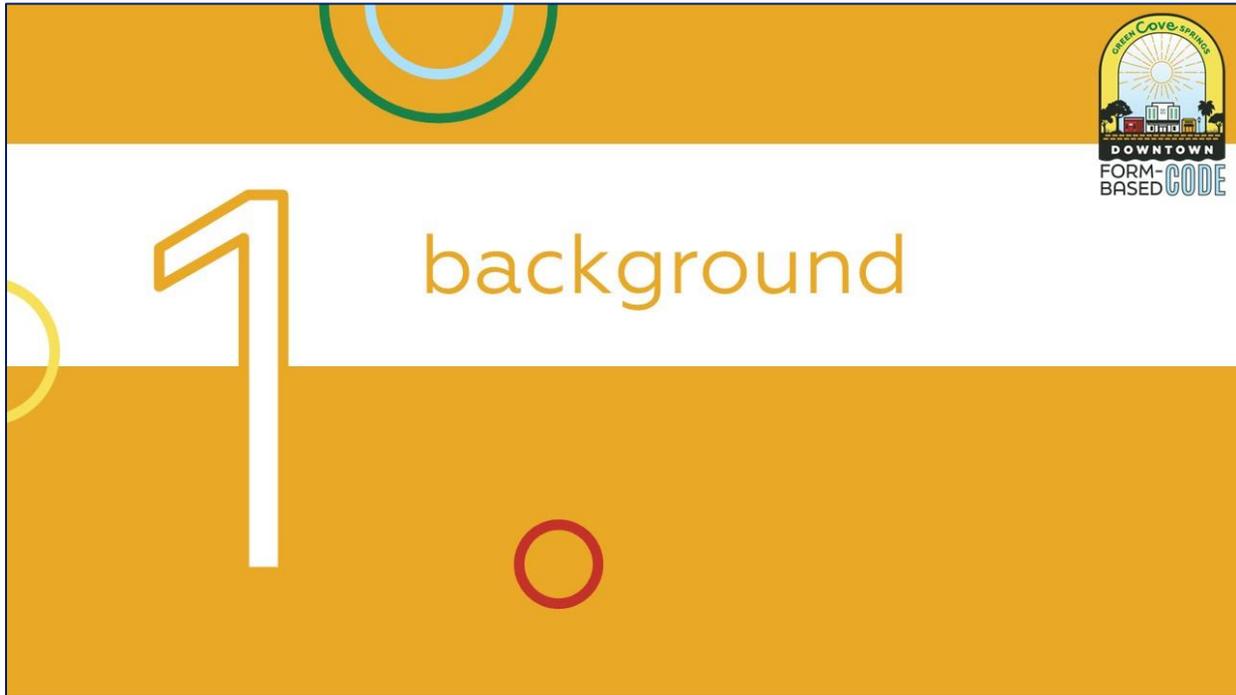


ATTACHMENT B: WORKSHOP PRESENTATION



AGENDA

- 1 background
- 2 form-based code
- 3 engagement activities
- 4 next steps



BACKGROUND



FUTURE LAND



GO TO DEVELOP AND MAINTAIN LAND TO PROVIDE FOR THE MOST APPROPRIATE DIRECT GROWTH TO SUITABLE AREAS FOR HEALTH, SAFETY AND WELFARE OF 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.

Policy 1.3.1. The City shall update the current zoning map and district regulations to implement the following principles:

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. The following principles shall be considered:

- a. Compatibility means that different land uses can coexist in relative proximity to each other provided that use is not impacted directly or indirectly by another use.
- b. Increases in density and intensity must generally occur in a gradual fashion, avoiding abrupt transitions.
- c. High density residential uses should generally be located in areas that have adequate vehicular access and proximity to service uses.
- d. Spot zoning should be avoided. Spot zoning refers to changing the zoning designation of a small parcel of land for a development that is different from that of the surrounding area for the benefit of the owner of such property and to the detriment of other owners.

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 landscaping, and other site design tools.

Policy 1.3.5. The City shall ensure that all existing, new, and expanded developments are consistent with the sustainability, character, compatibility, resource preservation, and economic development 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 include 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 RPO 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 Governor's Creek bridge, where the waterfront is first visible to drivers traveling south on US 17.

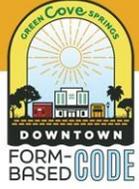
February 2022

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BACKGROUND





4. Establish & Adopt Form-Based Code

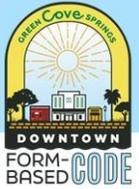
The Land Development Code and Zoning Map are the most important tools for implementing the vision for Downtown. Most sites in the Downtown are zoned Central Business District (CBD), the north and south gateways into downtown (US 17) are zoned Gateway Corridor Commercial (GCC), and the south side of the Ferns Street corridor and the west side of Palmetto Avenue are zoned Gateway Corridor Neighborhood (GCN). There are a few sites on Magnolia Avenue zoned R-1. Public sites are zoned Institutional (IN). While the current zoning standards have tried to address infill, redevelopment, and quality of design, transitioning to a Form-Based Code for the Downtown area and the US 17 and SR 16 commercial corridors as they enter the downtown would be the best option to achieve the vision.

The intent of the Form-Based Code (FBC) will be to preserve the existing character of the Downtown, while promoting quality infill and redevelopment in a walkable and mixed-use urban environment. The new FBC will contribute to streamlining the current zoning and development review process and provide developers, builders and residents with a more predictable and transparent process for development and redevelopment. Implementation of a form-based code would also lead to greater interest in the city for new investment and economic growth that would be fueled by the creation of a richer and more vibrant urban environment in the heart of Green Cove Springs.

30 GREEN COVE SPRINGS DOWNTOWN MASTER PLAN Source: Form-Based Codes Institute

The intent of the Form-Based Code (FBC) will be to preserve the existing character of the Downtown, while promoting quality infill and redevelopment in a walkable and mixed-use urban environment. The new FBC will contribute to streamlining the current zoning and development review process and provide developers, builders and residents with a more predictable and transparent process for development and redevelopment. Implementation of a form-based code would also lead to greater interest in the city for new investment and economic growth that would be fueled by the creation of a richer and more vibrant urban environment in the heart of Green Cove Springs.

April 2022

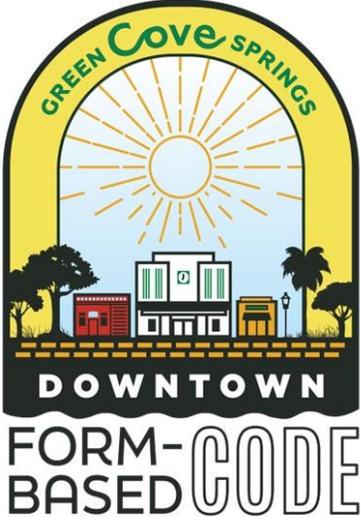


2

form-based code

purpose / framework	building design
zones	parking design
applicability	landscaping / buffers
site design	signs

FORM-BASED CODE *purpose / framework*



Form-Based Codes
can be described as ...

- an alternative to conventional zoning
- regulations, not guidelines
- focused on the appearance and design of buildings, rather than their use
- concerned with how the site is accessed by a range of transportation options

FORM-BASED CODE *purpose / framework*



Form-Based Codes
are intended to ...

- create walkable, vibrant places
- cultivate economic development
- support redevelopment
- improve the safety of the transportation system
- retain community character

FORM-BASED CODE

purpose / framework



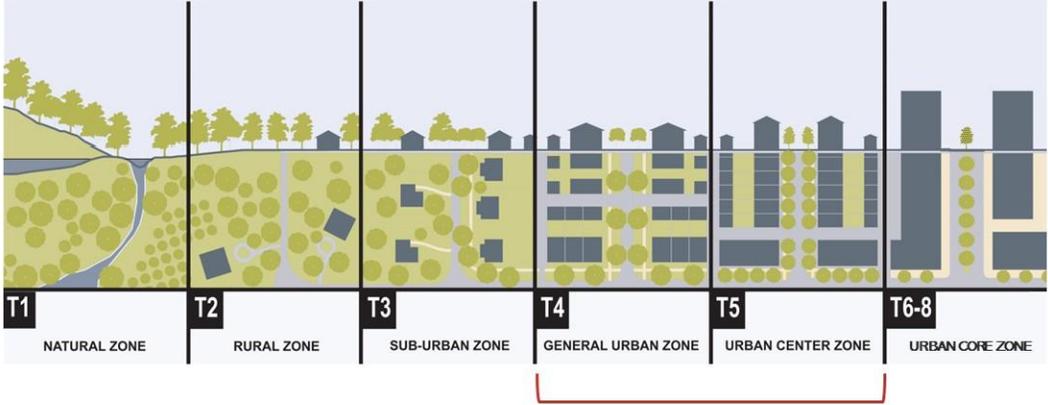
Form-Based Codes

must consider ...

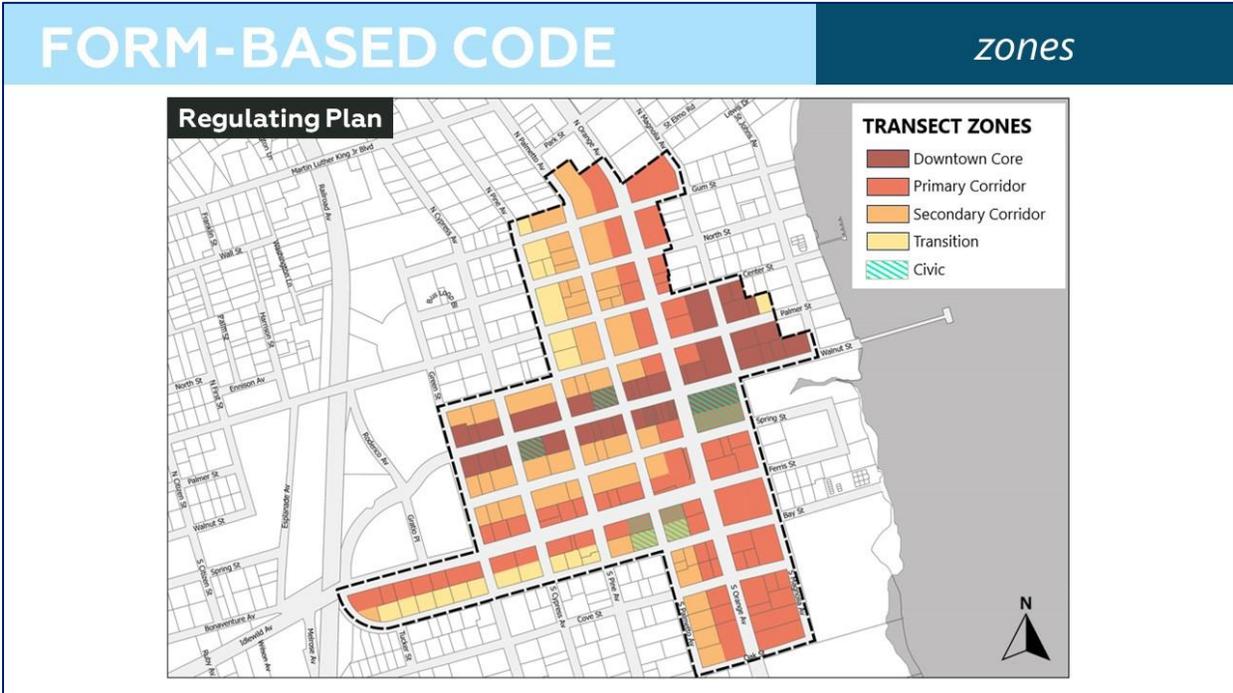
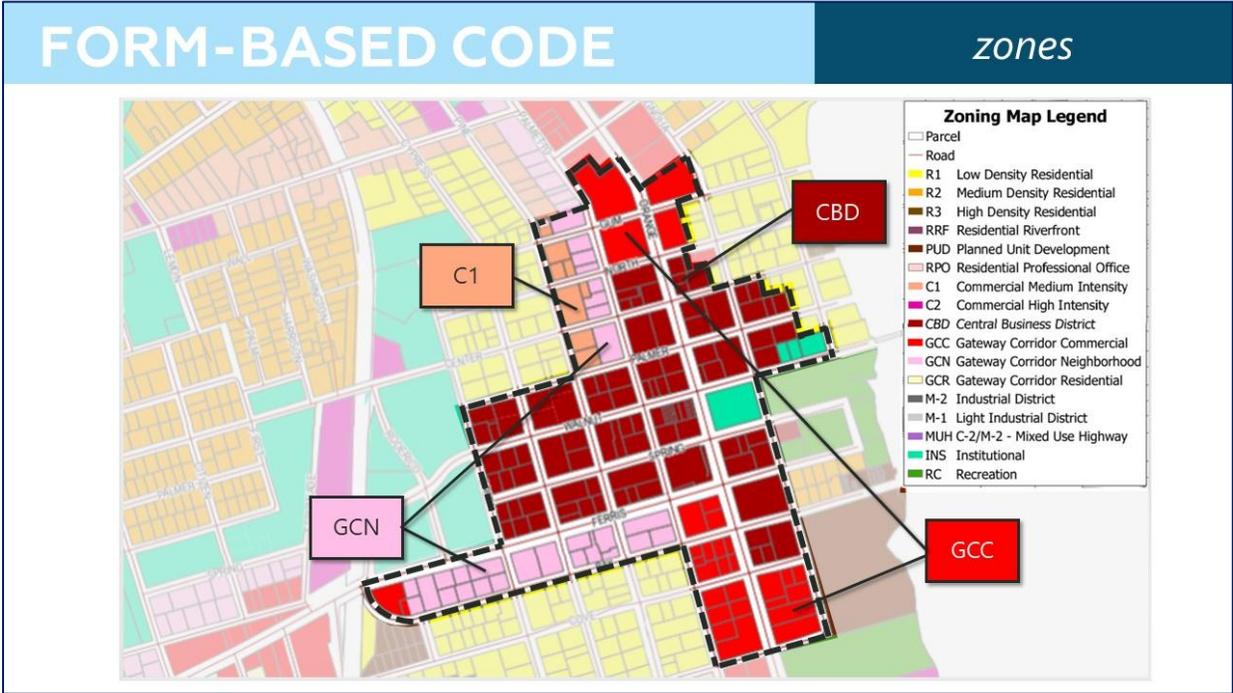
- property rights
- existing land 'entitlements' (e.g., permitted uses, building height, etc.)
- current infrastructure capacity

FORM-BASED CODE

zones



Zone	Description
T1	NATURAL ZONE
T2	RURAL ZONE
T3	SUB-URBAN ZONE
T4	GENERAL URBAN ZONE
T5	URBAN CENTER ZONE
T6-8	URBAN CORE ZONE



FORM-BASED CODE

zones



DOWNTOWN CORE



Walnut Street and Magnolia (Walnut to Center Street)

FORM-BASED CODE

zones



MAIN CORRIDOR



Orange Avenue and Ferris Street

FORM-BASED CODE

zones



SECONDARY CORRIDOR



Palmetto Avenue, Palmer Street, and Spring Street

FORM-BASED CODE

zones



TRANSITION



Bay Street and Pine Avenue

FORM-BASED CODE *applicability*

SITE ONE
major addition/modification

TRANSECT ZONES

- Downtown Core
- Primary Corridor
- Secondary Corridor
- Transition
- Civic

FORM-BASED CODE *applicability*

SITE ONE
redevelopment

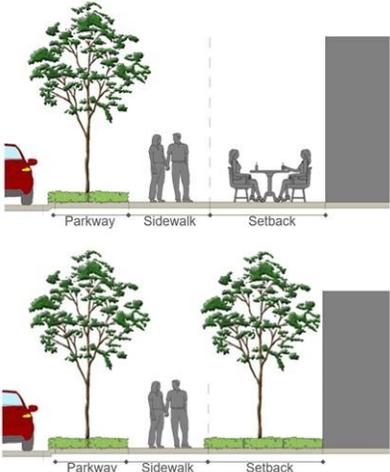
TRANSECT ZONES

- Downtown Core
- Primary Corridor
- Secondary Corridor
- Transition
- Civic

FORM-BASED CODE		<i>applicability</i>
<p>Site Plan Approval</p> <ul style="list-style-type: none"> • Minor - Admin. approval • Major- Council approval <ul style="list-style-type: none"> • →1 acre • →5,000 sq. ft. • SE required • Variance requested • complex/controversial 		<p>Review Criteria for modifications</p> <ul style="list-style-type: none"> • Consistency with code and comprehensive plan • No impact (or adequate mitigation) on adjacent uses • Allows superior design • Necessary to enhance natural or cultural resources • Code compliance not feasible or results in inferior design • No impact on public facilities, land use, traffic, or environment
<p>Flexibility</p> <ul style="list-style-type: none"> • Admin: up to 10% of dimensional requirement • Planning & Zoning Board: <ul style="list-style-type: none"> • >10% up to 30%* • Non-dimensional provisions <p><i>* >30% deemed a variance</i></p>		

FORM-BASED CODE		<i>site design</i>
<p><i>From Lansing Master Plan</i></p>		

FORM-BASED CODE
site design



Building Setbacks

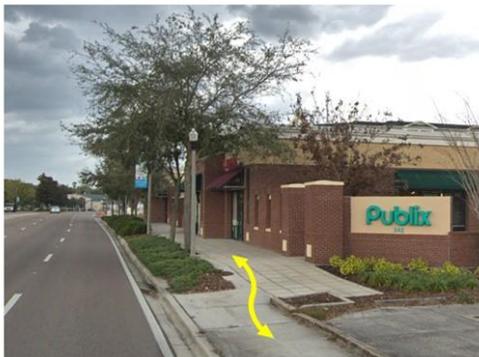
STANDARD	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
Front Setback ^(A)	0' min.	6' min.	10' min.	15' min. No max.
Street Side Setbacks ^(B)	6' max.	10' max.	No max.	10 min. No max.
Side Setback ^(C)	0'/6' min. ¹	0'/6' min. ¹	6' min.	6 min.
Rear Setback (lot or alley) ^(D)	10'			

¹ Zero-foot side yard setback permitted only if the adjacent building is also placed at the property line. Otherwise, 6' are required.

FORM-BASED CODE
site design

Public Realm

Street Segment	Sidewalk Width (min.)	Parkway Width (min.)
Orange Av. and Ferris St.	8 ft.	6 ft.
All other streets	6 ft.	8 ft.





FORM-BASED CODE

building design

BUILDING TYPOLOGY	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
Mixed Use	Y	Y	Y	N
Non-Residential Single Use	Y	Y	Y	N
Non-Residential Multiple Use	Y	Y	Y	N
Multi-Family	Y	Y	Y	N
House	N	N	Y	Y








FORM-BASED CODE

building design

Building and Floor Height

PROPOSED	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION	
Building Height	20' min. 2 stories max.	20' min. 3 stories max.	16' min. 2 stories max.	16' min. 2 stories max.	Height Bonuses <ul style="list-style-type: none"> Vertical Mixed-Use Affordable Housing Parking Garages Public Open Space & Amenities
Height with Bonus	NA	4 stories	3 stories	NA	
Ground Floor Elevation (above sidewalk or finished grade)	24" min. residential	24" min. residential	24" min. residential	24" min. residential	
Ground Floor Ceiling Height	12' min./20' max.	12' min./20' max.	9' min./14' max.	9' min./14' max.	

CURRENT	CBD	GCC	GCN	CI	INS	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
ISR									
Comm/Off:	NA*	80%	70%			100	80%	70%	50%
MF:		80%	NA		NA				
Detached:		NA	60%						
Attached:		NA	70%						
Building Height									
Comm/Off:	NA*	54' (up to 70')/ 4 stories	35' (up to 50')/ 3 stories			2 stories	3 stories (4 with bonus)	2 stories (3 with bonus)	2 stories
MF:		54' (up to 70')/ 4 stories	NA	35'	85'				
Detached:		NA	35'/3 stories						
Attached:		NA	35'/3 stories						

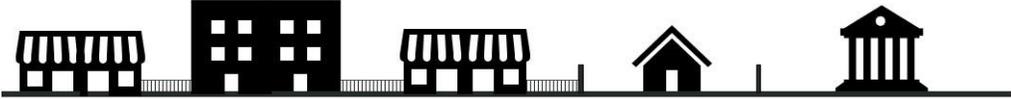
* Per current development

FORM-BASED CODE
building design

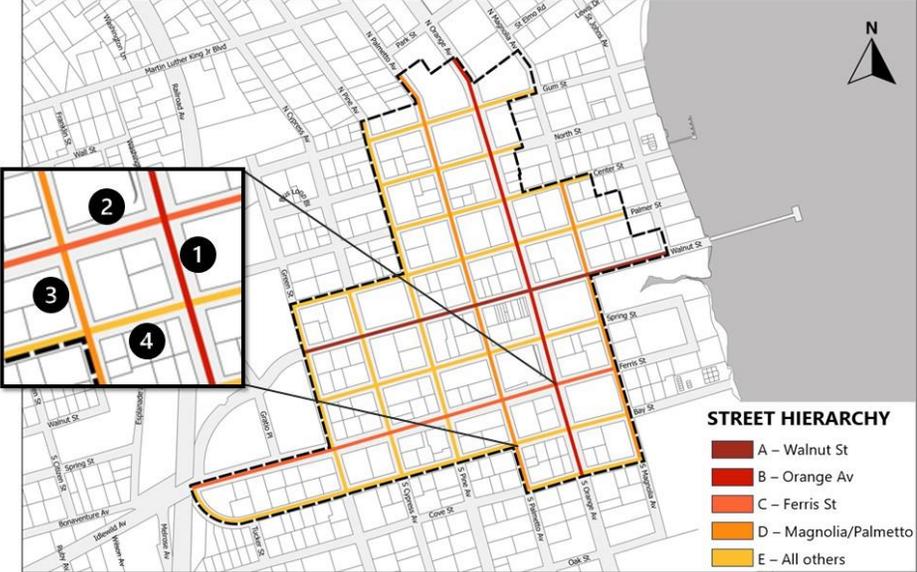


Building Frontage

STANDARD	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
Required Frontage	80% min.	60% min.	40% min.	40% min.



FORM-BASED CODE
building design



STREET HIERARCHY

- A – Walnut St
- B – Orange Av
- C – Ferris St
- D – Magnolia/Palmetto
- E – All others

FORM-BASED CODE

building design

Storefront

Canopy

Awning

Gallery

Arcade

Forecourt

Stoop

Porch

FORM-BASED CODE

building design

Facade Articulation

Entrances

Fenestration

Materials

1. Awning or canopy.
2. Gallery, arcade, forecourt, stoop, or porch.
3. Vertical or horizontal offset, column, band, cornice, or similar element 6" deep.
4. Expression line between floors (not color bands).
5. Balcony.
6. Window.
7. Door.
8. Other treatment

	Ground Floor	Upper Stories
Buildings with storefront	40% min.; 90% max.	15% min.; 50% max.
Other buildings	25% min.; 90% max.	15%; 50% max.

FORM-BASED CODE *building design*

Accent Lighting



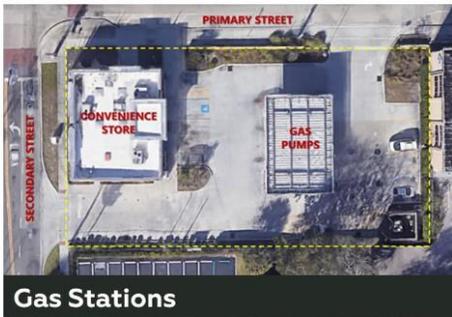
ALLOW:

- 1. String or LED rope lights outlining the roof edge.
- 2. Lights that automatically change colors (<once/hour).
- 3. Spotlights illuminating downward are allowed.
- 4. Holiday decorations displayed from ten days before Halloween through January 15.
- 5. Security lighting.

PROHIBIT:

- 1. Lights outlining windows, doors, or other features.
- 2. Flashing or moving accent lights.
- 3. Up lights.
- 4. Accent lighting incorporated into a sign unless part of the sign.

FORM-BASED CODE *building design*



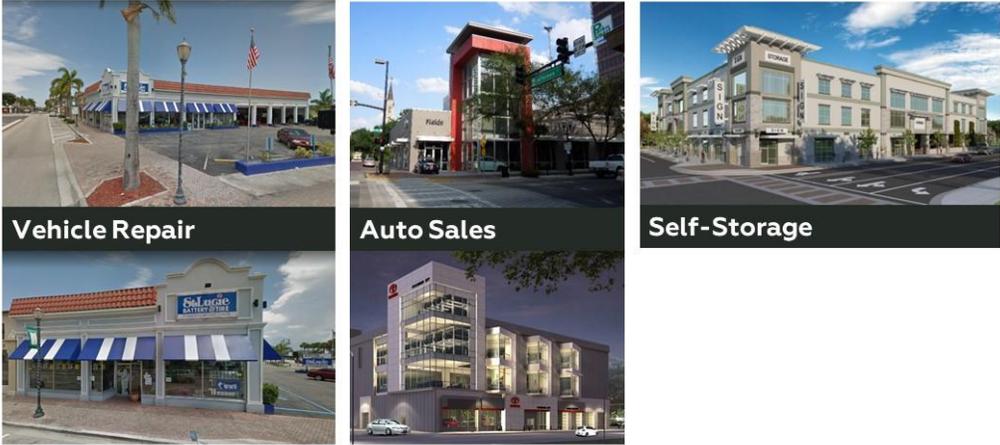
Gas Stations



Drive-through

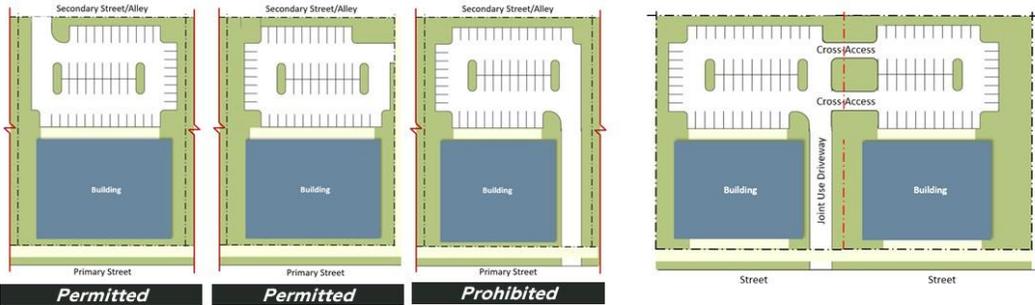


FORM-BASED CODE *building design*



Vehicle Repair **Auto Sales** **Self-Storage**

FORM-BASED CODE *parking design*



on-site parking | **shared parking** | **on-street parking** | **satellite parking** | **pay-in-lieu**

FORM-BASED CODE *landscaping / buffers*



2.5 feet to 5 feet. The portion above 2.5 feet shall be transparent (e.g., wrought iron or similar material). Street walls shall have columns/posts (one foot by one foot minimum) spaced every 24 feet.

FORM-BASED CODE *signs*





3 ENGAGEMENT ACTIVITIES

ENGAGEMENT ACTIVITIES

STATIONS



- 1 Transect Comparison Boards**
("How have uses and setbacks changed for me?")
Topics discussed: zoning, permitted uses, building height
- 2 Development Review Processes**
("When will these standards apply?")
Topics discussed: minor and major modifications, redevelopment, and approval bodies
- 3 Site Design Standards**
("What will new development need to look like?")
Topics discussed: building placement/setbacks, parking, stormwater, etc.
- 4 Building Design Standards**
("What will new buildings need to look like?")
Topics discussed: massing, façade articulation, windows, entrances, materials, etc.



NEXT STEPS

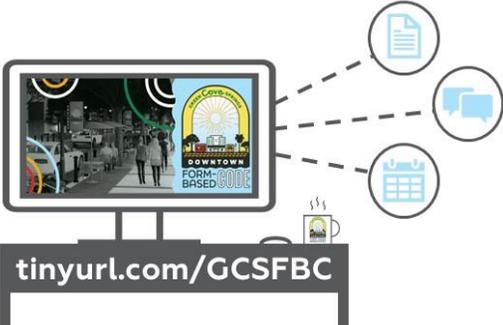


SCAN ME

Document Library

View project documents and meeting summaries below.

-  **Public Workshop #1 Summary (08.08.2023)**
PDF (7.50 MB)
A summary of the presentation and input received during Public Workshop 1
-  **Public Workshop #1 Presentation (08.08.2023)**
PDF (2.16 MB)
Summary of the presentation from Public Workshop 1
-  **Existing Conditions Analysis**
PDF (4.58 MB)
A summary of the existing conditions within the Study Area.

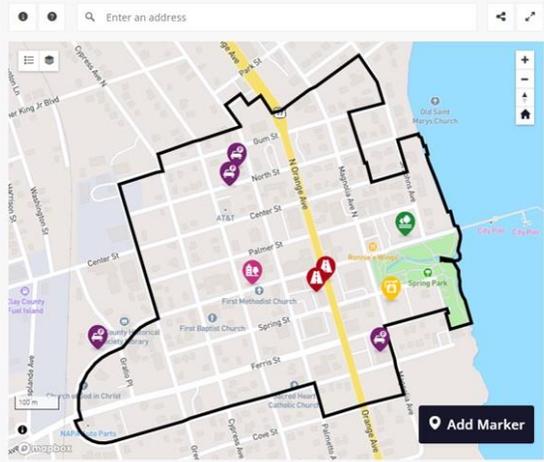


tinyurl.com/GCSFBC

Share your Ideas on the Interactive Map

What should future development look like within the Downtown? Where could additional building heights be located? Where can setbacks be minimized? Do the current sign regulations seem to be working? Where should onsite parking be located in relation to the building and the street? Please use the icon to share your thoughts and ideas to help the Project Team develop a new form-based code for the Downtown.

9 contributions so far



Enter an address

Add Marker

NEXT STEPS

1 REVISE



January - February

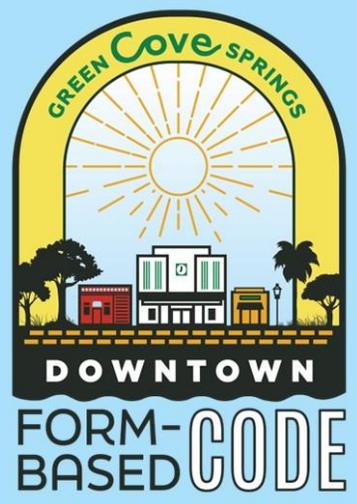
2 ADOPT



March - April



QUESTIONS

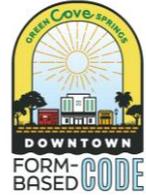


GREEN COVE SPRINGS
DOWNTOWN
FORM-BASED CODE

Green Cove Springs Downtown Form Based Code

Stakeholder Interview Sessions (Round 2)

Summary



The following is a summary of the input received during the second round of stakeholder interview sessions for the City of Green Cove Springs Downtown Form-Based Code (FBC) project. For this round, three interview sessions were hosted by the project consultant team, Inspire Placemaking Collective, within the City's Council Chambers (321 Walnut St, Green Cove Springs, FL 32043) on January 18th, 2024. A total of 5 stakeholders participated (4 in person and 1 online). Each session was approximately 90 minutes in length. The purpose of each session was to inform stakeholders about the regulations proposed in the first draft of the Downtown FBC and solicit input on potential revisions for Draft #2. The input provided by stakeholders during these sessions is listed below, sorted by subject area, and may not represent the views of the City or the project consultant team.

General Comments

- Palmetto Avenue should be considered the first expansion area for Downtown's 'Main Street,' which is currently limited to Walnut Street
- Consider adopting a small business assistance program to help property owners with the costs of improving their building façades
- The City should clearly articulate its position on golf carts along roadways and on sidewalks within the FBC Area; once determined, consider educating the public on the City's position and Florida Law regarding this issue
- A stakeholder stated that any new or additional government regulation of private property will only serve to create barriers to development, increase costs, and hurt property resale values and, therefore, would not support the adoption of a FBC

FBC Zoning Map

- Apply the 'Civic' hatching to the publicly owned lands located in the west portion of the FBC Area

Permitted Uses

- Do not permit self-storage facilities within the FBC area—even if it is within a vertical mixed-use structure

Applicability / Development Review Processes

- The proposed administrative approval process that would be applicable to certain types of development within the FBC Area was received positively by several stakeholders

Site Design

- Consider exceptions or reductions to the 8' wide sidewalk requirement along Orange Avenue and Ferris Street, as there are many small lots fronting these roadways that may not have the space to this meet standard and still support development

Building Design

- Permit three story buildings by right along Palmetto Avenue

Parking Design

- A stakeholder expressed fear that regulations directing parking to the rear of buildings will make people who have to park there less safe
- One stakeholder did not wish to see parking along Walnut Street and would require off-site parking instead

Landscaping / Buffering

- Florida Friendly plantings should be incorporated into the FBCs landscaping requirements

Lighting

- Consider expanding the window of availability for holiday lighting to either be year-round or at least inclusive of the weeks surrounding Valentines Day, Memorial Day, and the Fourth of July

ORDINANCE NO. O-11-2024

AN ORDINANCE OF THE CITY OF GREEN COVE SPRINGS, FLORIDA, AMENDING CHAPTER 117 OF THE CITY CODE; REPEALING CHAPTER 117 ARTICLE VIII CENTRAL BUSINESS DISTRICT; ADD CHAPTER 117 ARTICLE XIV: FORM-BASED CODE; ADD SEC. 117-830 ~ 117-843 PROVIDING PURPOSE, SCOPE/APPLICABILITY, DEVELOPMENT REVIEW AND FLEXIBILITY, REGULATING PLAN, BLOCK STANDARDS, USE STANDARDS, SITE DIMENSIONAL STANDARDS, BUILDING DESIGN STANDARDS, SUPPLEMENT SITE AND BUILDING STANDARDS, ACCESS, CIRCULATION AND PARKING REQUIREMENTS, LANDSCAPE, BUFFERS AND SCREENING STANDARDS, STORMWATER MANAGEMENT, SIGNS AND DEVELOPMENT BONUSES; PROVIDING FOR CONFLICTS, SEVERABILITY AND SETTING AN EFFECTIVE DATE.

WHEREAS, the City desires to bring a cohesive design in the downtown core that meets the needs of residents and businesses; and

WHEREAS, the Form-Based Code addresses the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks; and

WHEREAS, the creation of the Form-Based Code Zoning District would allow for these design regulations to be clear defined; and

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

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

Section 1. There is hereby created a new Article XIV of Chapter 117 of the City Code entitled “Downtown Form-Base Code” to read as follows:

ARTICLE XIV: DOWNTOWN FORM-BASED CODE

Section 117-830. Purpose.

The purpose of the form-based regulations is to:

- A. Promote multi-modal development patterns;
- B. Encourage infill development;
- C. Facilitate the aggregation of lots;
- D. Encourage and promote redevelopment on underdeveloped sites;
- E. Implement the Community Redevelopment Area (CRA) Redevelopment Plan.

Section 117-831. Scope/Applicability.**A. New Development.**

The provisions contained in this article apply to all new developments within the Form-Based Code area depicted in Figure XIV-1.

B. Existing Development.

1. Existing developments shall not be required to meet code unless site or building modifications are proposed.
2. Existing developments undergoing a *major modification* shall be required to bring the entire site up to code, except for the following. Major modification shall be defined as any repair, reconstruction, rehabilitation, addition, or improvement which costs 50% or more of the “Just Market Value” of the property, as noted in the Clay County Property Appraiser’s Office records or the increase or replacement of more than 50% of the existing building floor area. When calculating the cost of the improvement, it shall include the cost of improvements made over the preceding five years.
 - a. Existing buildings not proposed to be expanded shall not be required to meet building setbacks (Sec. 117-836.B), minimum building and ceiling height (Sec. 117-837.C), and frontage requirements (Sec. 117-837.D). All other site and building provisions shall apply.
 - b. If the major modification involves building a new structure on the site and not making any changes to the existing building(s), the existing buildings will not be required to meet the requirements of this form-based code. The new building and the site, however, will be required to meet all the provisions of this code.
3. Existing developments undergoing minor modifications shall not be required to bring the entire site up to code. The specific changes to the site or building, however, shall be required to meet the standards of this article. Should the minor modification require additional parking spaces, the parking lot and parking lot landscaping shall be brought up to code. Dumpster screening, site/accent lighting, and landscaping not meeting current regulations shall be modified to meet code. Minor Modifications are those that do not meet the definition of Major.

Section 117-832. Development Review & Flexibility.**A. Site Plan Review.**

New development and redevelopment activities in the Form-Based Code area shall meet the site plan review provisions contained in Chapter 101, Article II, Division 5, except that proposed developments not requiring a modification per Section B, below, or requesting a bonus per Section 117-843 may be approved by the Development Services Director after review from site plan review team.

B. Flexibility of Regulations.

Flexibility in the application of development requirements may be warranted in certain situations. While the Land Development Code provides for variances based on hardship (see Section 101-159), the *modifications of standards* offered in this section may be obtained based on unforeseen design issues related to redevelopment of existing sites, the size of downtown lots, and other variables. A modification of standards may be requested by an applicant as part of the development review process.

1. Application.

All requests for modifications of standards shall be submitted in writing and in conjunction with the application for development review. The request shall be approved or denied during development plan review and, if granted, shall be noted on the final development plan.

2. Administrative Approval.

The Development Services Director shall have the authority to grant limited modifications of up to ten percent of any dimensional requirement noted in this article where it is determined that the proposed development meets the intent of the T-zone, the requested modification is the minimum necessary to allow reasonable development of the site, and the requested modification is not injurious to the public health, safety and welfare.

3. Planning & Zoning Board Approval.

Modifications of more than ten percent but no more than 30 percent of a dimensional requirement listed above, modifications previously denied or referred to the Board by staff, and modifications to the *non-dimensional* requirements contained in this article shall be reviewed by the Planning & Zoning Board. Changes of more than 30 percent of a dimensional requirement shall be processed as variances per Section 101-159. The Board may also consider waiving requirements to bring site features up to code in conjunction with Minor Modifications.

4. Prohibited Modifications.

No modification shall be granted under this section for the following:

- a. Use of land.
- b. Development density which would exceed the maximum permitted in the future land use classification.
- c. A reduction in sidewalk width that would result in a sidewalk with less than five feet clear space.

5. Review Criteria.

No modification may be granted under this section unless it meets all the requirements listed below:

- a. The modification is consistent with the stated purpose and intent of this Code and with the comprehensive plan;
- b. The request is within the parameters listed above;
- c. The modification will not have a material negative impact on adjacent uses, or the applicant proposes to mitigate the negative impact to be created by the proposed modification;
- d. The modification will permit superior design, efficiency, and performance;
- e. If applicable, the modification is necessary to preserve or enhance significant existing environmental or cultural features, such as trees, scenic areas, historic or archeological sites or public facilities, related to the development site;
- f. Compliance with the requirement is technically impractical or undesirable based on site conditions, or approval of the waiver will result in superior design;
- g. The modification will not result in a negative impact on the public facilities, land use, traffic, or environment of the neighborhood and the general community.

Section 117-833. The Regulating Plan.

The City of Green Cove Springs Downtown Form-Based Code uses the Regulating Plan (incorporated into the City's zoning map and shown in Figure XIV-1) to designate Transect Zones (T-zones), each with varying urban features consistent with the current character to be preserved and the envisioned future context.

The Regulating Plan also depicts areas currently utilized for civic purposes, such as government facilities and religious institutions. While those uses are expected to continue operating in those locations, if their buildings are ever demolished and a different type of use is established, the underlying transect will govern future development on the site.

Transect boundaries do not follow parcel lines and certain properties feature more than one T-zone designation. The design of the development within each zone will need to comply with the regulations of that zone, unless specifically stated otherwise in this article.

There is currently one site zoned Planned Unit Development (PUD) within the Form-Based Code area. New PUD zoning districts shall not be allowed within the Form-Based Code area.

The following sections show the intent of each T-zone.

A. Downtown Core Zone

This T-zone encompasses the original core of Downtown Green Cove Springs. Priority is placed on preserving the historic character and small scale of the corridor, increasing walkability, and creating a vibrant atmosphere. This zone permits a mix of uses with storefronts close to the sidewalk with the option of providing residential or office uses above the first story.

B. Primary Corridor Zone

This T-zone is primarily located along Orange Avenue and Ferris Street. The purpose of the Primary Corridor Zone is to encourage infill development with a compact mix of uses, facilitate aggregation of lots, encourage redevelopment of underdeveloped sites, and implement the Community Redevelopment Area (CRA) Redevelopment Plan.

While two stories should be the predominant building height, some sites may support three stories, if approved through the bonus program (see **Section 117-843**).

C. Secondary Corridor Zone

Primarily located behind the major transportation corridors, this T-zone is intended to act as a transition between the heavier traffic and more intense development along Orange and Ferris Streets and lower intensity neighborhoods. The zone consists of a mix of uses in a pedestrian-oriented urban form. Buildings may be attached or detached with front façades located close to the sidewalk.

D. Transition Zone

Primarily located behind the major transportation corridors, this T-zone is intended to act as a transition between the heavier traffic and more intense development along Orange and Ferris Streets and single-family neighborhoods. The zone consists of a mix of uses in a pedestrian-oriented urban form. Buildings may be attached or detached with front façades located close to the sidewalk.

Section 117-834. Block Standards.

The regulation of block size is fundamental to achieving good urban form and transportation connectivity. Shorter blocks improve the pedestrian experience as well as foster a street network grid that supports the efficient distribution of automobile traffic. Downtown Green Cove Springs generally displays a gridded street network, which shall be maintained and improved. If existing streets are vacated to allow the aggregation of smaller blocks into mega-blocks, the following provisions shall apply:

- A. Alternative vehicular connections shall be provided to continue the current block length within the downtown form-based code area which, with very few exceptions (Spring Park, west end of Ferris Street, and south of Cove

Street), does not exceed 400 feet in length. The vehicular passage may be a public street or private drive but shall be open for public passage to another street/drive.

B. Culs-de-sac and dead-end streets are not allowed.

Section 117-835. Use Standards.

A. Permitted Uses

Section 117-3 lists the various uses allowed in the form-based code area and identifies whether a use is Permitted (P), Special Exception (SE), or Prohibited (blank) within the noted Transect Zone. Uses not listed in the table are prohibited.

Mixed-use developments are allowed in all zones, provided that the individual uses are all allowed in the zone. If one of the uses requires Special Exception approval, the entire development shall undergo Special Exception review.

Considering that the Form-Based Code area is almost fully developed and includes a wide variety of uses, the continuation of the current uses is permitted and encouraged, even if they are not listed as a permitted use. If any of those structures are destroyed, they will be permitted to rebuild as they currently exist but will not be allowed to expand or intensify beyond their current status.

Where a site is split between two zones (e.g., the Downtown Core and Primary Corridor Zones), the allowable uses in both zones may be located anywhere on the site. However, the use shall comply with the site and building standards of the zone where they are located. For instance, a site with a Primary Corridor Zone designation along Orange Avenue and Secondary Corridor Zone designation along Palmetto Avenue may have a retail establishment, but the building will need to be close to and oriented toward Orange Avenue. Similarly, if the site is eligible for a height bonus, the tallest part of the building must be located along Orange Avenue. The portion of the building facing Palmetto Avenue will be required to meet the two-story limitation of the Secondary Corridor Zone.

All developments, regardless of the use classification, shall comply with the standards of this article and all other applicable articles of the land development code. See Section 117-838 for specific requirements for certain uses.

B. Accessory and Temporary Uses and Structures

Accessory and temporary uses and structures shall meet the requirements of Section 117-838(e)

(Accessory building setbacks for residential structures), and Article IX (Supplementary Regulations), unless otherwise specifically addressed in this article. Accessory structures visible from the right-of-way shall meet the site and building design standards of this article.

Section 117-836. Site Dimensional Standards

The general intent of the T-zones is to ensure that the scale of the built form, formality of public spaces, and intensity of uses will vary throughout the community, and shall be reduced in scale, formality, and intensity as they go further away from the core. The site dimensional standards for each T-zone are described in the following sections.

A. Lot Size

It is not the intent of this code to prevent development on existing lots or to require lot aggregation. Lots within the Form-Based Code area may be subdivided only if they meet a minimum lot depth of 100 feet. There are no minimum lot size or width requirements. However, subdivided lots must be adequate to accommodate the proposed development without the need for setback variances and not so wide that the building frontage requirement cannot be met.

B. Building Placement

The placement of a building on a site is critical to creating a coherent public realm. Urban development forms seek to support and foster pedestrian trips. Therefore, buildings need to be constructed in closer proximity to streets and sidewalks but not so close that the public realm is diminished. Figure XIV - 6 illustrates the location of the street, side (interior), and rear setbacks.

1. *Required setbacks.* Table XIV-1 contains the required setbacks by T-zone. See Section 117- 837.D for minimum building frontage requirements, which are closely tied to the side setback requirements.

Table XIV - 1. Building Placement Standards by Transect

STANDARD	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
Front Setback ^A	0' min. 6' max.	6' min. 10' max.	10' min. No max.	15' min. No max.
Street Side Setbacks ^B				10 min. No max.
Side Setback ^C	0'/6' min. ¹	0'/6' min. ¹	6' min.	6 min.
Rear Setback (lot or alley) ^D	10'			

¹ Zero-foot side yard setback permitted only if the adjacent building is also placed at the property line. Otherwise, 6' are required.

2. *Measuring setbacks.*
 - a. Rear and interior side setbacks are measured from property lines (even if the site is split by a T-zone line).
 - b. Setbacks along streets shall be measured from the property line but may require an additional setback to ensure sidewalks and parkways can be accommodated in front of the site, as identified in Table XIV-2. Due to the lack of right-of-way to accommodate adequate sidewalks and

parkways along all streets, some development applicants will be required to dedicate an easement to the City to accommodate such features. Setbacks along the segment of Walnut Street from Palmetto Avenue to St. Johns Avenue shall be measured from the back of sidewalk.

Table XIV - 2. Sidewalks and Parkways by Street Segment

Street Segment	Sidewalk Width (min.)	Parkway Width (min.)
Orange Avenue and Ferris Street	8 ft.	6 ft.
All other streets	6 ft.	8 ft.

- c. The reconstruction of sidewalks and parkways shall be the responsibility of the development applicant but shall be coordinated with City staff. If the requirements cannot be met due to existing conditions or site constraints, the applicant may apply for a modification of standards (see Section 117-832.B). Provisions shall be made to connect existing and new sidewalks that have different alignments (see Figure XIV-7).
 - d. The minimum and maximum setbacks along streets listed above do not apply to minor modifications but apply to new construction and major modifications (minor and major modifications are defined in Section 117-831.B).
 - e. The maximum setback requirement shall not apply to a major modification proposed to a historic home (identified in the City’s Geohub Stories dashboard) as long as the modification preserves the residential character of the existing building,
3. *Setback Design.* The intent of the setbacks along streets is to provide a transition, both physical and visual, from the street to the building. The setback area should vary in design depending on the level of privacy desired along the building façade. Commercial buildings usually have a setback area designed to attract customers into the building, while residential, hotel and office buildings often have a setback area designed to provide privacy to the ground floor spaces, as shown on Figure XIV-8. Accessibility (ADA) laws shall be observed.

The following setback area standards shall be met:

- a. Elements such as balconies, bay windows, and similar elements may encroach into the front and street side setback provided they do not interfere with required or protected landscaping. Allowed encroachments shall not extend into the public right-of-way.

- b. Setback areas along streets shall be landscaped unless the setback needs to be paved to allow for pedestrian interaction (as an extension of the public sidewalk).
- c. Street furniture such as benches, trash receptacles, and/or bicycle racks may be installed within the setback area or within the parkway along local streets.
- d. Outdoor dining is permitted within the setback area as long as restaurants are allowed in the transect zone.
- e. Elements within the setback area (e.g., landscaping and other features) shall comply with the sight triangle requirements.
- f. No vehicular parking areas or drive aisles/lanes are allowed between the building and the street.

C. Impervious Surface Area

To balance the desire for urban form and development with the need to prevent flooding within the Form-Based Code area, a maximum impervious surface area (ISA) is established for each T-zone, as shown in Section 113-4(d).

Section 117-837. Building Design Standards

This section establishes standards for building design. The standards apply to all T-zones.

A. Building Typology.

Form-based regulations use physical form, rather than separation of land uses, to shape the character of the area. Buildings within the Form-Based Code area shall adopt one of the following building typologies based on the location of the property within one of the transect zones. The building typologies do not necessarily refer to the use of the building, but rather to the character of it. For instance, an office or multi-family development may only be allowed in a T-zone if the building has the appearance of a house. The list of permitted building typologies by transect is provided in Table XIV-3.

Table XIV - 3. Permitted Building Typology by Transect

Building Typology	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
Mixed Use	Y	Y	Y	N
Non-Residential Single Use	Y	Y	Y	N
Non-Residential Multiple Use	Y	Y	Y	N
Multi-Family	Y	Y	Y	N
House	N	N	Y	Y

1. *Mixed-Use Building.* A type of building designed for ground floor occupancy by retail, service, and/or office uses, with upper floors configured for office use or dwelling units. The ground floor must be designed for maximum pedestrian interaction (e.g., storefronts, outdoor cafes, etc.).
2. *Non-Residential Single Use Buildings.* A type of building designed to accommodate stand-alone non-residential activities such as retail, banks, hotels, restaurants, offices, and service uses. Large scale buildings (e.g., big box retailers, movie theaters, wholesale stores), auto repair, drive-through facilities and service stations fall into this category and shall meet all site and building design requirements of this code.
3. *Non-Residential Multiple Tenant Buildings.* A type of building designed to accommodate multiple non-residential activities such as retail shopping centers with individual entrances.
4. *Multi-Family Building.* A type of building designed to accommodate townhouses, condominiums, and apartment uses.
5. *House.* A type of building designed to resemble a single-family dwelling but used for any other type of use allowed in the T-zone. Regardless of the use, the House building shall be designed as noted below:
 - a. A porch or stoop shall be provided facing the street.
 - b. Flat roofs are only allowed if they are combined with, and secondary to, sloped roofs.
 - c. Garages, if provided, shall be designed in one of two ways:
 - Attached and recessed from the primary façade (not including porches, bays, or other minor projections) by a minimum of five feet, or
 - Placed in the rear yard and accessed by either an alley or a side yard

driveway.

- d. Garage frontage shall only be allowed for buildings that are used as a single-family home and shall not comprise more than 50 percent of the building's front façade.

B. Building Massing

The purpose of the building massing requirements is to break down large volumes into smaller volumes grouped together.

In no event shall buildings exceed a height to width ratio of 1:3 or 50 feet, whichever is less, without providing a substantial volume break which may consist of a projection or recess, a tower or bay, and/or an architecturally prominent entrance (see Figures XIV-14 and XIV-15). Vertical and horizontal projections and recesses shall have a minimum height, depth, and width of five feet.

Roofs or assemblies of roofs shall also be articulated to reduce building mass. Roof heights shall vary using the parameters listed in subsection 1, above.

Buildings on corner lots shall incorporate distinctive architectural treatments (e.g., corner entrance, tower) to emphasize their prominent location.

C. Building and Floor Height

Table XIV-4 establishes the permitted building and floor height for each transect zone. The floor height requirements shall not apply to single family homes.

Table XIV - 4. Building and Floor Height Standards by Transect

	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
Building Height	20' min. 2 stories max.	20' min. 3 stories max.	16' min. 2 stories max.	16' min 2 stories max.
Height with Bonus (see Sec. 117-834)	NA	4 stories	3 stories	NA
Ground Floor Elevation (above sidewalk or finished grade)	24" min. residential	24" min. residential	24" min. residential	24" min. residential
Ground Floor, Ceiling Height	12' min./20' max.	12' min./20' max.	9' min./14' max.	9' min./14' max.
Upper Floor(s), Ceiling Height	9' min./14' max.	9' min./14' max.		

The following standards shall also apply:

1. Whenever a site is split between two or more zones, each frontage must comply with the building height restrictions and such height may extend back to the midpoint of the block length along the secondary street where the height must be stepped down.
2. Towers and cupolas extending above the roofline are generally intended to be visual landmarks and accentuate corners. If used, they shall not exceed a footprint of 30 feet by 30 feet and may extend up to ten feet above the designated height limit. See Figure XIV-16.

3. Floor height shall be measured from finished floor to finished ceiling. A single story exceeding the maximum floor height allowed shall be counted as two stories. Mezzanines extending beyond 33% of the floor area shall be counted as an additional story.
4. Buildings spanning two or more transect zones may use the *floor* height standards required within each zone or the standards of the most intensive zone on the entire site.

D. Building Frontage.

The purpose of the building frontage requirements is to ensure façade continuity and activity along the street, in addition to avoiding large expanses of blocks that are not framed by buildings. The building frontage standards are stated in Table XIV-5 as a proportion of the building width (within the minimum and maximum building setbacks) relative to the width of the development site measured along the property line along the street. Portions of the building façade outside the required building setbacks do not count as building frontage (see Figure XIV-17).

In the case of corner or multiple frontage lots, the frontage requirement shall be met along the highest priority street (per Figure XIV-18). Along lower priority streets, the minimum building frontage shall be 30%.

Table XIV - 5. Building Frontage Requirements by Transect

STANDARD	DOWNTOWN CORE	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
Required Frontage	80% min.	60% min.	40% min.	40% min.

1. Single family, duplex, live-work units, libraries, churches, public utility buildings, and schools (elementary, middle, and high) are not subject to the minimum frontage requirements.
2. Gas stations, drive-through facilities, and other auto-oriented developments, if allowed per Section 117-3, shall be designed to comply with the building frontage requirements (see also Section 117-838.B).
3. Developments with multiple street frontages may not meet the building frontage requirements along all sides. In those instances, the applicant may request a modification of standards. If approved, any street frontages that do not have buildings within the minimum and maximum required setbacks shall provide a street wall along the site frontage (excluding access points).
4. In the event the proposed building is too small to meet the minimum building frontage requirement, the applicant shall have the option to set aside room on the site for future buildings that will, when added to the small building, meet the frontage provisions, as shown on Figure XIV-19. No platting will be required, but the concept plan shall show the area available for future development and may not include any improvements other than a street wall

delineating the site.

5. In the case where the required building frontage cannot be met due to the need to provide vehicular access from the street, a gateway, arch, or similar feature shall be provided to preserve the block continuity and may be counted toward meeting the building frontage requirement, as shown on Figure XIV-20.
6. No maximum lot width is prescribed for development within some of the transect zones. However, the width of a lot shall not be justification for not meeting the building frontage requirements.

E. Building Frontage Design.

Building frontages (e.g., storefronts, arcades, galleries, stoops, forecourts, porches) addressed in the following subsections may be used as shown in Table XIV-6 and shall conform to the standards contained in those subsections.

Table XIV - 6. Permitted Frontage Types by Transect

DOWNTOWN CORE ¹	PRIMARY CORRIDOR	SECONDARY CORRIDOR	TRANSITION
Storefront, awning/canopy, forecourt, stoop, gallery/arcade	Storefront, awning/canopy, forecourt, stoop, gallery/arcade	Forecourt, awning/canopy, storefront, porch, stoop	Porch, stoop

¹ Stoops and forecourts are not allowed on Walnut Street from Palmetto to Orange Avenue.

1. Storefronts

Storefront refers to the building façade designed to attract shoppers using display windows, entrances immediately adjacent to the sidewalk, awnings, canopies, and signage. While building style is not regulated within the Form-Based Code area, storefronts have a detailed set of design requirements to ensure they function properly and integrate smoothly with the historic storefronts on Walnut Street. The following are the minimum requirements for storefronts along Walnut Street from Palmetto Avenue to Orange Avenue (optional/recommended for all other zones).

Height, Clear	8' min.	1
Door Recess	5' max.	2
Bulkhead	18" min.; 30' max.	3
Distance between glass panels	2' max. (horizontal)	

New storefronts and modifications to existing storefronts shall meet the following standards:

- a. Storefronts are allowed in the Downtown Core and Primary Corridor zones and required along Walnut Street from Palmetto Avenue to Orange Avenue.
- b. The storefronts shall be located between the minimum and maximum setbacks.
- c. Storefronts shall include all the elements listed in Figure XIV-21. A canopy, arcade, or gallery may be used instead of the awning.
- d. Storefronts shall have an expression line (see Figure XIV-21) above, between the first and second story.
- e. Storefront windows may not be made opaque by window treatments (except operable sunscreen devices within the interior space).
- f. Reflective and frosted glass is prohibited on storefronts.
- g. Storefront doors shall contain at least 60 percent transparent glass. Solid doors are prohibited.
- h. The design of the upper stories varies depending upon the architectural style of the building. However, the upper floor must have single or paired, vertically oriented windows with clearly defined sills and lintels, and a cornice topping the parapet if a flat roof is used.

2. Awnings and Canopies

Awnings and canopies (flat cantilevered structures also known as marquees) may be used to accent windows and doors and to protect pedestrians from the elements. Table XIV-6 notes the transect zones where they are allowed/encouraged. All new awnings and canopies shall meet the following standards.

Depth	6' min.	1
Cumulative Width	70% min. of proposed façade width within setback	2
Height, Clear	8' min.	3

New awnings and canopies shall meet the following standards:

- a. Awnings and canopies shall not cover architectural elements such as cornices or ornamental features. Transom windows, however, may be covered.
- b. High-gloss materials, fabrics that resemble plastic, and aluminum shall not be permitted materials for awnings.
- c. Domed, bubble, and hoop style awnings are prohibited.

- d. Awnings should at minimum match the width of the window or door opening.
- e. Backlit awnings are not allowed.
- f. The highest point of a first-floor awning on a multi-story building shall not be higher than the midpoint between the top of the first story window and the bottom of the second story window sill.
- g. Awnings and canopies may extend over the right-of-way but shall not project closer than two feet from the vertical projection of the back of the curb.

3. Gallery

Galleries and arcades are colonnades extending along the full or partial frontage of a building. Unlike arcades, galleries lack habitable space above, and thus, appear lighter in nature. Galleries may extend over the sidewalk. Table XIV-6 notes the transect zones where galleries are allowed/encouraged. When used, galleries shall meet the following standards.

Width	75% of façade width min.	1
Depth, Clear	8' min.	2
Ground Floor Height, Clear	10' min.	3
Upper Floor Height, Clear	9' min.	4
Height	2 stories max.	
Setback from Curb	2' min. (see below)	

Galleries shall meet the following standards:

- a. Galleries extending over the sidewalk are subject to a right-of- way encroachment permit from the City. Along state roads, they are allowed to encroach only if FDOT allows it.
- b. Gallery openings shall correspond to storefront entrances.
- c. Galleries may be one or two stories.

4. Arcade

Arcades are colonnades extending along the full or partial frontage of a building and have habitable space above. Table XIV-6 notes the transect zones where they are allowed/ encouraged. All new arcades shall meet the following standards.

Ground Floor Height, Clear	10' min.	1
Depth, Clear	8' min.	2
Width	75% of façade width min.	3

Arcades shall meet the following standards:

- a. Arcade openings shall correspond to storefront entrances.
- b. Arcades may not encroach into the public right-of-way.

5. Forecourt

A forecourt is a type of building frontage that has a portion of the façade recessed from the street to create a courtyard. This space can be used as an apartment or office entry court, garden space, or for outdoor seating or dining. Table XIV-6 notes the transect zones where forecourts are allowed/encouraged. All new forecourts shall meet the following standards.

Width	12' min., 50% of front façade or 50' max. whichever is less.	1
Depth	12' min., 40' max.	2

Forecourts shall meet the following standards:

- a. Forecourts may be landscaped or paved and enhanced with landscaping.
- b. Forecourts are not intended to be covered; however, awnings and umbrellas are allowed and encouraged.
- c. Forecourts meeting the requirements of this section shall be counted as building frontage to meet the requirements of Section 117-837.D (Building Frontage).

6. Stoop

A stoop is a small platform and/or stairway at a building entrance, commonly covered by a secondary roof or awning.

Width	5' min., 8' max.	1
Depth	5' min., 8' max.	2
Height	8' min.	3
Finish Level Above Sidewalk	24" min.	4

Stoops shall meet the following standards:

- a. Stoops are typically used in conjunction with residential and lodging uses but may also be used in conjunction with office uses.
- b. Stairs from the stoop may descend forward or to the side.
- c. Stoops may extend forward of the minimum setback line but shall not extend into the public right-of-way.

7. Porch

A porch is a roofed space attached to the outside of an outer wall of a building and open on one or more sides. Porches may feature railings, a screen, or glass enclosure. Table XIV-6 notes the transect zones where porches allowed/encouraged. All new porches shall meet the following standards.

Width	10' min.	1
Depth	8' min.	2
Clear Height	8' min.	3
Finish Level Above Sidewalk	24" min.	4

Porches shall meet the following standards:

- a. Stairs from the porch may descend forward or to the side.
- b. Porches may encroach into the setback but shall not extend into the public right-of-way.
- c. Porches may be open or enclosed. However, porches enclosed in glass or other solid materials may not encroach into the setback.
- d. Porches may be one or two stories.

F. Façade Articulation

Facades facing a street or public space shall not exceed 20 horizontal feet and ten vertical feet (see Figure XIV-29) without including at least one of the elements listed below. Landscaping and signs shall not be considered façade elements.

- 1. Awning or canopy.
- 2. Gallery, arcade, forecourt, stoop, or porch.
- 3. A vertical or horizontal offset, column, band, cornice, or similar element with a minimum depth of six inches.
- 4. Expression line between floors. Bands of colors without a change in plane or material shall not be used for architectural detail (Figure XIV-30).
- 5. Balcony.
- 6. Window.
- 7. Door.
- 8. Any other treatment that meets the intent of this section and is approved during the review of the development plan.

G. Entrances

- 1. The primary entrance to every building must directly face a street or a forecourt (see Section E.5 above). Additional building entrances are permitted. Corner lots

shall orient the primary entrance to the highest priority street or may provide a corner entrance, if the corner is located at an intersection featuring the highest priority streets. See Figure XIV-18 for street hierarchy.

- 2. Public entry and exit doors which swing outward shall be recessed into the façade a minimum of three feet where the building abuts the sidewalk.
- 3. Multifamily or multi-tenant buildings featuring a single entrance shall locate the entrance facing the right-of-way and the entrance shall be designed to stand out through the use of architectural features, a stoop, canopy, or similar elements (see Figure XIV-31).
- 4. Buildings with multiple entrances (e.g., duplex, townhouses, multifamily) shall have at least one entrance facing the right-of-way (see Figure XIV-32) or facing a forecourt (Section E.5 above).

H. Fenestration

All building façades fronting a street or public space shall meet the minimum fenestration requirements outlined in Table XIV-7. Fenestration refers to the arrangement of windows and doors along a facade. The percentage of fenestration shall be calculated per floor and shall be a total percentage of windows and glass doors (represented in pink in Figure XIV-33) along that portion of the façade.

Table XIV - 7. Fenestration Standards

	Ground Floor	Upper Stories
Buildings with storefront	40% min.; 90% max.	15% min.; 50% max.
Other buildings	25% min.; 90% max.	15%; 50% max.

- 1. Glass block is not considered transparent and shall not count toward the minimum fenestration requirement.
- 2. Interior shelves or furniture shall not fully or partially block windows used to meet the transparency and fenestration requirements.

I. Windows

- 1. Window openings shall include a structural lintel above to express the conveyance of building weight.
- 2. Windows shall be vertically proportioned or subdivided to appear vertical.
- 3. Windows and glass doors shall utilize clear glass with no less than 90 percent Visible Light Transmission (VLT, percentage of light that passes through the window) for retail establishments, and 50 percent for office and residential uses.

4. To provide clear views of merchandise in stores and enhance the pedestrian shopping experience, the first-floor windows of all retail buildings facing the street shall remain unblocked for at least 60% of the surface of the window.

J. Building Materials.

Façade materials visible from the street shall be selected based on compatibility with the building style and neighborhood character.

1. Prohibited Façade Materials: Cedar shakes, wood shingles, or shakes; metal/steel walls; corrugated or reflective metal panels (not intended to prohibit metal roofs or architectural accents); unfinished block, textured plywood, mirrored glass, plastic siding, tile (except as an architectural accent), chain link fencing, and polyurethane and polystyrene foam products (except as an architectural accent).
2. Material Changes
 - a. When materials are combined on a building façade horizontally, heavier materials shall occur below lighter materials.
 - b. Changes from one material or color to another along the horizontal direction shall occur at “inside corner” transitions (Figure XIV-34).
 - c. Changes in material or color along the vertical direction shall occur at a hard-edge “bump- out” transition which gives materials a surface to terminate against.

K. Foundation Screening.

Foundations visible between the ground and the base of the building shall be screened with durable materials including painted lattice or brick, wood paneling, stucco, or stone. Additionally, shrubs shall be planted along this foundation line to soften the architectural edge.

L. Accent Lighting

Permanent lighting used to accentuate buildings is permitted as follows:

1. Accent lights in the form of string or LED rope lights outlining a building cornice or roof edge are permitted. Lights used to outline windows, doors, or other façade features are prohibited. In the Downtown Core Zone, only incandescent or LED lighting in white or soft white colors shall be allowed to maintain the historic character of the corridor.

2. Flashing or moving accent lights shall be prohibited.
3. Lights that automatically change colors shall be programmed to change at intervals of less than once per hour.
4. Up lights contribute to light pollution in the sky and shall be prohibited. Spotlights illuminating downward are allowed.
5. Light intensity, measured at the edge of the lot at five feet above ground level, shall not exceed 3.0 foot-candles. Incandescent lights shall be limited to 75 watts per fixture, fluorescent lights to 20 watts per fixture, and LED lights to 15 watts per fixture.
6. Any light source or lamp that emits more than 900 lumens shall be concealed or shielded with full cut-off style fixture with an angle not exceeding 90 degrees to minimize glare and unnecessary light diffusion onto adjacent properties and streets.
7. Where existing light fixtures cause visible glare to residential uses or motorists on the adjoining public rights-of-way, the fixtures shall be either shielded, redirected, replaced, or removed to eliminate the nuisance.
8. Accent lighting incorporated into a sign shall be counted as part of the sign.
9. Security lighting is excluded from the provisions of this section.
10. All existing outdoor lighting shall meet the standards of this section within a period of five years from the date of adoption.

M. Service Areas & Mechanical Equipment.

Mechanical equipment, for the purpose of this code, shall include any heating, ventilation, and air conditioning (HVAC) or electrical machinery but also includes air compressors, hoods, mechanical pumps, exterior water heaters, water softeners, utility and telephone company transformers, meters or boxes, garbage cans, storage tanks, generators, geothermal wells, and similar elements. For the purpose of this code, electric vehicle (EV) chargers are not deemed mechanical equipment.

1. New development or major modifications as defined in Section 117-831.B will require the placement of utility lines underground, where physically feasible.
2. Service areas, waste disposal containers, mechanical equipment, loading docks/spaces, satellite dishes, air conditioning equipment and similar elements shall be located in the rear or to the side of buildings and screened from view from adjacent public rights-of-way and pedestrian walkways. Dumpsters must meet the standards of Section 113.246(7) except that chain link fencing shall not be allowed. The enclosure shall be at least 6 feet high. Where possible, they shall be incorporated into the primary building design (Figure XIV-36).
3. Loading docks, overhead doors, and other service features shall not be located within view from residential buildings.

4. Shared loading facilities between adjacent uses are acceptable provided they meet the minimum space size requirements of this Land Development Code and are designed, located, and arranged to be usable by such uses. Share use agreement shall be required.
5. If mechanical equipment needs to be located at-grade, and is visible from an adjacent street or sidewalk, it shall be inset into the building façade and screened with doors, a solid fence, or street wall (see Figure XIV-37).
6. Rooftop mechanical equipment shall be integrated into the overall mass of a building by screening it behind parapets or by recessing equipment into hips, gables, parapets, or similar features (see Figure XIV-38).
7. Rooftop equipment shall be set back from the edge of the roof by a distance at least equal to the height of the screening to minimize visibility from surrounding streets.
8. Shopping cart storage shall be located inside the building or shall be screened by a four-foot wall consistent with the building architecture and materials.

Section 117-838. Supplemental Site and Building Standards.

A. Civic Buildings

Civic Buildings may include, but are not limited to, municipal buildings, religious facilities, libraries, schools, recreation facilities, and places of assembly. These buildings should represent landmarks of the community (see Figure XIV-39). Therefore, they shall meet the transect zone standards except for the following provisions:

1. The design and construction of Civic Buildings shall be of the highest quality to reflect the importance of these buildings within the community and with their function as landmarks in mind.
2. The scale of Civic Buildings should typically be larger than surrounding buildings to be more prominent and visible across greater distances.
3. Prominent roof forms and elements such as cupolas can visually extend the height of the building (not the number of stories). These features shall not exceed 20 feet above the T-zone's permitted height limit.
4. No maximum setbacks shall be applied provided the front yard is not used for parking, driveways, or other vehicular use areas and instead is used for public gatherings.
5. Floor-to-ceiling height and architectural details shall be proportionately larger than those of private buildings.
6. Building design requirements may be waived provided the individual facades do not feature large expanses of blank walls and instead incorporate elements consistent with the style. A minimum fenestration of 40% shall be met per façade (not per floor) visible from the public right-of-way.

B. Gasoline Service Stations

Gasoline service stations may be permitted as shown in Section 117-3. However, all new and existing stations undergoing major modifications shall meet the standards of this article and the following provisions:

1. A ground-floor convenience store or service building shall be located in the front of the site (see Figure XIV- 40) meeting the required setback of the T-zone. All pumps, parking and drive aisles, car wash, and service bays shall be located to the side (interior only) or rear of the main building.
2. A street wall shall be provided to screen vehicular use areas (see Section 117-840.D for street wall standards).
3. Accessory car wash structures shall not exceed 20 feet in height (excluding hip or gable roof, if used).
4. Accessory car wash openings, service, and storage areas, and refuse enclosures shall be oriented away from public view.
5. Lighted bands or tubes or applied bands of color (other than permitted as signage) are prohibited.
6. Site lighting shall minimize direct and reflected glare and excess brightness. Therefore, only cut- off fixtures shall be allowed.

C. Drive-through Facilities

Drive-through facilities are auto-oriented and, therefore, may only be allowed within the Form- Based Code area if they are listed in Section 117-3 and meet the standards of this article, including the following:

1. Drive-through lanes and windows shall be located along the side or rear of buildings, away from street frontages (see Figures XIV-42 and XIV-43). If the use is located within a building that has a parking garage, the drive through windows/bays shall be located within the garage (see Figure XIV-44).
2. Remote drive-through facilities (on a site separate from the principal use) shall be prohibited.
3. Stacking lanes shall meet the requirements of Section 113-136 (Standards for drive-up facilities).

D. Automobile Uses

All principal and accessory structures used for automobile sales, rental, lease, or repair shall meet the setback and frontage requirements of this article, and shall be located and constructed in accordance with the following requirements:

1. The building shall be located close to the street, meeting the setback standards. Vehicle display/storage shall be located to the side or rear of the building.

2. Vehicle repair facilities are not permitted as accessory to any permitted use unless vehicle repair is allowed as a permitted use in the T-zone.
3. Bay openings shall be located to the side or rear of the building (see Figure XIV-45) and screened from adjacent single family residential districts.
4. Vehicle display/storage areas should not be visible from the right-of-way and may instead be interior as depicted in Figure XIV-46. If they are outdoors and visible from the public right-of-way, the vehicular display/storage areas shall be screened by a street wall (see Section 117- 840.D) for street wall standards).

Section 117-839. Access, Circulation and Parking Requirements.

The intent of the following access, circulation, and parking standards is to encourage a balance between pedestrian-oriented development and necessary vehicle storage. Given the developed nature of the downtown, it has been challenging for property owners to redevelop their sites and meet the City’s prior land development regulations, particularly regarding parking space requirements. The goal of this section is to balance flexibility and sufficiency in the provision of these facilities within the Form-Based Code area.

A. Access and Circulation.

Vehicular and pedestrian access and circulation shall be provided in accordance with Chapter 113, Division 4, and the following provisions:

1. It is the intent of the City to minimize the number of curb cuts and driveways along Walnut Street, Orange Avenue, and Ferris Street. Therefore, new access driveways shall not be allowed along those streets, unless there is no alternative access.
2. Sites shall be accessed from rear alleys where they exist or can be created or from secondary streets if the lot is located on a corner (see Figure XIV-47).
3. If no rear alley or secondary street access is feasible, access shall be provided through neighboring properties utilizing cross-access easements (see Figure XIV-48). Cross-access easements must be recorded prior to construction plan approval.
4. If none of the allowed access options listed are feasible, access from the restricted streets shall be allowed.
5. The width of vehicular access driveways in the Form-Based Code area may be reduced to 20 feet for two-way traffic and ten feet for one-way traffic along local streets. No reductions may be approved for access driveways along Orange Avenue or Ferris Street.
6. When connecting to adjacent properties through cross-access easements is not feasible, the proposed development shall still design the site to allow for future connections.

7. Access driveways shall be designed in a way that pedestrians crossing on the sidewalk are safe. This may be achieved by using different colors for the driveway and the sidewalk.
8. Circular drives are prohibited.
9. Direct pedestrian access from the public sidewalk to the building shall be required for all development.
10. Pedestrian connections between parking areas and the main building entrance shall also be provided. This may be achieved through pedestrian passageways (see Figure XIV-49) or sidewalks around the building. Pedestrian walkways shall be a minimum of five feet wide.
11. Safe pedestrian connections shall be provided not only along the perimeter of the blocks but also throughout the interior of development sites (non-residential sites only).
12. Pedestrian walkways within the development shall be differentiated from driving surfaces through a change in materials and/or grade elevation.

B. Parking Requirements

1. *Number of spaces.* Parking shall be provided for each use in accordance with the minimum requirements outlined by use in Chapter 113, Article III, except that:
 - a. The applicant may submit a professional parking study showing the need for less spaces than required. The parking study shall be prepared by a professional engineer, architect, or American Institute of Certified Planning (AICP) planner and may use the following sources to justify the reduction: Urban Land Institute, Institute of Transportation Engineering, or other recognized industry standard. It may also include data collected from uses or combinations of uses which are the same or comparable to the proposed use.
 - b. Parking stalls can be reduced to 8.5' in width for up to 25% of the required parking spaces (not including ADA spaces) and shall be designated as "compact" at the head of the parking stall (closest to the drive aisle) using thermoplastic reflective paint that can be seen at night.
 - c. If the provision of the required parking is not feasible, the applicant may elect to pay into a parking fund, if the City adopts such a program.
2. *Location.* Required parking spaces shall be provided in the same lot as the use it serves. However, the following alternatives are also acceptable:
 - a. Shared parking is permitted. The amount of parking required is calculated by adding the total number of spaces required by each separate use and dividing that total number by the appropriate factor from the Sharing Factor matrix (Figure XIV-50) (e.g., the residential use requires ten spaces

while the office portion requires 12 spaces. Independently they would require 22 spaces, but when divided by the sharing factor of 1.4, they would require only 16 spaces). The required number of handicap spaces cannot be reduced. When more than two uses share a parking facility, the lowest number shall be used.

- b. On-street parking may also be counted towards the parking space requirement if at least 50% of the length of the space is located directly adjacent to the site. On-street parking shall remain open to the public and cannot be reserved or dedicated for private use.
- c. Satellite/off-site parking may also be allowed if located within 1/4 mile of the building's primary entrance. See Section 113-160 for other requirements applicable to off-site parking.

The use of any of the parking alternatives identified in this subsection shall be subject to the filing of a deed restriction satisfactory to the City attorney ensuring that such off-street parking will be maintained in the future so long as a use or uses requiring such off-street parking or loading continue. If all or a portion of the parking required to serve a use is located on a property under different ownership, the City may require the execution of an agreement among the property owners involved as a precondition to approval of the requested parking alternative and may record such agreement in the title records of the properties involved.

3. *Visibility.* Parking shall be located behind the primary building or, if rear parking is not feasible, to the side of the building. The location of parking to the side of the building, however, does not exempt the development from meeting the building frontage requirements of Section 117-837.D. Parking lots located on the side of the building shall be masked from the street by a street wall (see Section 117-840.D).
4. *Design.*
 - a. Surface parking areas adjacent to a street shall have at least the same setback as the building façade facing the same street and shall be screened by a street wall. See Section 117-840.D for street wall requirements.
 - b. Surface parking areas abutting other sites shall be set back the distance necessary to allow for the required perimeter landscaping required in Section 113-244. However, parking areas designed to be shared by two or more property owners are not required to provide perimeter landscaping.
 - c. Street facing garages for single family, duplex, triplex, or townhouse units shall be setback at least five feet from the building's front façade and shall not extend more than 50% of the façade width.
 - d. Bicycle racks shall be provided in conjunction with non-residential and multi-family developments.

- e. Multi-family developments shall provide electric vehicle charging stations to eliminate the possibility of extension cords stretching from residences into parking areas.
 - f. Parking spaces adjacent to an internal sidewalk or walkway shall use wheel stops at least two feet from the edge of the sidewalk so that the width of the sidewalk or walkway is not reduced to less than five feet due to the car overhang. If wheel stops are not used, the sidewalk must be widened by two feet (see Figure XIV-52).
5. *Pervious surface.* To mitigate the potential impact of additional impervious parking areas, if a parking area will have sporadic use as a parking lot, the applicant may request a waiver to use turf, block, bricks, pavers, gravel, millings, or an acceptable substitute to stabilize the required parking area, subject to the review and approval of the City. Pervious parking surfaces must comply with the following requirements:
- a. All required handicap parking spaces shall be designed as required by state law and shall be located to provide easy access to the building.
 - b. The site must not contain soils rated low to medium as determined by the City or having steep slopes exceeding five percent.
 - c. The millings or gravel shall cover the parking area to a minimum thickness of between two and four inches or as otherwise required by the City.
 - d. Landscape timbers or a comparable substitute shall be used to outline and contain shifting surfaces.
 - e. The owner or developer agrees to execute and record a maintenance agreement providing for maintenance, replacement, and repair of the parking area.
 - f. The City may require maintenance of the area and replacement or repair of the parking surface upon inspection and identification of deficient thickness or irregularities in the surface.
 - g. All parking areas shall be appropriately lit under all applicable provisions of this Code.
6. *Existing Non-Conforming Parking Facilities.* There are several sites in the Form-Based Code area with parking spaces that do not meet current code standards in terms of access, location, or size. In these instances, the following standards shall apply:
- a. In conjunction with the redevelopment of a site, parking facilities that are already located in front of a building that is not being moved or demolished may remain provided the design accommodates a public sidewalk and the parking spaces are determined to be safe by the City. If a public sidewalk cannot be accommodated, the on-street parking will need to be removed.

- b. Non-conforming curb cuts and driveways will only be required to meet the standards of this section if there is a major modification, as defined in Section 117-831.B.

C. Parking Garages

1. The first floor of parking garages that front on a street shall be used for active uses (e.g., commercial, office, residential). The commercial uses may be located within a liner building, or as an integral part of the parking garage building (see Figure XIV-53). Additionally, liner buildings may be attached or detached from the parking garage (see Figures XIV-54).
2. Parking garages and liner buildings shall meet the building design standards of Section 117- 837.
3. Direct access to parking garages shall not be provided from Walnut Street or Orange Avenue.

D. Parking Lot and Pedestrian Area Lighting

Parking lot lighting shall meet the standards of Section 113-160(d) and the following:

1. The maximum height of any parking lot lighting pole shall be 15 feet.
2. Light fixture cutoffs shall block no less than 85% of light projecting upward.
3. The design, color, shape, style, and materials of the fixtures shall match or complement the style and materials of the buildings on the site.
4. Parking lot light fixtures shall be designed so that light is directed onto the parking area and away from neighboring residential lots (e.g., house side shields). For residential conversions, no additional lighting shall be added that would change the character of the site.
5. The location and species of trees shall be coordinated with the lighting plan so that the trees do not prevent the light from shining down (see Figure XIV-55).

Section 117-840. Landscape, Buffers and Screening Standards

Landscaping, buffering and screening shall be provided in accordance with Chapter 113, Article VI (Landscaping), except for the following:

A. Landscaping Between Parcels and Along the Street

The buildings in the Form-Based Code area are intended to be actively engaged with the street. Therefore, the following provisions supersede the requirements of Section 113-244(d)(2):

1. For properties fronting on Orange Avenue and Ferris Street, the six-foot-wide landscaped strip required between the public sidewalk and the building may be paved to expand the public sidewalk.

2. The ten-foot-wide landscape strip along all other roads within the Form-Based Code area shall not be required. Instead, the required setback shall include landscape, hardscape, or a combination of both.
3. The landscape strip between parcels shall be five feet unless the site is adjacent to a single-family zoned property. In such cases, a ten-foot-wide landscaped buffer combined with a brick, stone or concrete block wall shall be required.
4. No landscape strip shall be required between parking areas shared by adjacent parcels.

B. Landscaping Design

1. The use of grass shall be minimized and shall not be planted in strips less than five feet wide.
2. The design of the landscape shall maximize the use of green infrastructure best management practices such as pervious paving, bioretention systems, rain gardens, bioswales, and stormwater planters to slow and treat stormwater runoff while providing multiple additional community benefits.
3. For residential conversions in the Secondary Corridor and Transition Zones, the overall landscaping requirements for surface parking lots may be reduced through the modification of standards process (See Section 117-832.B).

C. Street Trees

Street trees shall be provided along parkways and must comply with the following.

1. Street trees shall be canopy trees and must be spaced every 50 feet on center.
2. Planting pits and tree grates are typically used in mixed-use, urban areas with medium to high pedestrian traffic. Tree grates may be integrated within planting pits to protect root balls and prevent soil compaction. Grates shall be expandable for tree growth.
3. Coordination will be required to integrate the placement of street trees, signage, and lighting to ensure that each element complements the other.
4. Street trees along state roads (Orange Avenue and Ferris Street) shall be coordinated with FDOT.
5. Tree species and placement shall avoid branches interfering with vehicle movements.

D. Street Walls

Freestanding street walls are intended to mask vehicular use areas (e.g., parking, drive aisles) from the street and to strengthen the spatial definition of the public realm. They are the only type of wall or fence permitted within the required front and street side yard setbacks.

1. Street walls shall have a minimum height of 2.5 feet and a maximum height of five feet (measured from the elevation of the public sidewalk). The portion of the street wall above 2.5 feet shall be transparent (e.g., wrought iron or similar material). Street walls shall have columns/posts (one foot by one foot minimum) spaced every 24 feet (see Figure XIV-57).
2. Street walls shall have openings no larger than necessary to allow automobile and/or pedestrian access.
3. Street walls shall be placed in line with the building façade facing the same street.
4. Street walls shall not be permitted within the right-of-way.
5. Street walls shall be constructed of wrought iron, brick, masonry, stone, powder-coated aluminum, or other decorative materials that complement the finish on the primary building. Chain link, wood and PVC street walls/fences shall be prohibited.
6. The area in front of a street wall/fence shall include a landscaped strip with a minimum width of three feet (with ground cover, hedges, or shrubs). The landscape strip may be waived by the Development Services Director if the area in front of the wall is needed to expand the public sidewalk (see Figure XIV-58).
7. The area between the street wall and on-site parking shall also include a three-foot wide landscape strip.
8. Understory trees shall be planted in front or behind the street wall at a rate of one tree per 25 feet of wall length. The trees may be waived by the Development Services Director if they conflict with the required or existing street trees.

Section 117-841. Stormwater Management

Like parking, it is difficult to comply with stormwater requirements within developed areas such as downtown. While the City can encourage applicants to use alternative methods for stormwater management, it is the regional agencies that establish the minimum regulations. An alternative to providing the required on-site stormwater facilities is a regional system. The City is considering the implementation of such a system. When the system is in place, all new development and major modifications will be required to connect to the master system. In the meantime, stormwater requirements must be met onsite or in shared facilities if approved by the approving authorities. The following standards are intended to integrate stormwater systems into

the design of the site and to encourage the use of Low Impact Development (LID) best management practices (BMP).

- a. Where site grading is necessary, it must be done sensibly to ensure that uses on the site can still interact with the public sidewalk. No site shall be elevated more than five steps above the sidewalk grade along the primary street and pedestrian access shall be provided. However, no steps, ramps, or railings shall be permitted to encroach into the public right-of-way.
- b. All stormwater systems shall be designed to function as site amenities, or exfiltration shall be required. Green roofs, rain gardens, rain cisterns, or other green or LID stormwater techniques may be considered site amenities for the purpose of this requirement.
- c. Where the St. Johns Water Management District requires fencing around a stormwater facility, only ornamental metal fencing will be allowed.
- d. Green roofs shall be permitted for all building types.
- e. Bioretention systems, bioswales, tree filters, or other vegetated stormwater BMPs shall be used for treatment of stormwater runoff from streets, parking lots, plazas, and other impervious surfaces. These vegetated BMPs can include impermeable liners with underdrains to provide water quality treatment where infiltration is not technically feasible due to site contamination concerns.
- f. For new construction and major modifications, retention must be placed in the rear or side yard, not adjacent to the public right-of-way, unless it is integrated into the design and featured as a site amenity, and unless the site has multiple street frontages.
- g. Pervious paving shall be permitted and is encouraged to reduce stormwater runoff volume (see Section 117-839.B).
- h. Special detention areas such as parking lots, rooftops (“blue roofs”), parks, plazas, and fields are areas primarily designated for other uses but may be used for temporary infiltration and/or peak rate mitigation during storm events if the requirements herein are satisfied. Special detention areas shall be designed sensitive to land use context, public use requirements, and the following conditions:
 1. Temporary ponding storage areas must be located so that ponding will not significantly disrupt typical traffic (pedestrian/bicycle/ vehicle) flow, and areas shall be adequately sloped towards outlets to ensure complete drainage after storm events.
 2. Special detention areas shall be clearly identified as such and their primary use shall be restricted during storms.
 3. Emergency overflows shall be incorporated and designed to prevent excessive depths from occurring during extreme storm events or if the

primary flow control structure/structures are clogged. In most cases, the depth of a pond shall not exceed 12 inches.

4. Rooftop storage must consider structural support, HVAC requirements, waterproofing, emergency overflows, and all other building design considerations.
5. Landscaping materials used for high-intensity public uses (e.g., community parks, athletic fields, greens, etc.) shall be located in areas of well-draining soils to guarantee public use is not compromised by excessively wet ground between rain events.

Section 117-842. Signs

Development within the Form-Based Code area shall comply with the sign standards of this section in addition to the dimensional standards contained in Chapter 125 of the Land Development Code. If any sign standards in this document disagree with the citywide sign code, the standards detailed in this document shall take precedent.

A. Wall Signs

1. Wall signs shall be either a panel or individual letters applied to the wall, shall not extend above the top of the wall where they are located, and in the case of two-story buildings, they shall be placed between the first and second floor windows. Cabinet signs and signs painted directly onto the façade are not allowed. Push through signs, however, are allowed.
2. Wall signs shall not extend closer than two feet to the side edges of the façade.

B. Projecting Signs

1. Projecting signs may be read horizontally or vertically.
2. The sign may extend into the front or street side building setback, and the sidewalk provided they are setback four feet from the curb and provide a nine-foot clearance over the sidewalk.
3. Signs shall not obscure architectural details such as windows, cornice, decorative brickwork and storefronts. No portion of a sign shall extend below the lowest point of the roof or above the top edge of the parapet of the building to which it is attached.

C. Canopy Signs

1. Canopy signs may be suspended from, attached to, supported from, or form a part of a canopy.
2. The sign may extend into the front or street side building setback, and the sidewalk provided they are setback four feet from the curb and provide a nine-foot clearance over the sidewalk.
3. Canopy signs shall not exceed 75 percent of the width of the canopy. They are allowed to be placed fully or partially above or below the edge of the canopy (see figure above), provided the sign consists of individual letters (as opposed

to a panel). Canopy signs are also allowed to hang from the bottom of the canopy facing the street.

D. Awning Signs

1. Awning signs may be painted, silk-screened, stitched on, imprinted on, or otherwise applied directly onto the fabric of the awning.
2. Awning signs may extend into the front or street side building setback, and the sidewalk provided they are setback four feet. from the curb and provide a nine foot. clearance over the sidewalk.
3. Awning signs may extend up to 75% of the width of the awning but shall not cover more than 30% of the surface of the awning facing the street.
4. Awning signs are only allowed on the vertical portion of the awning. They are not allowed on the sloping or curved section.

E. Hanging Signs

1. Hanging signs placed under a canopy, awning, or arcade, perpendicular to the building façade, are not intended to be seen by motorists.
2. Hanging signs shall provide a 9-foot clearance over the walkway.
3. Hanging signs shall not count toward the maximum sign area allowed, provided they are placed under the awning or canopy, perpendicular to the building, and near the front door of the business. Such signs shall have an eight-foot minimum vertical clearance as measured from grade to the bottom of the sign, and a maximum height of two feet.

F. Window Signs

1. Window signs may be affixed to, or painted (silk screen, vinyl letters, gold leaf, hand painted or neon) on either the face of a window or glass door that leads to the exterior of the building.
2. Window signs shall not occupy more than 25% of the glass window or door and may be allowed for first and second story businesses.

G. Free Standing Signs

Freestanding signs, in the form of pole or monument signs, are not permitted. However, the street wall signs are allowed as follows:

1. Street wall signs shall be placed flat on the street wall facing the street.
2. The sign shall not exceed a maximum of 36 square feet.
3. The sign shall not exceed a height of six feet measured from the ground (see Figure XIV-60). Figure XIV - 60. Street Wall Signs

H. Additional standards

1. Signs shall not obscure architectural details such as windows, cornice, decorative brickwork and storefronts. No portion of a sign shall extend below the lowest point of the roof or above the top edge of the parapet of the building to which it is attached.
2. Signs may have interior or exterior illumination sources (see Figure XIV-61). Signs with interior illumination are limited to individual letters or push-through lettering. There shall be no illuminated signs facing a single-family home. Existing cabinet signs that change messages shall have opaque backgrounds.

Section 117-843. Development Bonuses

The bonus program is established to encourage the location of higher density/intensity development at places where they will not have a negative impact on single-family residential sites, and to encourage the provision of amenities that would benefit the community as a whole. The density/intensity shall not exceed the maximum noted in the corresponding future land use category and the maximum building height noted in Table XIV-4.

A. Improvements Eligible for Bonuses

1. **Vertical Mixed-Use.** Developments that include a vertical mix of residential and commercial or office are entitled to the maximum building height allowed with the bonus. The development shall meet the definition of mixed-use (see Section 101-5).
2. **Affordable Housing.** Developments with at least 25% of its residential units deemed affordable, as defined in Section 105-7, are entitled to the maximum height allowed with the bonus. Such units will be subject to a land use restriction agreement with the City to ensure the units remain affordable for a period of no less than 30 years.
3. **Parking Garages.** If located below or above the residential, commercial or office space, the development is entitled to one additional floor for each floor of the parking garage, not to exceed the maximum allowed with the bonus. The parking garage shall meet the standards of Section 117-839.C.
4. **Public Open Space & Amenities.** Developments that include a public open space (urban plaza or park) are entitled to one additional floor above the permitted base height for every 3,000 square feet of continuous public open space, not to exceed the maximum height allowed with a bonus. The urban plaza or park shall not be enclosed, shall be easily accessible by the public, include amenities (landscaping, hardscaping, and furnishing), and be privately-owned and maintained, but open to the public. The public open space shall not be located within required buffers.

B. Review and Approval

1. Requests for bonuses do not require a separate application. They shall be noted on the site plan and shall be reviewed concurrently with the site plan to

ensure all other requirements of the Code, including the requirements of this article, are met.

- 2. Buildings utilizing the bonus system shall not be located within 100 feet from properties zoned for single-family residential use.

Section 2. Repealer. Any ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed to the extent of such conflict.

Section 3. Severability. The various parts, sections and clauses of this Ordinance are hereby declared to be severable. If any part, sentence, paragraph, section or clause is adjudged unconstitutional or invalid by a court of competent jurisdiction, the remainder of the Ordinance shall not be affected thereby.

Section 4. Effective Date. This Ordinance shall take effect immediately upon passage.

INTRODUCED AND APPROVED AS TO FORM ONLY ON THE FIRST READING BY THE CITY COUNCIL OF THE CITY OF GREEN COVE SPRINGS, FLORIDA, ON THIS 2ND DAY OF APRIL 2024.

CITY OF GREEN COVE SPRINGS, FLORIDA

Constance W. Butler, Mayor

ATTEST:

Erin West, City Clerk

**PASSED ON SECOND AND FINAL READING BY THE CITY COUNCIL OF
THE CITY OF GREEN COVE SPRINGS, FLORIDA, THIS 16TH DAY OF
APRIL 2024.**

CITY OF GREEN COVE SPRINGS, FLORIDA

Constance W. Butler, Mayor

ATTEST:

Erin West, City Clerk

APPROVED AS TO FORM ONLY:

L.J. Arnold, III, City Attorney



STAFF REPORT

CITY OF GREEN COVE SPRINGS, FLORIDA

TO: City Council **MEETING DATE:** March 26, 2024

FROM: Michael Daniels, AICP, Planning & Zoning Director

SUBJECT: Ordinance O-12-2024, regarding a City initiated Zoning Amendment from Central Business District, Gateway Corridor Commercial, Gateway Corridor Neighborhood, and Institutional to Form-Based Code.

BACKGROUND

Pursuant to Ordinance O-11-2024, to create a new Form-Based Code Zoning District (FBC) and repealing the City’s Central Business District zoning within the City’s Downtown area. Staff is proposing to administratively rezone these areas to the Form-Based Code District. The attached map identified areas of the City that will be rezoned to the new zoning district.

Exhibit A - Existing Zoning Map

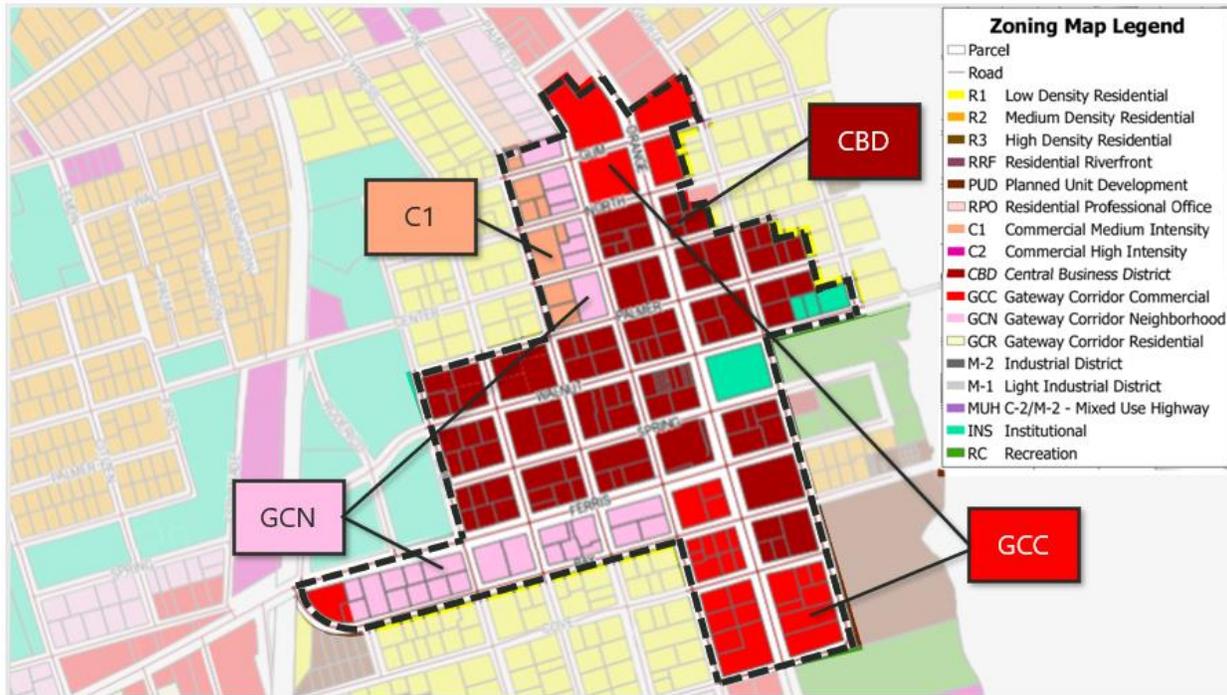


Exhibit B - Proposed Zoning Map

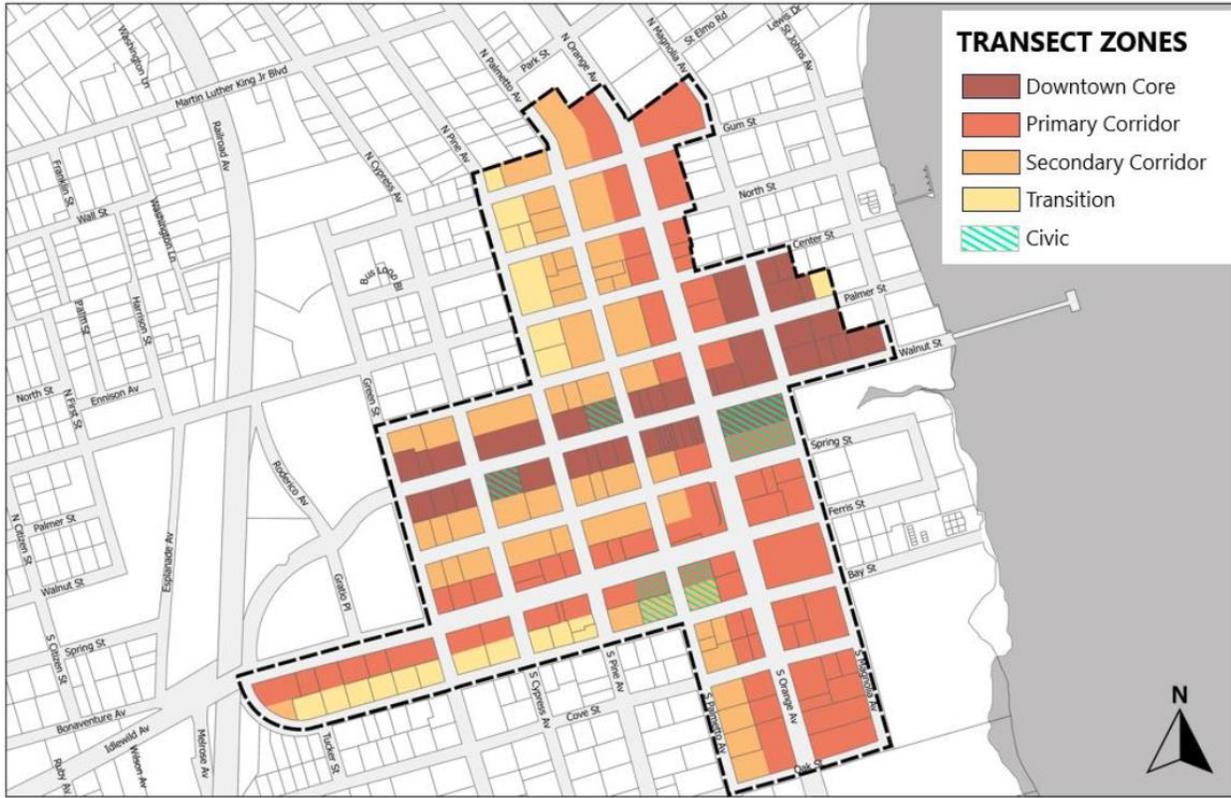


Exhibit C - Parcels Proposed to be Rezoned for Form-Based Code Zoning District



Parcels

017293-001-00	017197-000-00	017235-001-00
017535-000-00	017198-000-00	017236-000-00
017532-001-00	017199-000-00	017238-000-00
017532-000-00	017200-000-00	017239-000-00
017403-000-00	017201-000-00	017239-001-00
017404-000-00	017202-000-00	017240-000-00
017401-000-00	017203-000-00	017241-000-00
017402-000-00	017294-000-00	017242-000-00
017405-000-00	017295-000-00	017243-000-00
017355-000-00	017296-000-00	017244-000-00
017353-000-00	017331-000-00	017285-000-00
017352-000-00	017331-001-00	017286-000-00
017356-000-00	017332-000-00	017287-000-00
017357-000-00	017333-000-00	017288-000-00
017279-000-00	017334-000-00	017289-000-00
017279-001-00	017443-000-00	017290-000-00
017277-000-00	017444-000-00	017291-000-00
017428-000-00	017446-000-00	017292-000-00
017428-000-00	017480-000-00	017293-000-00
017429-000-00	017481-000-00	017245-000-00
017343-000-00	017482-000-00	017246-000-00
017343-000-00	017483-000-00	017247-000-00
017429-001-00	017485-000-00	017248-000-00
017430-000-00	017486-000-00	017248-001-00
017342-000-00	017487-000-00	017249-000-00
017342-001-00	017488-000-00	017250-000-00
017283-000-00	017489-000-00	017251-000-00
017284-000-00	017491-000-00	017252-000-00
017282-000-00	017492-000-00	017253-000-00
017281-000-00	017493-000-00	017258-000-00
017280-000-00	017493-002-00	017259-000-00
017335-000-00	017310-000-00	017267-000-00
017335-001-00	017312-000-00	017267-001-00
017336-000-00	017313-000-00	017268-000-00
017337-000-00	017314-000-00	017269-000-00
017337-001-00	017315-000-00	017270-000-00
017338-000-00	017316-000-00	017271-000-00
017339-000-00	017317-000-00	017272-000-00
017340-000-00	017317-001-00	017274-000-00
017341-000-00	017317-002-00	017275-000-00
017431-000-00	017318-000-00	017276-000-00
017432-000-00	017319-000-00	017261-000-00
017433-000-00	017311-000-00	017262-000-00
017434-000-00	017297-000-00	017263-000-00
017435-000-00	017298-000-00	017257-000-00
017436-000-00	017299-000-00	017359-000-00
017437-000-00	017301-000-00	017360-000-00
017438-000-00	017521-000-00	017361-000-00
017439-000-00	017223-000-00	017362-000-00
017440-000-00	017224-000-00	017363-000-00
017441-000-00	017225-000-00	017367-000-00
017442-000-00	017226-000-00	017368-000-00
017084-000-00	017230-001-00	017369-000-00
017085-000-00	017232-000-00	017394-000-00
017086-000-00	017233-000-00	017399-000-00
017087-000-00	017234-000-00	017531-000-00
017196-000-00	017235-000-00	017584-000-00

Staff is recommending approval of recommending approval of Ordinance O-12-2024 administratively rezoning the selected parcels shown in Exhibit A, B and C to the newly designated zoning district of Form Based Code.

Attachments include:

- Ordinance O-12-2024

FISCAL IMPACT

N/A

RECOMMENDATION

Motion to recommend approval for the first reading of Ordinance No. O-12-2024 to amend the zoning of the property described therein from Central Business District, Gateway Corridor Commercial, Gateway Corridor Neighborhood, Institutional to Form-Based Code.

ORDINANCE NO. O-12-2024

AN ORDINANCE OF THE CITY COUNCIL OF GREEN COVE SPRINGS, RELATING TO THE AMENDMENT OF THE OFFICIAL ZONING MAP; AMENDING THE OFFICIAL ZONING MAP FROM CENTRAL BUSINESS DISTRICT, GATEWAY CORRIDOR COMMERCIAL, GATEWAY CORRIDOR NEIGHBORHOOD AND INSTITUTIONAL TO FORM BASED CODE FOR SELECTED PARCELS, TOTALING 52.36 ACRES IDENTIFIED IN EXHIBIT A, GENERALLY BOUNDED BY JUST NORTH OF GUM STREET TO THE NORTH, THE RAILROAD TRACKS TO THE WEST, OAK STREET TO THE SOUTH AND MAGNOLIA AVE AND EXTENDING TOWARD ST JOHNS AVENUE BETWEEN CENTER AND WALNUT STREET TO THE EAST; REPEALING ALL ORDINANCES IN CONFLICT; PROVIDING SEVERABILITY; AND SETTING AN EFFECTIVE DATE.

RECITALS

WHEREAS, an application for a new zoning district designation Form Based Code, has been added to the Official Zoning Map, as described below, has been filed with the City; and

WHEREAS, a duly advertised quasi-judicial public hearing on the proposed amendment was conducted on March 26, 2024 by the Planning and Zoning Board, sitting as the Local Planning Agency (LPA) and the LPA reviewed and considered comments received during the public hearing concerning the application and made its recommendation for approval to the City Council; and,

WHEREAS, the City Council considered the recommendations of the LPA at a duly advertised quasi-judicial public hearings on April 2, 2024 and April 16, 2024 and provided for and received public participation; and,

WHEREAS, the City Council has determined and found said application for the amendment, to be consistent with the City of Green Cove Springs Comprehensive Plan and Land Development Regulations; and,

WHEREAS, for reasons set forth in this Ordinance that is hereby adopted and incorporated as findings of fact, that the Green Cove Springs City Council finds and declares that the enactment of this amendment is in the furtherance of the public health, safety, morals, order, comfort, convenience, appearance, prosperity, or general welfare.

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

Section 1. Findings of Fact and Conclusions of Law.

1. The above recitals are true and correct and incorporated herein by reference.

2. The proposed site-specific amendment to the Official Zoning Map is consistent with the Comprehensive Plan.
3. The amendment will not cause a reduction in the adopted level of service standards for transportation, potable water, sanitary sewer, solid waste, stormwater, recreation, or public schools.

Section 2. Official Zoning Map Amended. The Official Zoning Map is hereby amended by changing the Central Business District Gateway Corridor Commercial, Gateway Corridor Neighborhood, and Institutional to Form Based Code for the parcel identification #'s set forth in Exhibit C

Section 3. Ordinance to be Construed Liberally. This ordinance shall be liberally construed in order to effectively carry out the purposes hereof which are deemed to be in the best interest of the public health, safety and welfare of the citizens and residents of Green Cove Springs, Florida.

Section 4. Repealing Clause. All ordinances or parts of ordinances in conflict herewith are, to the extent of the conflict, hereby repealed.

Section 5. Severability. It is the declared intent of the City Council of the City of Green Cove Springs that, if any section, sentence, clause, phrase, or provision of this ordinance is for any reason held or declared to be unconstitutional, void, or inoperative by any court or agency of competent jurisdiction, such holding of invalidity or unconstitutionality shall not affect the remaining provisions of this ordinance, and the remainder of the ordinance after the exclusions of such part or parts shall be deemed to be valid.

Section 6. Effective Date. This Ordinance shall be effective upon its passage and adoption on the second and final reading.

INTRODUCED AND APPROVED AS TO FORM ONLY ON THE FIRST READING BY THE CITY COUNCIL OF THE CITY OF GREEN COVE SPRINGS, FLORIDA, ON THIS 2nd DAY OF APRIL 2024

CITY OF GREEN COVE SPRINGS, FLORIDA

Constance Butler, Mayor

ATTEST:

Erin West, City Clerk

**PASSED ON SECOND AND FINAL READING BY THE CITY COUNCIL OF THE
CITY OF GREEN COVE SPRINGS, FLORIDA, THIS 16th DAY OF APRIL 2024.**

CITY OF GREEN COVE SPRINGS, FLORIDA

Constance Butler, Mayor

ATTEST:

Erin West, City Clerk

APPROVED AS TO FORM:

L. J. Arnold, III, City Attorney

Ordinance No. O-12-2024
Page 4 of 5

Exhibit A - Existing Zoning Map

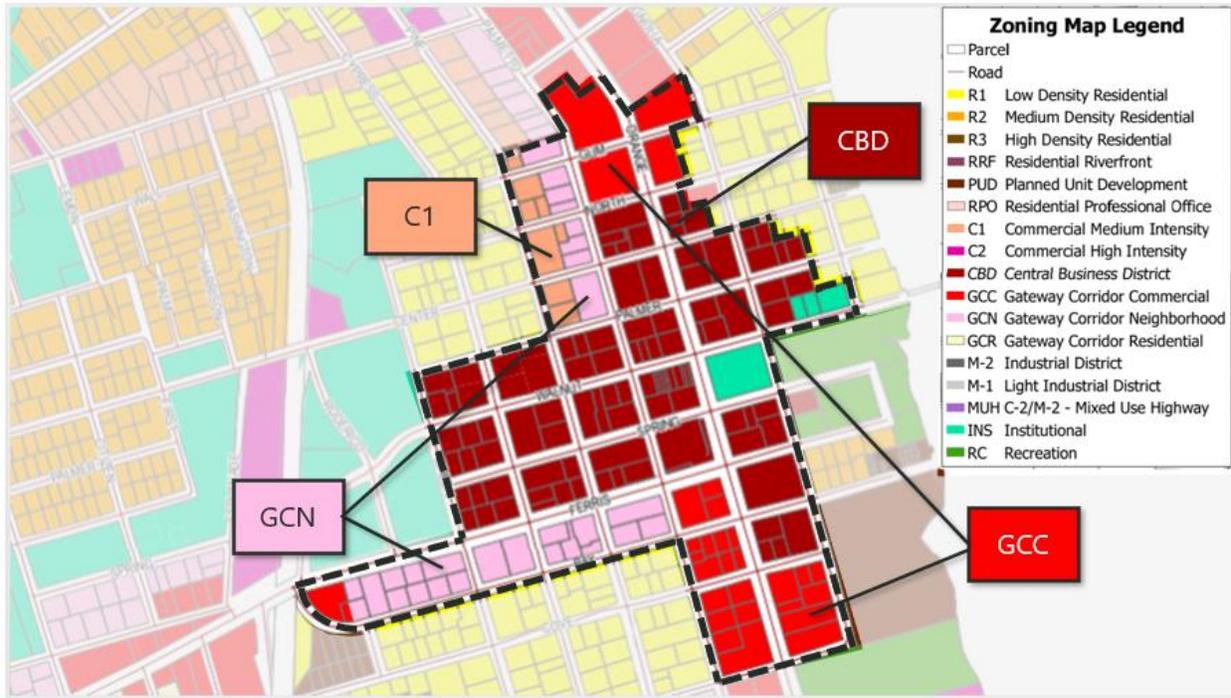


Exhibit B - Proposed Zoning Map

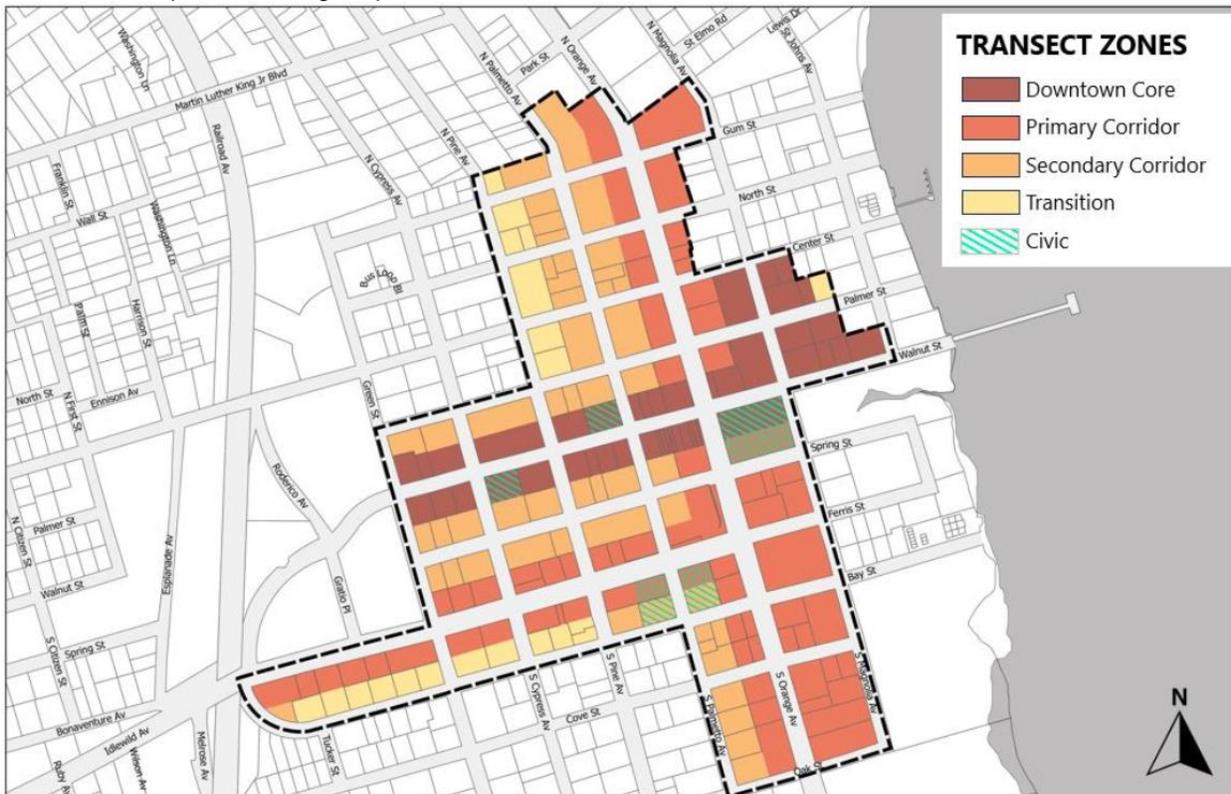
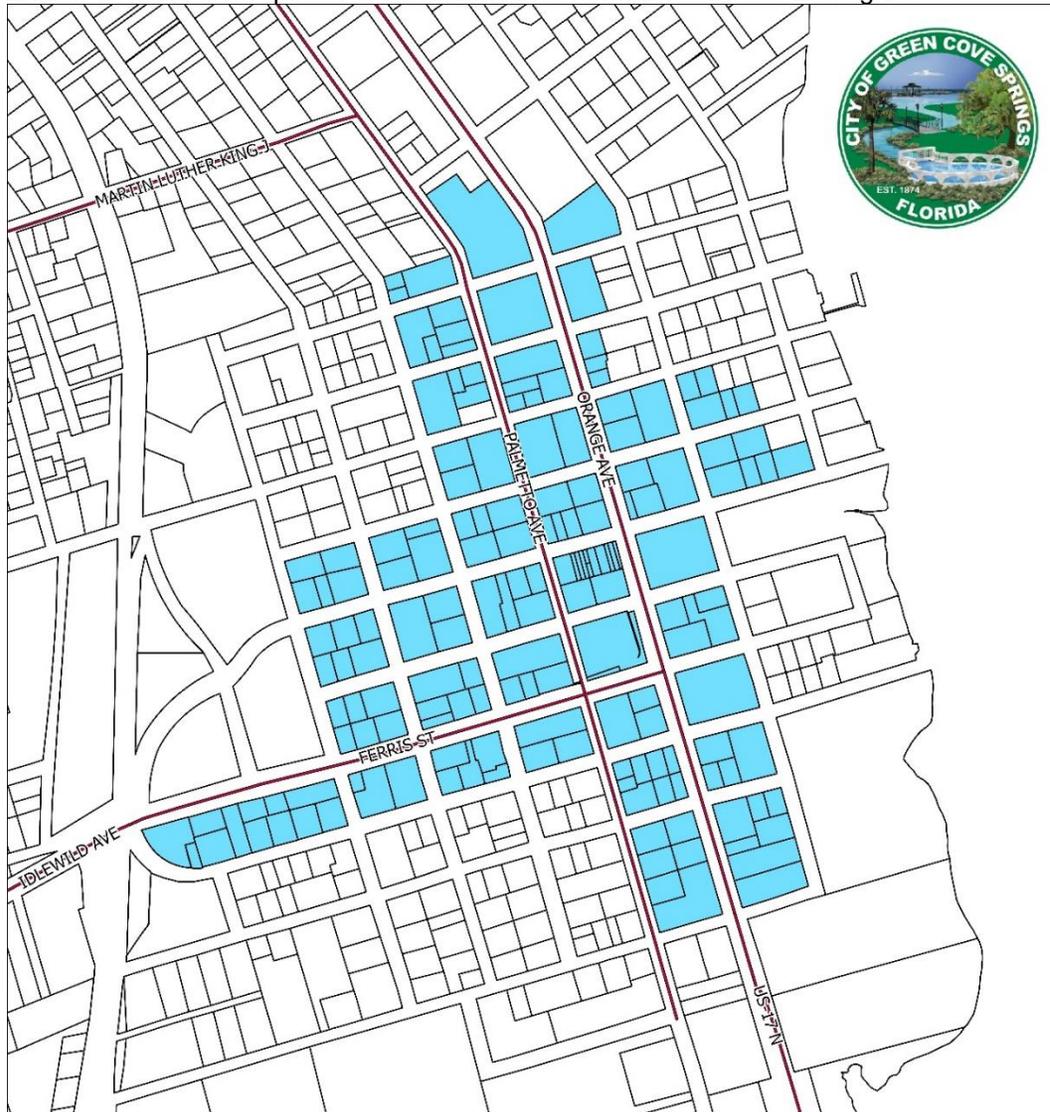


Exhibit C - Parcels Proposed to be Rezoned for Form Based Code Zoning District



Parcels

017293-001-00	017197-000-00	017235-001-00
017535-000-00	017198-000-00	017236-000-00
017532-001-00	017199-000-00	017238-000-00
017532-000-00	017200-000-00	017239-000-00
017403-000-00	017201-000-00	017239-001-00
017404-000-00	017202-000-00	017240-000-00
017401-000-00	017203-000-00	017241-000-00
017402-000-00	017294-000-00	017242-000-00
017405-000-00	017295-000-00	017243-000-00
017355-000-00	017296-000-00	017244-000-00
017353-000-00	017331-000-00	017285-000-00
017352-000-00	017331-001-00	017286-000-00
017356-000-00	017332-000-00	017287-000-00
017357-000-00	017333-000-00	017288-000-00
017279-000-00	017334-000-00	017289-000-00
017279-001-00	017443-000-00	017290-000-00
017277-000-00	017444-000-00	017291-000-00
017428-000-00	017446-000-00	017292-000-00
017428-000-00	017480-000-00	017293-000-00
017429-000-00	017481-000-00	017245-000-00
017343-000-00	017482-000-00	017246-000-00
017429-001-00	017483-000-00	017247-000-00
017430-000-00	017485-000-00	017248-000-00
017342-000-00	017486-000-00	017248-001-00
017342-001-00	017487-000-00	017249-000-00
017283-000-00	017488-000-00	017250-000-00
017284-000-00	017489-000-00	017251-000-00
017282-000-00	017491-000-00	017252-000-00
017281-000-00	017492-000-00	017253-000-00
017280-000-00	017493-000-00	017258-000-00
017335-000-00	017493-002-00	017259-000-00
017335-001-00	017310-000-00	017267-000-00
017336-000-00	017312-000-00	017267-001-00
017337-000-00	017313-000-00	017268-000-00
017337-001-00	017314-000-00	017269-000-00
017338-000-00	017315-000-00	017270-000-00
017339-000-00	017316-000-00	017272-000-00
017340-000-00	017317-000-00	017273-000-00
017341-000-00	017317-001-00	017274-000-00
017431-000-00	017317-002-00	017275-000-00
017432-000-00	017318-000-00	017276-000-00
017433-000-00	017319-000-00	017261-000-00
017434-000-00	017311-000-00	017262-000-00
017435-000-00	017297-000-00	017263-000-00
017436-000-00	017298-000-00	017257-000-00
017437-000-00	017299-000-00	017359-000-00
017438-000-00	017301-000-00	017360-000-00
017439-000-00	017521-000-00	017361-000-00
017440-000-00	017223-000-00	017362-000-00
017441-000-00	017224-000-00	017363-000-00
017442-000-00	017225-000-00	017367-000-00
017084-000-00	017226-000-00	017368-000-00
017085-000-00	017230-001-00	017369-000-00
017086-000-00	017232-000-00	017394-000-00
017087-000-00	017233-000-00	017399-000-00
017196-000-00	017234-000-00	017531-000-00
	017235-000-00	017584-000-00



STAFF REPORT

CITY OF GREEN COVE SPRINGS, FLORIDA

TO: Site Development Review Team **MEETING DATE:** March 26, 2024

FROM: Gabriel Barro, Planning and Zoning

SUBJECT: AX-24-001 Annexation Application for the Truemont property, approximately 23.37 acres located at 4169 County Road 15A

PROPERTY DESCRIPTION

APPLICANT: Aster Brands **OWNER:** Jacob Manthei

PROPERTY LOCATION: Bounded on the eastern side of County Road 15A, bounded on the southern side of Manthei Rd

PARCEL NUMBER: 38-06-26-016515-001-00

FILE NUMBER: AX-24-001

CURRENT ZONING: Light Industrial (County)

FUTURE LAND USE DESIGNATION: Industrial (County)

SURROUNDING LAND USE

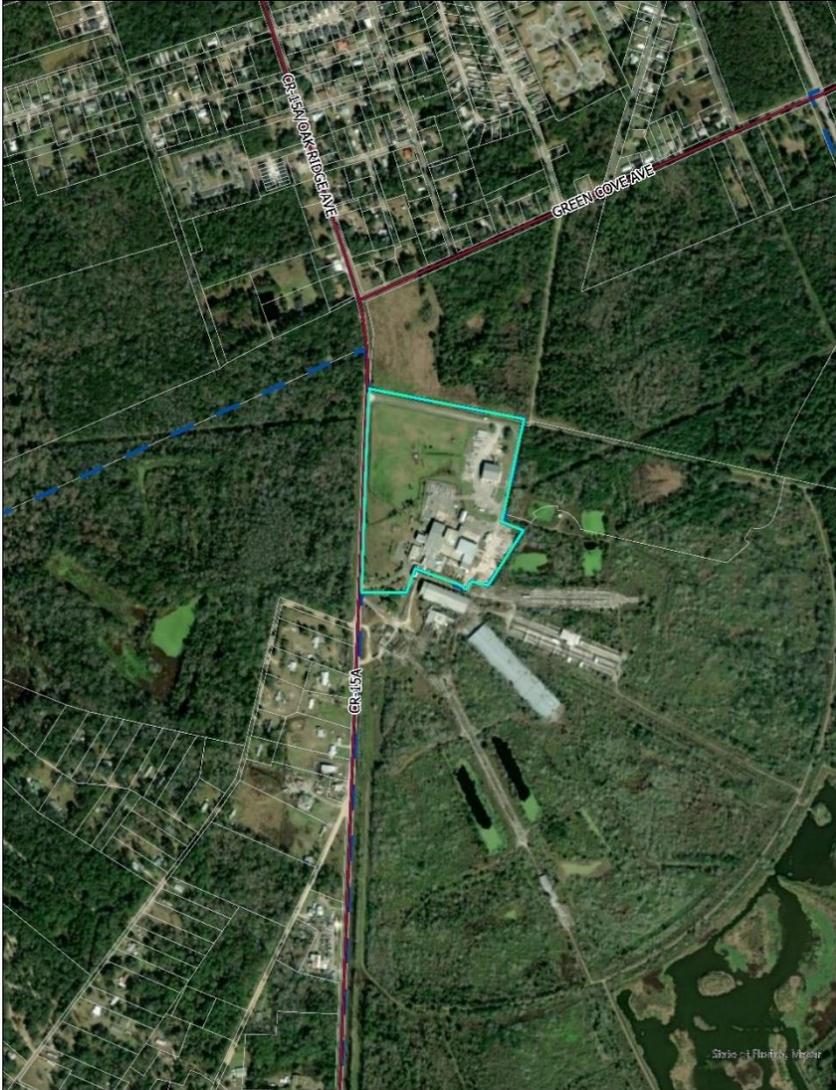
NORTH: FLU: Public Z: Recreation and Conservation (RC) Use: Swamp/Timber	SOUTH: FLU: Neighborhood Z: Planned Unit Development Use: Swamp/Timber
EAST: FLU: Public/Neighborhood Z: Planned Unit Development/RC Use: Swamp/Timber	WEST: FLU: RF (County) Z: Agricultural (County) Use: Timber (County)

BACKGROUND

DEVELOPMENT DESCRIPTION:

The applicant, Aster Brands, has submitted an annexation request for 23.37 acres to annex the subject property into City limits. The property is contiguous to the current municipal boundary, as shown in the following aerial map. The property is bounded by CR 15A on its western edge, the city boundary to the south, east, and west. The site contains Truemont LLC, a company specializing in production of concrete barriers.

AERIAL MAP



The site is located within the City’s Electric Service Boundaries. The site is not located within the City’s water and sewer service boundary.

Additionally, the applicant has submitted the following future land use map amendments and rezoning requests:

Application #	Description
AX-24-001	Voluntary Annexation application

Statutory Requirements for Voluntary Annexation as set forth in State Statute FS 171.044

(1) The owner or owners of real property in an unincorporated area of a county which is contiguous to a municipality and reasonably compact may petition the governing body of said municipality that said property be annexed to the municipality.

The property owner submitted an annexation petition on February 6, 2024 for the subject property.

(2) Upon determination by the governing body of the municipality that the petition bears the signatures of all owners of property in the area proposed to be annexed, the governing body may, at any regular meeting, adopt a nonemergency ordinance to annex said property and redefine the boundary lines of the municipality to include said property. Said ordinance shall be passed after notice of the annexation has been published at least once each week for 2 consecutive weeks in some newspaper in such city or town.

Notice to Clay County has been provided on February 22nd.

(3) An ordinance adopted under this section shall be filed with the clerk of the circuit court and the chief administrative officer of the county in which the municipality is located and with the Department of State within 7 days after the adoption of such ordinance. The ordinance must include a map which clearly shows the annexed area and a complete legal description of that area by metes and bounds.

(4) The method of annexation provided by this section shall be supplemental to any other procedure provided by general or special law, except that this section shall not apply to municipalities in counties with charters which provide for an exclusive method of municipal annexation.

Pursuant to the requirements set forth in FS 171.044, voluntary annexations are required to be contiguous and reasonably compact as defined by statute which are provided below:

“Contiguous” means that a substantial part of a boundary of the territory sought to be annexed by a municipality is coterminous with a part of the boundary of the municipality. The separation of the territory sought to be annexed from the annexing municipality by a publicly owned county park; a right-of-way for a highway, road, railroad, canal, or utility; or a body of water, watercourse, or other minor geographical division of a similar nature, running parallel with and between the territory sought to be annexed and the annexing municipality, shall not prevent annexation under this act, provided the presence of such a division does not, as a practical matter, prevent the territory sought to be annexed and the annexing municipality from becoming a unified whole with respect to municipal services or prevent their inhabitants from fully associating and trading with each other, socially and economically. However, nothing herein shall be construed to allow local rights-of-way, utility easements, railroad rights-of-way, or like entities to be annexed in a corridor fashion to gain contiguity; and when any provision or provisions of special law or laws prohibit the annexation of territory that is separated from the annexing municipality by a body of water or watercourse, then that law shall prevent annexation under this act.

100% of the eastern, southern, and northern boundary of the property proposed to be annexed is adjacent to the City.

“Compactness” means concentration of a piece of property in a single area and precludes any action which would create enclaves, pockets, or finger areas in serpentine patterns. Any annexation proceeding in any county in the state shall be designed in such a manner as to ensure that the area will be reasonably compact.

Annexation of this property does not create an enclave, pockets, or finger areas in serpentine patterns.

(5) Land shall not be annexed through voluntary annexation when such annexation results in the creation of enclaves.

Pursuant to FS 171.031:

(13) “Enclave” means:

- (a) Any unincorporated improved or developed area that is enclosed within and bounded on all sides by a single municipality; or
- (b) Any unincorporated improved or developed area that is enclosed within and bounded by a single municipality and a natural or manmade obstacle that allows the passage of vehicular traffic.

The property’s eastern, southern, and northern boundary is adjacent to the City and does not surround adjacent unincorporated property within the City limits.

(6) Not fewer than 10 days prior to publishing or posting the ordinance notice required under subsection (2), the governing body of the municipality must provide a copy of the notice, via certified mail, to the board of the county commissioners of the county wherein the municipality is located. The notice provision provided in this subsection may be the basis for a cause of action invalidating the annexation.

STAFF RECOMMENDATION

Staff recommends approval of the voluntary annexation of 23.37 acres located on CR 15 A (parcel #016515-001-00).

RECOMMENDED MOTIONS:

Motion to recommend approval to City Council the first reading for AX-24-001, to approve the voluntary annexation of 23.37 acres located on CR 15 A (parcel #016515-001-00).

APPLICATION FOR ANNEXATION

WE THE UNDERSIGNED, BEING THE LAND OWNERS OF THE FOLLOWING PROPERTY HEREINAFTER DESCRIBED DO HEREBY FILE THIS APPLICATION FOR ANNEXATION INTO THE CITY OF GREEN COVE SPRINGS, FLORIDA, CONSISTENT WITH THE LAWS OF THE STATE OF FLORIDA AND THE CITY OF GREEN COVE SPRINGS, FLORIDA.

Date of Application February 6, 2024

Name(s) of Property Owner(s): AB Truemont LLC

Physical Address of the property: 4169 CR 15A Green Cove Springs, FL 32043

Number of parcels to be annexed: 1

Parcel Number: PIN: 016515-001-00. Parcel 38-06-26-016515-001-00

Map or Drawing Attached: () YES () NO

At the time of "Application for Annexation"

County Future Land-Use designation: IND County Zoning designation: IB

Proposed City Land-Use designation: Industrial Proposed City Zoning designation: M2 Industrial District

Current use of the property: Industrial Property Size/Acreage: ~ 24 ac.

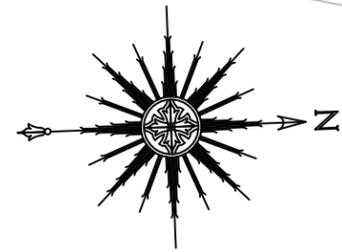
If residential use, number of "Living Units": —

Number of people currently living on property: 0

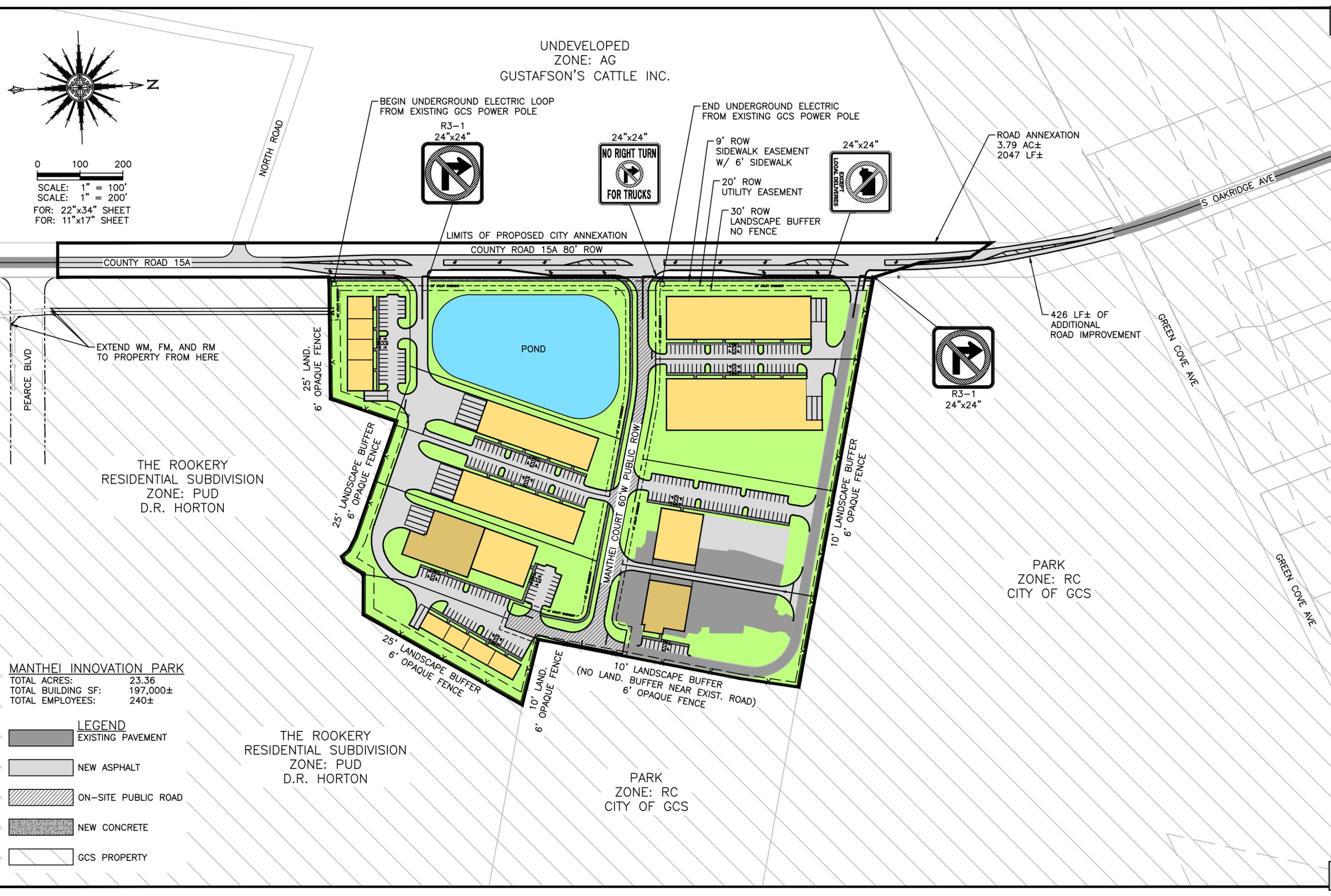
If commercial use, square footage of building area: please see attached survey-

Intended "Use" of the property: Heavy Manufacturing When: 2024(+)

UNDEVELOPED
ZONE: AG
GUSTAFSON'S CATTLE INC.



0 100 200
SCALE: 1" = 100'
SCALE: 1" = 200'
FOR: 22"x34" SHEET
FOR: 11"x17" SHEET



MANTHEI INNOVATION PARK
TOTAL ACRES: 23.36
TOTAL BUILDING SF: 197,000±
TOTAL EMPLOYEES: 240±

- LEGEND**
- EXISTING PAVEMENT
 - NEW ASPHALT
 - ON-SITE PUBLIC ROAD
 - NEW CONCRETE
 - GCS PROPERTY

THE ROOKERY
RESIDENTIAL SUBDIVISION
ZONE: PUD
D.R. HORTON

PARK
ZONE: RC
CITY OF GCS

PARK
ZONE: RC
CITY OF GCS

THE ROOKERY
RESIDENTIAL SUBDIVISION
ZONE: PUD
D.R. HORTON

EXTEND WM, FM, AND RM
TO PROPERTY FROM HERE

PEARCE BLVD

COUNTY ROAD 15A

NORTH ROAD

LIMITS OF PROPOSED CITY ANNEXATION
COUNTY ROAD 15A 80' ROW



BEGIN UNDERGROUND ELECTRIC LOOP
FROM EXISTING GCS POWER POLE

END UNDERGROUND ELECTRIC
FROM EXISTING GCS POWER POLE

ROAD ANNEXATION
3.79 AC±
2047 LF±

9' ROW
SIDEWALK EASEMENT
W/ 6' SIDEWALK

20' ROW
UTILITY EASEMENT

30' ROW
LANDSCAPE BUFFER
NO FENCE

426 LF± OF
ADDITIONAL
ROAD IMPROVEMENT

25' LAND.
6' OPAQUE FENCE

25' LANDSCAPE BUFFER
6' OPAQUE FENCE

25' LANDSCAPE BUFFER
6' OPAQUE FENCE

10' LAND.
6' OPAQUE FENCE

10' LANDSCAPE BUFFER
(NO LAND. BUFFER NEAR EXIST. ROAD)
6' OPAQUE FENCE

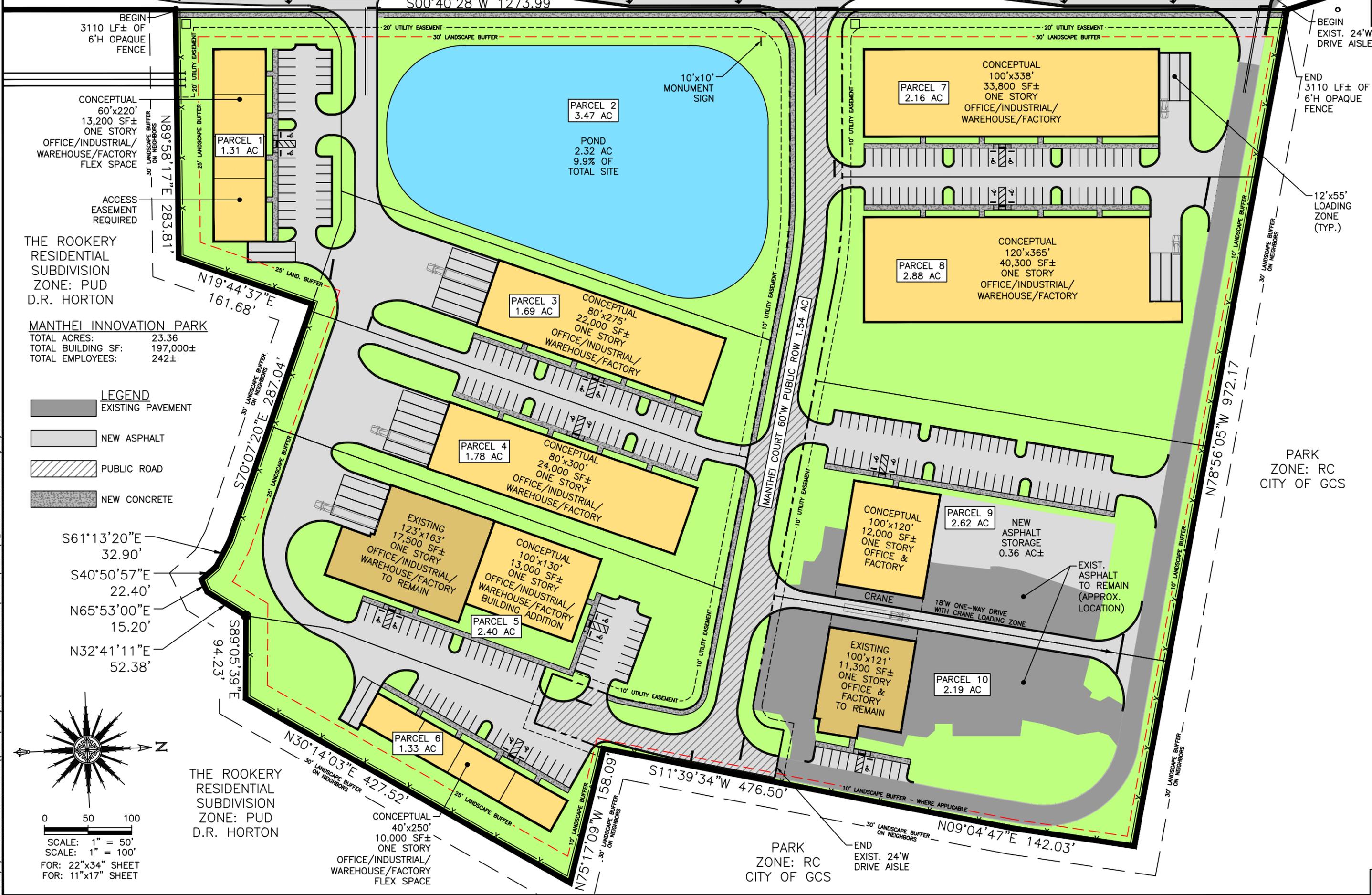
10' LANDSCAPE BUFFER
6' OPAQUE FENCE

MANTHEI COURT 60'W PUBLIC ROW

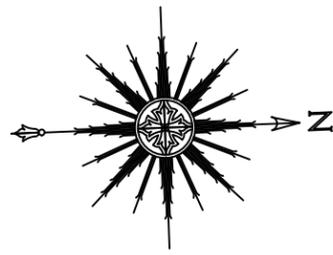
GREEN COVE AVE

S OAKRIDGE AVE

GREEN COVE AVE



Date: 3/17/24 Time: 3:55 PM DWG Name: \\E-GCS\01-Projects\22-541 Truemont Materials GCS\CAD\03-22-541 GCS CITY EXHIBIT.dwg Layout: C5



0 50 100
 SCALE: 1" = 50'
 SCALE: 1" = 100'
 FOR: 22"x34" SHEET
 FOR: 11"x17" SHEET

UNDEVELOPED
 ZONE: A
 GUSTAFSON'S CA

Item # 4.

TOCOI Engineering, LLC
 714 NORTH ORANGE AVENUE, GREEN COVE SPRINGS, FL 32043
 PH: 904-215-1386 E.B. NUMBER: 26383

ENGINEER OF RECORD
 CHARLES SOMM
 FLORIDA
 REGISTRATION NUMBER:
 79289

SITE IMPROVEMENTS
 FOR
 TRUERMONT MATERIALS
 CONCEPT DESIGN

REVISIONS

PLLOT DATE:
 DRAWN BY:
 DESIGNED BY:
 CHECKED BY:
 SCALE:
 JOB NO.:

SHEET NO.
 CB

Page 242

NORTH ROAD

COUNTY ROAD 15A

PEARCE BLVD

EXTEND WM, FM, AND RM
 TO PROPERTY FROM HERE

25' LAND.
 6' OPAQUE FENCE

BUFFER
 FENCE

BEGIN UNDERGROUND ELECTRIC LOOP
 FROM EXISTING GCS POWER POLE

R3-1
 24"x24"



LIMITS OF PROPOSED CITY ANNEXA
 COUNTY ROAD 15A 80' ROW

POND

20' UTILITY EASEMENT

20' UTILITY EASEMENT

Date: 3/17/24 Time: 3:49 PM DWG Name: \\TE-GCS\01-Projects\22-541 Truermont Materials GCS\CAD\03-CADD\03-22-541 GCS CITY EXHIBIT.dwg Layout: C6

ORDINANCE NO. O-07-2024

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GREEN COVE SPRINGS, FLORIDA, ANNEXING APPROXIMATELY 23.37 ACRES OF REAL PROPERTY INTO THE CORPORATE LIMITS OF THE CITY; SAID PROPERTY BEING LOCATED AT 4169 CR 15A. DESCRIBING SAID PROPERTY BY METES AND BOUNDS IN EXHIBIT “A”; FINDING THAT ALL THE OWNERS OF SAID PROPERTY HAVE PETITIONED THE CITY PURSUANT TO CHAPTER 171.044, FLORIDA STATUTES, TO VOLUNTARILY ANNEX SAME; FINDING THAT THE PROPERTY IS CONTIGUOUS TO THE EXISTING CITY LIMITS AND REASONABLY COMPACT; PROVIDING FOR REPEALER, SEVERABILITY, AND SETTING AN EFFECTIVE DATE.

WHEREAS, all owners (Jacob Manthei, AB Truemont LLC) of the property subject hereof have petitioned the City to have their property described in Exhibit “A” and as also depicted in the sketch to accompany description attached hereto as Exhibit “B”, to be annexed into the City limits pursuant to Chapter 171.044, Florida Statutes; and

WHEREAS, the City has determined that the property conforms to the requirements of Chapter 171.044, Florida Statutes, for real property to be voluntarily annexed; and

WHEREAS, the City has determined that the property is contiguous to the existing City limits and is reasonably compact; and

WHEREAS, the Clay County Board of County Commissioners has been given due notice as required in Florida Statute 171.044(6); and

WHEREAS, all other notices required by law have been given.

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

Section 1. That pursuant to the provisions of Chapter 171.044, Florida Statutes, the City Council does hereby voluntarily annex the real property described in Exhibit “A” and depicted on Exhibit “B” into the corporate limits of the City of Green Cove Springs, Florida.

Section 2. REPEALER. Any ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed to the extent of such conflict.

Section 3. SEVERABILITY. The various parts, sections, and clauses of this Ordinance are hereby declared to be severable. If any part, sentence, paragraph, section, or clause is adjudged unconstitutional or invalid by a court of competent jurisdiction, the remainder of the Ordinance shall not be affected thereby.

Section 4. EFFECTIVE DATE. This Ordinance shall take effect immediately upon passage.

INTRODUCED AND APPROVED AS TO FORM ONLY ON THE FIRST READING BY THE CITY COUNCIL OF THE CITY OF GREEN COVE SPRINGS, FLORIDA, ON THIS 2nd DAY OF APRIL 2024

CITY OF GREEN COVE SPRINGS, FLORIDA

Constance Butler, Mayor

ATTEST:

Erin West, City Clerk

**PASSED ON SECOND AND FINAL READING BY THE CITY COUNCIL
OF THE CITY OF GREEN COVE SPRINGS, FLORIDA, THIS 16th DAY
OF APRIL 2024.**

CITY OF GREEN COVE SPRINGS, FLORIDA

Constance Butler, Mayor

ATTEST:

Erin West, City Clerk

APPROVED AS TO FORM:

L. J. Arnold, III, City Attorney



STAFF REPORT

CITY OF GREEN COVE SPRINGS, FLORIDA

TO: Planning and Zoning Commission

MEETING DATE: March 26, 2024

FROM: Gabriel Barro, Planning and Zoning

Ordinance O-08-2024 regarding the Amendment of the Future Land Use and Rezoning of Parcel 016515-001-00, Truemont Property (FLUS-24-001 & ZON-24-002)

SUBJECT: Future Land Use Amendment From: Industrial (County)

To: Industrial

Zoning Amendment

From: Light Industrial (County)

To: M-2 Industrial District

PROPERTY DESCRIPTION

APPLICANT: Aster Brands

OWNER: AB Truemont LLC, Jacob Manthei

PROPERTY LOCATION: 4169 CR 15A

PARCEL NUMBER: 016515-001-00

FILE NUMBER: FLUS-24-001 & ZON-24-002

CURRENT ZONING: Light Industrial (County)

FUTURE LAND USE DESIGNATION: Industrial (County)

SURROUNDING LAND USE

NORTH: **FLU:** Public
Z: Recreation and Conservation (RC)
Use: Swamp/Timber

SOUTH: **FLU:** Neighborhood
Z: Planned Unit Development
Use: Swamp/Timber

EAST: **FLU:** Public/Neighborhood
Z: Planned Unit Development/RC
Use: Swamp/Timber

WEST: **FLU:** RF (County)
Z: Agricultural (County)
Use: Timber (County)

BACKGROUND

The applicant, Aster Brands, has submitted an annexation request for 23.37 acres to annex the subject property into City limits. The property is contiguous to the current municipal boundary, as shown in the following aerial map. The property is bounded by CR 15A on its western edge, the city boundary to the south, east, and west. The site contains Truemont LLC, a company specializing in production of concrete barriers.

AERIAL MAP



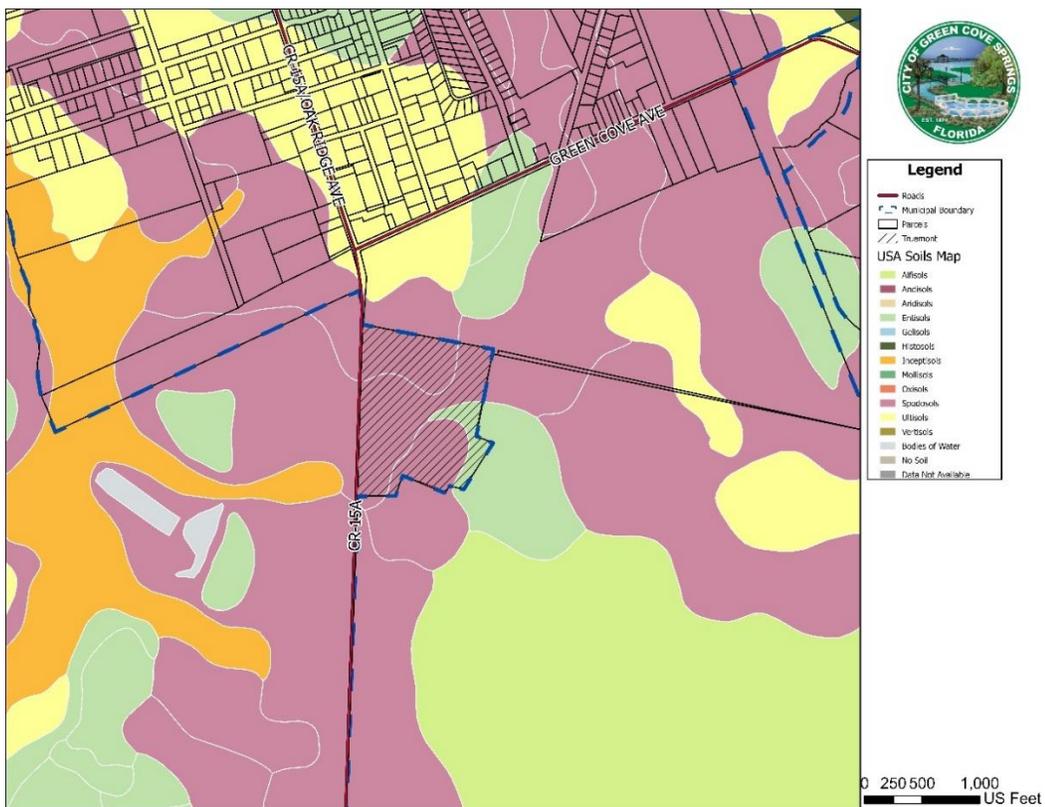
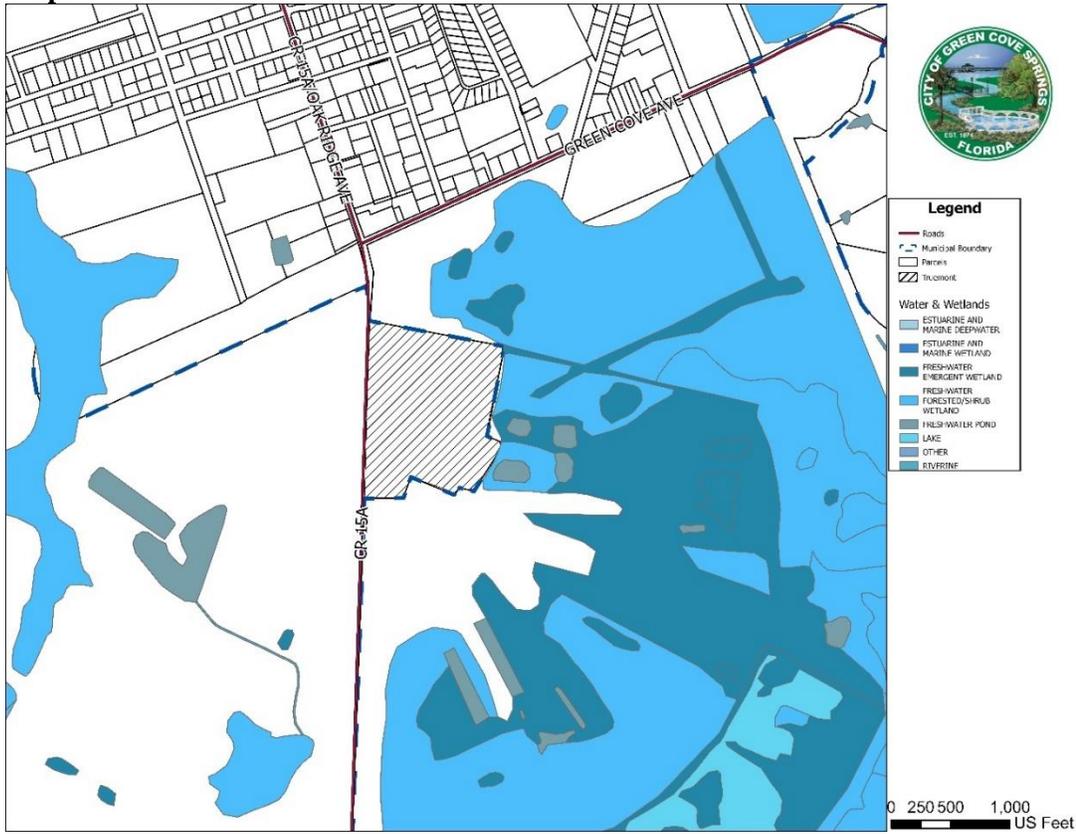
The site is located within the City’s Electric Service Boundaries. The site is not located within the City’s water and sewer service boundary.

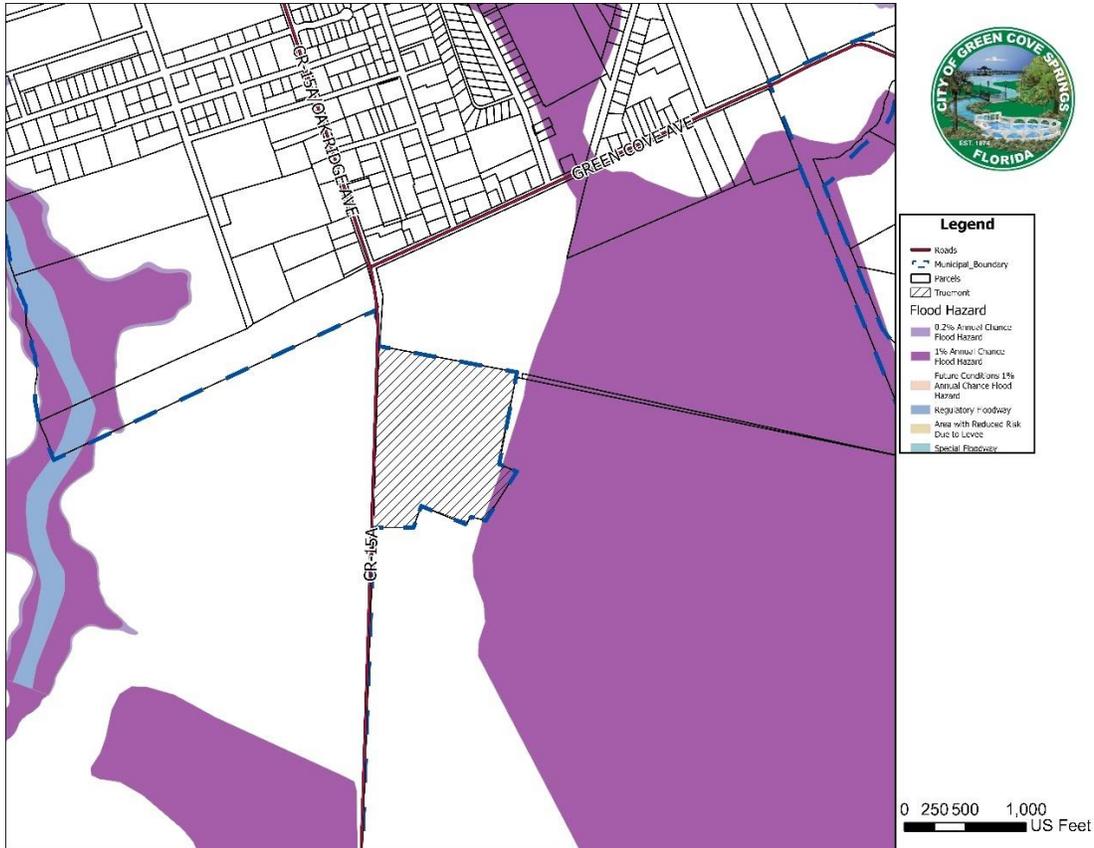
Additionally, the applicant has submitted the following future land use map amendments and rezoning requests:

Application #	Description
AX-24-001	Voluntary Annexation application

Environmental Conditions Analysis

Maps of Environmental Features





Soils

There are currently 2 types of soils located onsite:

- Spodosols
- Alfisols

All new development shall be required to meet the stormwater management requirements of the St John's Water Management District.

Wetlands

There are no wetlands on the property.

Flood Zones

According to the FEMA Flood Map Service Center, a small portion of the project site has a 1% annual flood chance.

Wellfield Protection Zone

The project site is not located within or adjacent to a wellfield protection zone.

Historic Structures and Markers

There are no historic structures or markers found on the site.

CONSISTENCY WITH THE COMPREHENSIVE PLAN

The following Goals, Objectives, and Policies (GOPs) support the proposed amendment to the Future Land Use Map of the City of Green Cove Springs Comprehensive Plan:

FUTURE LAND USE ELEMENT

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.

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.

URBAN SPRAWL ANALYSIS

Section 163.3177, Florida Statutes, requires that any amendment to the Future Land Use Element to discourage the proliferation of urban sprawl. Section 163.3177(6)(a)9.a., Florida Statutes, identifies 13 primary urban sprawl indicators and states that, “[t]he evaluation of the presence of these indicators shall consist of an analysis of the plan or plan amendment within the context of features and characteristics unique to each locality...”

An evaluation of each primary indicator is provided below.

(I) Promotes, allows, or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses.

Evaluation & Findings: The proposed amendment will revise the FLUM designation from the Clay County designation of Industrial to the City of Green Cove Springs designation of Industrial.

(II) Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while not using undeveloped lands that are available and suitable for development.

Evaluation & Findings: The site is already utilized and will promote urban development.

(III) Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments.

Evaluation & Findings: The site is already utilized and has an existing industrial land use classification.

(IV) Fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.

Evaluation & Findings: The site will comply with the City’s Land Development Regulations regarding tree preservation and protection of natural resources.

(V) Fails to adequately protect adjacent agricultural areas and activities, including silviculture, active agricultural and silvicultural activities, passive agricultural activities, and dormant, unique, and prime farmlands and soils.

Evaluation & Findings: The site will not have a negative effect on surrounding agricultural lands.

(VI) Fails to maximize use of existing public facilities and services.

Evaluation & Findings: The project site is currently utilizing city water and sewer services and is located within the City’s Water and Sewer Service boundary.

(VII) Fails to maximize use of future public facilities and services.

Evaluation & Findings: The project site is currently utilizing city water and sewer services and is located within the City’s Water and Sewer Service boundary.

(VIII) Allows for land use patterns or timing which disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.

Evaluation & Findings: The proposed development will utilize existing public facilities and services and will not increase the time, money, and energy for providing and maintaining these facilities.

(IX) Fails to provide a clear separation between rural and urban uses.

Evaluation & Findings: The site is located within the City’s Water and Sewer Service boundary and is adjacent to rural zoned property across County Road 15A.

(X) Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.

Evaluation & Findings: The proposed application will not discourage infill development and the surrounding properties are currently under development.

(XI) Fails to encourage a functional mix of uses.

Evaluation & Findings: The property is currently designated as industrial and requests a similar land use in the City.

(XII) Results in poor accessibility among linked or related land uses.

Evaluation & Findings: Accessibility to linked or related land uses will not be diminished.

(XIII) Results in the loss of significant amounts of functional open space.

Evaluation & Findings: The property is currently designated as industrial and will comply with City landscape and maximum impervious area requirements as set forth in the City Code.

In addition to the preceding urban sprawl indicators, Florida Statutes Section 163.3177 also establishes eight (8) “Urban Form” criteria. An amendment to the Future Land Use Map is presumed to not be considered urban sprawl if it meets four (4) of the (8) urban form criteria. These urban form criteria, and an evaluation of each as each may relate to this application, are provided below. The applicant has provided an analysis of the application’s consistency with Section 163.3177 within the application materials and contends that the proposed amendment will not encourage urban sprawl by showing it meets four of the eight urban form criteria.

1. Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.

Evaluation & Findings: The project site is already developed and currently in use.

2. Promotes the efficient and cost-effective provision or extension of public infrastructure and services.

Evaluation & Findings: This property is located within the City’s Water and Sewer services boundary.

3. Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.

Evaluation & Findings: This site is an industrial business and is not likely to affect walkability, however pedestrian access will be provided along CR 15A.

4. Promotes conservation of water and energy.

Evaluation & Findings: This site will comply with all City requirements regarding the efficient use of water and energy resources.

5. Preserves agricultural areas and activities, including silviculture, and dormant, unique, and prime farmlands and soils.

Evaluation & Findings: The project site will have no effect on agricultural areas and activities.

6. Preserves open space and natural lands and provides for public open space and recreation needs.

Evaluation & Findings: The site is already developed and will have no effect on natural lands and open spaces.

7. Creates a balance of land uses based upon demands of the residential population for the nonresidential needs of an area.

Evaluation & Findings: N/A

8. Provides uses, densities, and intensities of use and urban form that would remediate an existing or planned development pattern in the vicinity that constitutes sprawl or if it provides for an innovative development pattern such as transit-oriented developments or new towns as defined in s. 163.3164.

Evaluation & Findings: N/A

SITE DEVELOPMENT

1. New development shall comply with buffering requirements as set forth in Sec. 113-244

(f) Landscape buffer between incompatible uses:

(1) *General requirements.* Wherever a higher intensity property adjoins or abuts a lower intensity zoning district, a landscaped buffer area will be required along the total length of that adjoining or abutting property boundary to provide an attractive land use transition and reduce sight, glare, light and noise intrusion excluding properties located in the CRA (community redevelopment area). This landscaped buffer area as set out in this section will be reviewed and approved during the site plan process.

(3) A heavy industrial use abutting a residential district shall have a 40-foot-deep landscaped buffer area or a 25-foot-deep landscaped buffer area combined with a six-foot high brick, stone or concrete block wall. Alternatives to the wall requirement such as wood or vinyl fencing can be approved by the site development committee.

2. The subject property is located to the north of the Rookery development (zoned PUD) and to the south of the Gustafson development (zoned RC). The applicant will be required to create a 25-foot buffer as well as a 6 ft high wall or fence on all sections of the property abutting the previously mentioned developments.

3. No trucks are permitted to use Green Cove Ave. or S Oakridge Ave past the northernmost section of the property. Applicant will be required to revise site roadway design to implement designs that prevent truck traffic from turning right onto S Oakridge Ave.

4. Applicant is currently seeking grant options in the form of the Small Cities CDBG Economic Development fund and the ED grant to assist in construction of acceleration and deceleration lanes along sections of S Oakridge Ave.

STAFF RECOMMENDATION

Staff recommends approval of the Future Land Use and approval of the Rezoning.

RECOMMENDED MOTIONS:

Future Land Use

Recommend to City Council approval of ordinance O-08-2024, to amend the Future Land Use of Parcel ID 016515-001-00 from Industrial (County) to Industrial.

Rezoning

Motion to recommend to City Council the approval of Ordinance O-09-2024, to amend the Zoning of Parcel ID 016515-001-00 from Industrial (County) to M-2 Industrial.



FOR OFFICE USE ONLY

Received Date _____

Application #: _____

Acceptance Date: _____

Review Date: SRDT _____ P & Z _____ CC _____

Small Scale Future Land Use Map Amendment Application

A. PROJECT

1. Project Name: Truemont
2. Address of Subject Property: 4169 CR 15A Green Cove Springs, FL 32043
3. Parcel ID Number(s): 38-06-26-016515-001-00
4. Existing Use of Property: Industrial
5. Future Land Use Map Designation : Industrial
6. Existing Zoning Designation: IB
7. Proposed Future Land Use Map Designation: M2 Industrial District
8. Acreage (must be 50 acres or less): approximately 24 acres

B. APPLICANT

1. Applicant's Status Owner (title holder) Agent
2. Name of Applicant(s) or Contact Person(s): Jacob Manthei Title: President
 Company (if applicable): Aster Brands
 Mailing address: 2940 Parkview Drive
 City: Petoskey State: MI ZIP: 49770
 Telephone: (231) 675-4154 e-mail: jake@asterbrands.com
3. If the applicant is agent for the property owner* N/A
 Name of Owner (title holder): _____
 Mailing address: _____
 City: _____ State: _____ ZIP: _____
 Telephone: () _____ e-mail: _____

* Must provide executed Property Owner Affidavit authorizing the agent to act on behalf of the property owner.

C. ADDITIONAL INFORMATION

1. Is there any additional contact for sale of, or options to purchase, the subject property?
 Yes No If yes, list names of all parties involved:
 If yes, is the contract/option contingent or absolute?
 Contingent Absolute

D. ATTACHMENTS

1. Statement of proposed change, including a map showing the proposed Future Land Use Map change and Future Land Use Map designations on surrounding properties
2. A map showing the zoning designations on surrounding properties
3. A current aerial map (Maybe obtained from the Clay County Property Appraiser.)
4. Legal description with tax parcel number.
5. Boundary survey
6. Warranty Deed or the other proof of ownership
7. Fee.
 - a. \$750, plus
 - b. All applications are subject 10% administrative fee and must pay the cost of postage, signs, advertisements and the fee for any outside consultants.

No application shall be accepted for processing until the required application fee is paid in full by the applicant. Any fees necessary for technical review or additional reviews of the application by a consultant will be billed to the applicant at the rate of the reviewing entity. The invoice shall be paid in full prior to any action of any kind on the development application.

All attachments are required for a complete application. A completeness review of the application will be conducted within five (5) business days of receipt. If the application is determined to be incomplete, the application will be returned to the applicant.

I/We certify and acknowledge that the information contained herein is true and correct to the best of my/our knowledge:

Jacob Mantel
Signature of Applicant

Signature of Co-applicant

Jacob Mantel
Typed or printed name and title of applicant

Typed or printed name of co-applicant

Date 1/31/24

Date

State of MICHIGAN County of EMMET

The foregoing application is acknowledged before me this 31st day of JANUARY, 2024 by JACOB MANTEL, who is/are personally known to me, or who has/have produced _____ as identification.

NOTARY SEAL

Adam R. Cross
Signature of Notary Public, State of MICHIGAN



The subject property known as Truemont Materials is located at 4169 CR 15A, parcel number 38-06-26-016515-001-00 and is approximately 24 acres. Truemont Materials, soon to be known as Manthei Innovation Park, is currently within the Clay County jurisdiction with a zoning designation of IB Industrial and with a land use designation of Industrial. Following a joint application for annexation into the City of Green Cove Springs, this request to rezone and amend the land use is to propose M2 Industrial District anticipating continued industrial use, while expanding existing buildings and planning for additional developments. Some additional developments may be business and professional offices, material storage, manufacturing and sales of concrete products, plastic products, etc. all allowed by right per the permitted uses of the M2 Industrial District Municode, section 117-331.

The subject property currently has 2 existing ingress and egress and proposes a third as seen in the attached preliminary site plan. The western property line of the subject property is adjacent to County Road 15A. The remaining property lines share a boundary with the surrounding uses within the City of Green Cove Springs. South of the subject property is vacant land zoned Planned Unit Development. The northern and eastern properties are zoned recreation and conservation. All required landscape and development buffers between the districts are applied and these can also be seen on the attached preliminary site plan.

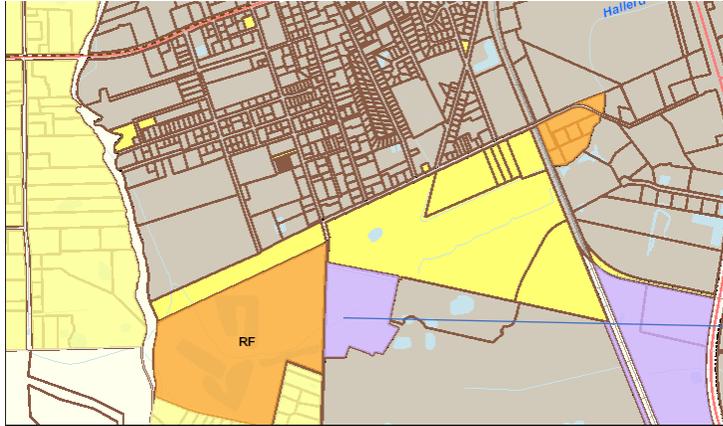
Since 2022, Truemont Materials has been an integral part of the growth of Green Cove Springs and surrounding cities including Orange Park, St. Augustine, and Jacksonville. Continued use of this property for industrial purposes will contribute to the advancement of Green Cove, Northeast Florida, and South Georgia. The additional developments mentioned above are projected to create approximately 300 jobs within the city of Green Cove Springs. As Truemont Materials further expands the city's growth, the city can ensure rapid police response time making the business a safe space work at and live near. Existing neighbors have shared their excitement for the expansion of Truemont Materials. Green Cove Springs

has much to look forward to upon the development of its first Innovation Park with its materials soon to be approved by the Florida Department of Transportation.

Small Scale Future Land Use Map Amendment Application Attachments 1-3

Subject Property Designations (PIN 38-06-26-016515-001-00) and Designations of Surrounding Uses

Clay County Future Land Use Map



SUBJECT PROPERTY:
Industrial

Property Appraiser Map



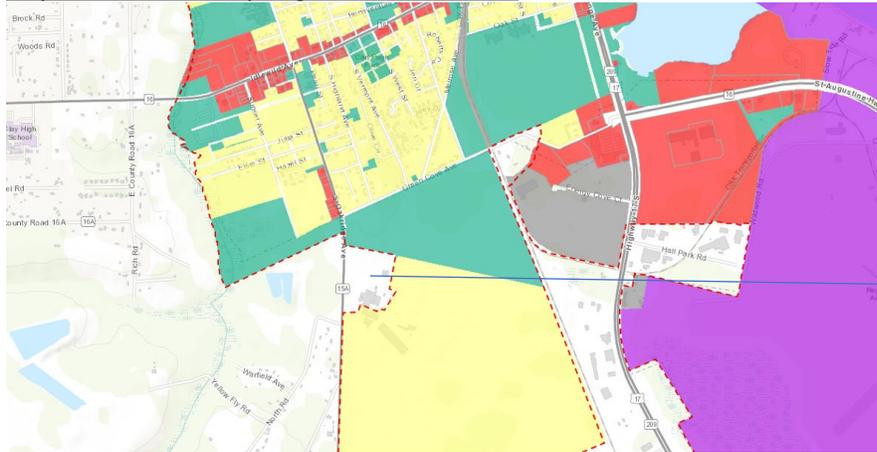
SUBJECT PROPERTY

City of Green Cove Springs Existing Land Use



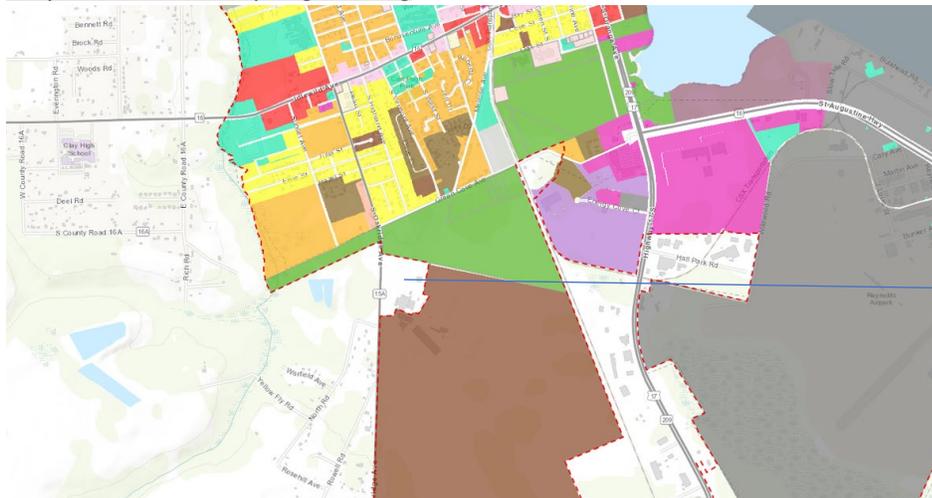
SUBJECT PROPERTY

City of Green Cove Springs Future Land Use



SUBJECT PROPERTY

City of Green Cove Springs Zoning



SUBJECT PROPERTY

RECORD AND RETURN TO:
Bryan C. Goode III, P.A.
320 1st Street North, Suite 613
Jacksonville Beach, FL 32250

TAX PARCEL ID. NO. 38-06-26-016515-001-00

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED, made and executed as of this 7th day of March, 2022, by **Green Cove Development Group, LLC**, a Florida limited liability company, whose address for purposes of this instrument is 2415 S. Ponte Vedra Blvd, Ponte Vedra Beach, FL 32082 (hereinafter referred to as the "Grantor"), to and in favor of **AB TRUEMONT, LLC**, a Michigan limited liability company, whose address for the purpose of this instrument is 2940 Parkview Ave., Petoskey, MI 49770 (hereinafter referred to as the "Grantee").

WITNESSETH:

THAT GRANTOR, for and in consideration of the sum of Ten and 00/100 Dollars (\$10.00) in hand paid by Grantee to Grantor and for other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged, does, by these presents, grant, bargain, sell, transfer, convey and confirm unto the Grantee, the following described real property lying and being situated in Clay County, Florida (the "Property"), to wit:

See **Exhibit "A"** attached hereto and by this reference made a part hereof.

TOGETHER WITH all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

TO HAVE AND TO HOLD the above described property unto Grantee in fee simple forever.

AND SUBJECT TO all matters of record, including those matters set forth on **Exhibit "B"** attached hereto, without the intent to reimpose same, Grantor does hereby covenant with said Grantee that the Grantor is lawfully seized of the Property in fee simple; that Grantor has good right and lawful authority to sell and convey the Property; that Grantor hereby warrants the title to said land and will defend the same against the lawful claims of all persons claiming by, through, or under the said Grantor.

IN WITNESS WHEREOF, Grantor has caused these presents to be executed as of the day and year first above written.

Signed, sealed and delivered in the presence of the following witnesses:

Green Cove Development Group, LLC, a Florida limited liability company

[Signature] Name: Bryan C. Goode, III

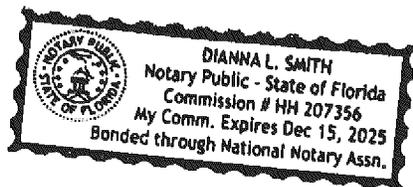
By: [Signature] Name: Alan Bock, Its: Member and President

[Signature] Name: Dianna L. Smith

By: [Signature] Name: Barry Freedman, Its: Member and Vice President

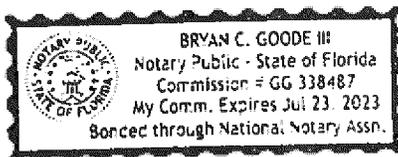
STATE OF FLORIDA COUNTY OF DUVAL

The foregoing instrument was acknowledged before me by means of [X] physical presence or [] online notarization, this 4th day of March, 2022 by Barry Freedman, Member, of Green Cove Development Group, LLC, a Florida limited liability company, on behalf of the company, who is personally known to me or has produced Drivers License as identification and did take an oath.



[Signature] Notary Public Print Name: My Commission Expires:

The foregoing instrument was acknowledged before me by means of [X] physical presence or [] online notarization, this 1st day of March, 2022 by Alan Bock, Member, of Green Cove Development Group, LLC, a Florida limited liability company, on behalf of the company, who is personally known to me or has produced Drivers License as identification and did take an oath.



[Signature] Notary Public Print Name: Bryan C. Goode, III My Commission Expires:

EXHIBIT "A"

A tract of land situated in the Bayard Tract; Clay County, Florida, as per plat thereof prepared by Charles F. Smith recorded in Deed Book "J", pages 273 and 274 of the public records of said county, said tract being a portion of Sections 6 and 7 - Block 51, Clinch Estate, as per plat thereof by Gould T. Butler recorded in Plat Book 1, pages 31, 32, 33 and 34 of said public records, All lying in the G.I.F. Clark Grant; Section 38, Township 6 South, Range 26 East; Clay County, Florida; said tract being more particularly described as follows:

Commence at the intersection of the centerline of Oakridge Avenue (County Road 15A) with the Centerline of Green Cove Avenue and run South along the centerline of said Oakridge Ave. with a curve concave Westerly, said curve having a central angle of 15 deg 52 min 10 sec, a radius of 1909.86 feet, an arc length of 528.98 feet and a chord bearing and distance of S 07 deg 13 min 41 sec E, 527.29 feet; thence run S 00 deg 42 min 24 sec W, along said centerline, 51.51 feet; thence leave said centerline and run S 78 deg 56 min 05 sec E, 35.58 feet to an iron rod on the Easterly right of way line of said Oakridge Avenue, said right of way as described in Official Records Book 1545, page 510 and page 513 of said public records and the Point of Beginning; thence run S 00 deg 42 min 24 sec W, along said right of way, 518.46 feet to iron pipe at the Northwest corner of said Official Records Book 1545, page 510; thence continue S 00 deg 42 min 24 sec W, along said right of way line and along the West line of aforesaid lands, 755.80 feet to an iron pipe at the Southwest corner of said lands; thence run East along the South line of said lands with the following courses and distances: East 283.81 feet; N 19 deg 48 min 59 sec E, 161.55 feet; S 70 deg 11 min 01 sec E, 287.10 feet; S 60 deg 56 min 01 sec E, 32.90 feet, S 40 deg 33 min 38 sec E, 22.40 feet; N 66 deg 10 min 19 sec E, 15.20 feet; N 32 deg 26 min 40 sec E, 52.20 feet; S 88 deg 48 min 20 sec E, 94.2 feet to an iron pipe at the Southeasterly corner of said lands; thence leave said South line and run N 30 deg 15 min 03 sec E, 428.28 feet to an iron rod; thence run N 75 deg 16 min 14 sec W, 158.18 feet to an iron rod; thence run N 11 deg 45 min 19 sec E, 477.17 feet to an iron rod; thence run N 09 deg 04 min 47 sec E, 142.03 feet to an iron rod; thence run N 78 deg 56 min 05 sec W, 972.65 feet to the Point of Beginning.

EXHIBIT "B"

1. The following matters shown on that certain Survey dated 12/28/2021 produced by Brian R. Marie, P.S.M., FL REG. #4852 under Project No.: S3023: (i) the encroachment into the building setback of the asphalt drive along a southerly and easterly boundary line, (ii) the encroachment into the building setback of the boat workshop along a southerly and easterly boundary line, (iii) the encroachment into the building setback of a portion of a building along a southerly boundary line, (iv) the departure of a chain link fence from the easterly boundary line, and (v) the encroachment of a shed into the building setback along the northerly boundary line.
2. General or special taxes and assessments required to be paid in the year 2022 and subsequent years.
3. Easement in favor in Clay Electric Cooperative as recorded in O.R. Book 1371, page 1307, of the public records of Clay County, Florida.
5. Right of way easement as recorded in O.R. Book 1613, page 2154, of the public records of Clay County, Florida.
9. Right of way easement as recorded in O.R. Book 1746, page 242, of the public records of Clay County, Florida.
10. Drainage easement as recorded in O.R. Book 2360, page 1786, of the public records of Clay County, Florida.



FOR OFFICE USE ONLY

P Z File # _____

Application Fee: _____

Filing Date: _____ Acceptance Date: _____

Review Date: SRDT _____ P & Z _____ CC _____

Rezoning Application

A. PROJECT

1. Project Name: Truemont
2. Address of Subject Property: 4169 CR 15A Green Cove Springs, FL 32043
3. Parcel ID Number(s): 38-06-26-016515-001-00
4. Existing Use of Property: Industrial
5. Future Land Use Map Designation: Industrial
6. Existing Zoning Designation: IB
7. Proposed Zoning Designation: M2 Industrial District
8. Acreage: approximately 24 acres

B. APPLICANT

1. Applicant's Status Owner (title holder) Agent
2. Name of Applicant(s) or Contact Person(s): Jacob Manthei Title: President
 Company (if applicable): Aster Brands
 Mailing address: 2940 Parkview Drive
 City: Petoskey State: MI ZIP: 49770
 Telephone: (231)-675-4154 FAX: () - e-mail: jake@asterbrands.com
3. If the applicant is agent for the property owner* N/A
 Name of Owner (titleholder): _____
 Mailing address: _____
 City: _____ State: _____ ZIP: _____
 Telephone: () _____ FAX: () _____ e-mail: _____

* Must provide executed Property Owner Affidavit authorizing the agent to act on behalf of the property owner.

C. ADDITIONAL INFORMATION

1. Is there any additional contact for sale of, or options to purchase, the subject property?
 Yes No If yes, list names of all parties involved:
 If yes, is the contract/option contingent or absolute?
 Contingent Absolute

D. ATTACHMENTS

1. Statement of proposed change, including a map showing the proposed zoning change and zoning designations on surrounding properties
2. A current aerial map (Maybe obtained from the Clay County Property Appraiser.)
3. Plat of the property (Maybe obtained from the Clay County Property Appraiser.)
4. Legal description with tax parcel number.
5. Boundary survey
6. Warranty Deed or the other proof of ownership
7. Fee.
 - a. \$750 plus \$20 per acre over 5
 - b. All applications are subject 10% administrative fee and must pay the cost of postage, signs, advertisements and the fee for any outside consultants.

No application shall be accepted for processing until the required application fee is paid in full by the applicant. Any fees necessary for technical review or additional reviews of the application by a consultant will be billed to the applicant at the rate of the reviewing entity. The invoice shall be paid in full prior to any action of any kind on the development application.

All 7 attachments are required for a complete application. A completeness review of the application will be conducted within five (5) business days of receipt. If the application is determined to be incomplete, the application will be returned to the applicant.

I/We certify and acknowledge that the information contained herein is true and correct to the best of my/our knowledge:

[Signature]
Signature of Applicant

Signature of Co-applicant

Jacob Manthei
Typed or printed name and title of applicant

Typed or printed name of co-applicant

Date 1/31/2024

Date 1/31/2024

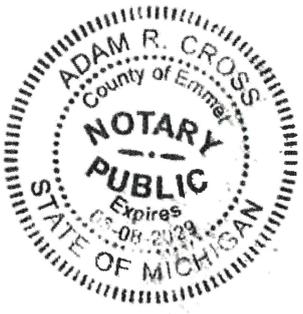
State of MICHIGAN County of EMMET

The foregoing application is acknowledged before me this 31st day of JANUARY, 2024, by JACOB

MANTHEI, who is/are personally known to me, or who has/have produced _____
as identification.

NOTARY SEAL

[Signature] Signature of Notary Public, State of MICHIGAN



The subject property known as Truemont Materials is located at 4169 CR 15A, parcel number 38-06-26-016515-001-00 and is approximately 24 acres. Truemont Materials, soon to be known as Manthei Innovation Park, is currently within the Clay County jurisdiction with a zoning designation of IB Industrial and with a land use designation of Industrial. Following a joint application for annexation into the City of Green Cove Springs, this request to rezone and amend the land use is to propose M2 Industrial District anticipating continued industrial use, while expanding existing buildings and planning for additional developments. Some additional developments may be business and professional offices, material storage, manufacturing and sales of concrete products, plastic products, etc. all allowed by right per the permitted uses of the M2 Industrial District Municode, section 117-331.

The subject property currently has 2 existing ingress and egress and proposes a third as seen in the attached preliminary site plan. The western property line of the subject property is adjacent to County Road 15A. The remaining property lines share a boundary with the surrounding uses within the City of Green Cove Springs. South of the subject property is vacant land zoned Planned Unit Development. The northern and eastern properties are zoned recreation and conservation. All required landscape and development buffers between the districts are applied and these can also be seen on the attached preliminary site plan.

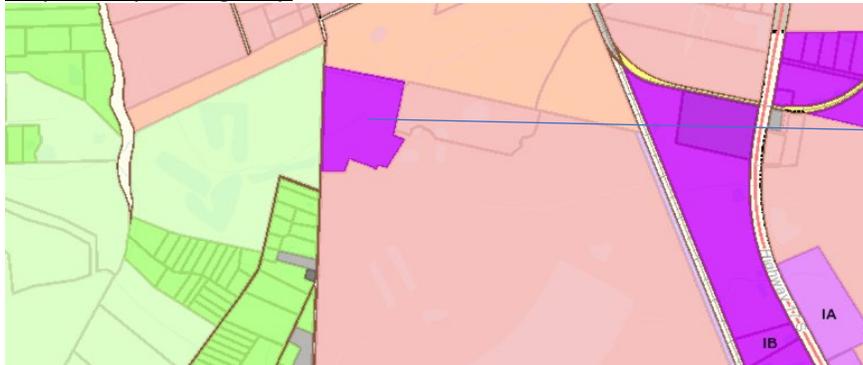
Since 2022, Truemont Materials has been an integral part of the growth of Green Cove Springs and surrounding cities including Orange Park, St. Augustine, and Jacksonville. Continued use of this property for industrial purposes will contribute to the advancement of Green Cove, Northeast Florida, and South Georgia. The additional developments mentioned above are projected to create approximately 300 jobs within the city of Green Cove Springs. As Truemont Materials further expands the city's growth, the city can ensure rapid police response time making the business a safe space work at and live near. Existing neighbors have shared their excitement for the expansion of Truemont Materials. Green Cove Springs

has much to look forward to upon the development of its first Innovation Park with its materials soon to be approved by the Florida Department of Transportation.

Rezoning Application Attachments 1 and 2

Subject Property Designations (PIN 38-06-26-016515-001-00) and Designations of Surrounding Uses

Clay County Zoning Map



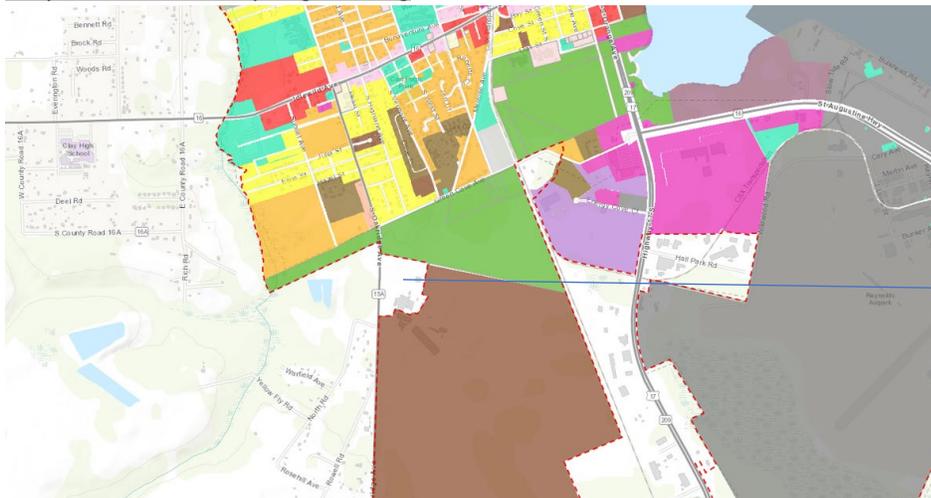
SUBJECT PROPERTY:
IB

Property Appraiser Map



SUBJECT PROPERTY

City of Green Cove Springs Zoning



SUBJECT PROPERTY

RECORD AND RETURN TO:
Bryan C. Goode III, P.A.
320 1st Street North, Suite 613
Jacksonville Beach, FL 32250

TAX PARCEL ID. NO. 38-06-26-016515-001-00

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED, made and executed as of this 7th day of March, 2022, by **Green Cove Development Group, LLC**, a Florida limited liability company, whose address for purposes of this instrument is 2415 S. Ponte Vedra Blvd, Ponte Vedra Beach, FL 32082 (hereinafter referred to as the "Grantor"), to and in favor of **AB TRUEMONT, LLC**, a Michigan limited liability company, whose address for the purpose of this instrument is 2940 Parkview Ave., Petoskey, MI 49770 (hereinafter referred to as the "Grantee").

WITNESSETH:

THAT GRANTOR, for and in consideration of the sum of Ten and 00/100 Dollars (\$10.00) in hand paid by Grantee to Grantor and for other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged, does, by these presents, grant, bargain, sell, transfer, convey and confirm unto the Grantee, the following described real property lying and being situated in Clay County, Florida (the "Property"), to wit:

See **Exhibit "A"** attached hereto and by this reference made a part hereof.

TOGETHER WITH all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

TO HAVE AND TO HOLD the above described property unto Grantee in fee simple forever.

AND SUBJECT TO all matters of record, including those matters set forth on **Exhibit "B"** attached hereto, without the intent to reimpose same, Grantor does hereby covenant with said Grantee that the Grantor is lawfully seized of the Property in fee simple; that Grantor has good right and lawful authority to sell and convey the Property; that Grantor hereby warrants the title to said land and will defend the same against the lawful claims of all persons claiming by, through, or under the said Grantor.

IN WITNESS WHEREOF, Grantor has caused these presents to be executed as of the day and year first above written.

Signed, sealed and delivered in the presence of the following witnesses:

Green Cove Development Group, LLC, a Florida limited liability company

[Signature] Name: Bryan C. Goode, III

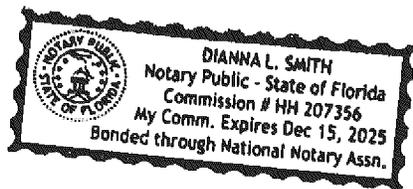
By: [Signature] Name: Alan Bock, Its: Member and President

[Signature] Name: Dianna L. Smith

By: [Signature] Name: Barry Freedman, Its: Member and Vice President

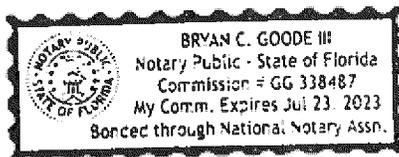
STATE OF FLORIDA COUNTY OF DUVAL

The foregoing instrument was acknowledged before me by means of [X] physical presence or [] online notarization, this 4th day of March, 2022 by Barry Freedman, Member, of Green Cove Development Group, LLC, a Florida limited liability company, on behalf of the company, who is personally known to me or has produced Drivers License as identification and did take an oath.



[Signature] Notary Public Print Name: My Commission Expires:

The foregoing instrument was acknowledged before me by means of [X] physical presence or [] online notarization, this 1st day of March, 2022 by Alan Bock, Member, of Green Cove Development Group, LLC, a Florida limited liability company, on behalf of the company, who is personally known to me or has produced Drivers License as identification and did take an oath.



[Signature] Notary Public Print Name: Bryan C. Goode, III My Commission Expires:

EXHIBIT "A"

A tract of land situated in the Bayard Tract; Clay County, Florida, as per plat thereof prepared by Charles F. Smith recorded in Deed Book "J", pages 273 and 274 of the public records of said county, said tract being a portion of Sections 6 and 7 - Block 51, Clinch Estate, as per plat thereof by Gould T. Butler recorded in Plat Book 1, pages 31, 32, 33 and 34 of said public records, All lying in the G.I.F. Clark Grant; Section 38, Township 6 South, Range 26 East; Clay County, Florida; said tract being more particularly described as follows:

Commence at the intersection of the centerline of Oakridge Avenue (County Road 15A) with the Centerline of Green Cove Avenue and run South along the centerline of said Oakridge Ave. with a curve concave Westerly, said curve having a central angle of 15 deg 52 min 10 sec, a radius of 1909.86 feet, an arc length of 528.98 feet and a chord bearing and distance of S 07 deg 13 min 41 sec E, 527.29 feet; thence run S 00 deg 42 min 24 sec W, along said centerline, 51.51 feet; thence leave said centerline and run S 78 deg 56 min 05 sec E, 35.58 feet to an iron rod on the Easterly right of way line of said Oakridge Avenue, said right of way as described in Official Records Book 1545, page 510 and page 513 of said public records and the Point of Beginning; thence run S 00 deg 42 min 24 sec W, along said right of way, 518.46 feet to iron pipe at the Northwest corner of said Official Records Book 1545, page 510; thence continue S 00 deg 42 min 24 sec W, along said right of way line and along the West line of aforesaid lands, 755.80 feet to an iron pipe at the Southwest corner of said lands; thence run East along the South line of said lands with the following courses and distances: East 283.81 feet; N 19 deg 48 min 59 sec E, 161.55 feet; S 70 deg 11 min 01 sec E, 287.10 feet; S 60 deg 56 min 01 sec E, 32.90 feet, S 40 deg 33 min 38 sec E, 22.40 feet; N 66 deg 10 min 19 sec E, 15.20 feet; N 32 deg 26 min 40 sec E, 52.20 feet; S 88 deg 48 min 20 sec E, 94.2 feet to an iron pipe at the Southeasterly corner of said lands; thence leave said South line and run N 30 deg 15 min 03 sec E, 428.28 feet to an iron rod; thence run N 75 deg 16 min 14 sec W, 158.18 feet to an iron rod; thence run N 11 deg 45 min 19 sec E, 477.17 feet to an iron rod; thence run N 09 deg 04 min 47 sec E, 142.03 feet to an iron rod; thence run N 78 deg 56 min 05 sec W, 972.65 feet to the Point of Beginning.

EXHIBIT "B"

1. The following matters shown on that certain Survey dated 12/28/2021 produced by Brian R. Marie, P.S.M., FL REG. #4852 under Project No.: S3023: (i) the encroachment into the building setback of the asphalt drive along a southerly and easterly boundary line, (ii) the encroachment into the building setback of the boat workshop along a southerly and easterly boundary line, (iii) the encroachment into the building setback of a portion of a building along a southerly boundary line, (iv) the departure of a chain link fence from the easterly boundary line, and (v) the encroachment of a shed into the building setback along the northerly boundary line.
2. General or special taxes and assessments required to be paid in the year 2022 and subsequent years.
3. Easement in favor in Clay Electric Cooperative as recorded in O.R. Book 1371, page 1307, of the public records of Clay County, Florida.
5. Right of way easement as recorded in O.R. Book 1613, page 2154, of the public records of Clay County, Florida.
9. Right of way easement as recorded in O.R. Book 1746, page 242, of the public records of Clay County, Florida.
10. Drainage easement as recorded in O.R. Book 2360, page 1786, of the public records of Clay County, Florida.

ORDINANCE NO. O-08-2024

AN ORDINANCE OF THE CITY COUNCIL OF GREEN COVE SPRINGS, FLORIDA AMENDING THE FUTURE LAND USE MAP FOR ±23.37 ACRES OF PROPERTY LOCATED ON CR 15A, IDENTIFIED AS TAX ID NUMBER 016515-001-00, MORE PARTICULARLY DESCRIBED BY EXHIBIT “A”, FROM INDUSTRIAL (COUNTY DESIGNATION), TO INDUSTRIAL; PROVIDING FOR REPEALER, SEVERABILITY AND SETTING AN EFFECTIVE DATE.

RECITALS

WHEREAS, the City has received a request to amend the Future Land Use Map for the subject parcel from Industrial (County) to Industrial; and

WHEREAS, if the City approved the Future Land Use Map amendment for the subject property it will be designated as Industrial on the Future Land Use Map of the City, and

WHEREAS, the City has received a request to rezone the subject parcel from Light Industrial (County) to Industrial District (M-2); and

WHEREAS, the City has the authority pursuant to its home rule and other statutory powers to rezone properties within the City; and

WHEREAS, a duly advertised public hearing was conducted on the proposed amendment on March 26, 2024 by the Planning and Zoning Board, sitting as the Local Planning Agency (LPA) and the LPA reviewed and considered comments received during the public hearing concerning the application and made its recommendation for approval to the City Council; and,

WHEREAS, the City Council considered the recommendations of the LPA at a duly advertised public hearing on April 2, 2024 and April 16, 2024 and provided for and received public participation; and,

WHEREAS, the City Council has determined and found said application for the amendment, to be consistent with the City of Green Cove Springs Comprehensive Plan and Land Development Regulations; and,

WHEREAS, for reasons set forth in this Ordinance that is hereby adopted and incorporated as findings of fact, that the Green Cove Springs City Council finds and declares that the enactment of this amendment is in the furtherance of the public health, safety, morals, order, comfort, convenience, appearance, prosperity, or general welfare.

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

Section 1. Findings of Fact and Conclusions of Law.

1. The above recitals are true and correct and incorporated herein by reference.
2. The proposed Future Land Use Map amendment is consistent with the Comprehensive Plan.
3. The amendment will not cause a reduction in the adopted level of service standards for transportation, potable water, sanitary sewer, solid waste, stormwater, recreation, or public schools.

Section 2. Comprehensive Plan Future Land Use Map Amended. The Comprehensive Plan Future Land Use Map is hereby amended from Industrial (County) to Industrial on Tax Parcel Number 38-06-26-016515-001-00 in accordance with the legal description found in Exhibit “A” and map found in Exhibit “B” attached hereto.

Section 3. Ordinance to be Construed Liberally. This ordinance shall be liberally construed in order to effectively carry out the purposes hereof which are deemed to be in the best interest of the public health, safety and welfare of the citizens and residents of Green Cove Springs, Florida.

Section 4. Repealing Clause. All ordinance or parts of ordinances in conflict herewith are, to the extent of the conflict, hereby repealed.

Section 5 Severability. It is the declared intent of the City Council of the City of Green Cove Springs that, if any section, sentence, clause, phrase, or provision of this ordinance is for any reason held or declared to be unconstitutional, void, or inoperative by any court or agency of competent jurisdiction, such holding of invalidity or unconstitutionality shall not affect the remaining provisions of this ordinance, and the remainder of the ordinance after the exclusions of such part or parts shall be deemed to be valid.

Section 6. Effective Date. The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the City that the plan amendment package is complete in accordance with Chapter 163.3184 F.S. If timely challenged, this amendment shall become effective on the date the state land planning agency, or the Administrative Council enters a final order determining this adopted amendment to be in compliance in accordance with Chapter 163.3184 F.S. No development orders, development permits, or land uses dependent on this amendment may be issued or commenced before this plan amendment has become effective.

INTRODUCED AND APPROVED AS TO FORM ONLY ON THE FIRST READING BY THE CITY COUNCIL OF THE CITY OF GREEN COVE SPRINGS, FLORIDA, ON THIS 2nd DAY OF APRIL 2024.

CITY OF GREEN COVE SPRINGS, FLORIDA

Constance Butler, Mayor

ATTEST:

Erin West, City Clerk

PASSED ON SECOND AND FINAL READING BY THE CITY COUNCIL OF THE CITY OF GREEN COVE SPRINGS, FLORIDA, THIS 16th DAY OF APRIL 2024.

CITY OF GREEN COVE SPRINGS, FLORIDA

Constance Butler, Mayor

ATTEST:

Erin West, City Clerk

APPROVED AS TO FORM:

L. J. Arnold, III, City Attorney

EXHIBIT "A"

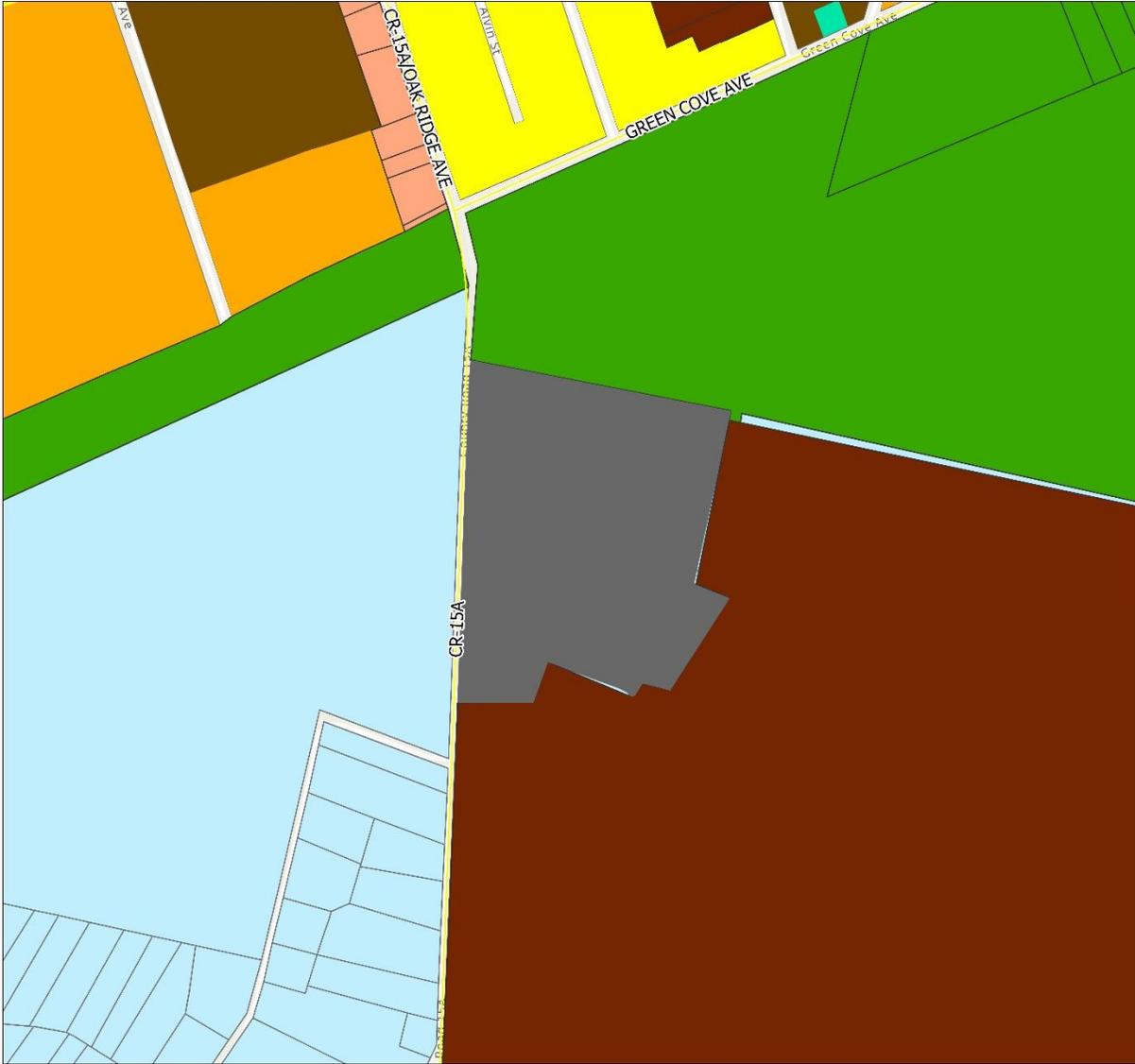
Tax Parcel Number 38-06-26-016515-001-00

LEGAL DESCRIPTION

A tract of land situated in the Bayard Tract; Clay County, Florida, as per plat thereof prepared by Charles F. Smith recorded in Deed Book "J", pages 273 and 274 of the public records of said county, said tract being a portion of Sections 6 and 7 Block 51, Clinch Estate, as per plat thereof by Gould T. Butler recorded in Plat Book 1, pages 31, 32, 33 and 34 of said public records, All lying in the G.L.F. Clark Grant; Section 38, Township 6 South, Range 26 East; Clay County, Florida; said tract being more particularly described as follows:

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EXHIBIT "B"



Zoning	
R1	Low Density Residential
R2	Medium Density Residential
R3	High Density Residential
RRF	Residential Riverfront
PUD	Planned Unit Development
RPO	Residential Professional Office
C1	Commercial Medium Intensity
C2	Commercial High Intensity
CBD	Central Business District
GCC	Gateway Corridor Commercial
GCN	Gateway Corridor Neighborhood
GCR	Gateway Corridor Residential
M-2	Industrial District
M-1	Light Industrial District
MUH C-2/M-2	Mixed Use
INS	Institutional
RC	Recreation

ORDINANCE NO. O-09-2024

AN ORDINANCE OF THE CITY COUNCIL OF GREEN COVE SPRINGS, FLORIDA REZONING ±23.37 ACRES OF REAL PROPERTY GENERALLY LOCATED ON CR 15A, IDENTIFIED AS OF A PORTION TAX ID NUMBER 016515-001-00, MORE PARTICULARLY DESCRIBED BY EXHIBIT “A”, FROM LIGHT INDUSTRIAL (COUNTY DESIGNATION) TO M-2, INDUSTRIAL DISTRICT; PROVIDING FOR REPEALER, SEVERABILITY AND SETTING AN EFFECTIVE DATE.

RECITALS

WHEREAS, the City has received a request to amend the Future Land Use Map for the subject parcel from Industrial (County) to Industrial; and

WHEREAS, if the City approved the Future Land Use Map amendment for the subject property it will be designated as Industrial on the Future Land Use Map of the City, and

WHEREAS, the City has received a request to rezone the subject parcel from Light Industrial (County) to Industrial District (M-2); and

WHEREAS, the City has the authority pursuant to its home rule and other statutory powers to rezone properties within the City; and

WHEREAS, a duly advertised public hearing was conducted on the proposed rezoning on March 26, 2024 by the Planning and Zoning Board, sitting as the Local Planning Agency (LPA) and the LPA reviewed and considered comments received during the public hearing concerning the application and made its recommendation for approval to the City Council; and,

WHEREAS, the City Council considered the recommendations of the LPA at a duly advertised public hearing on April 2, 2024 and April 16, 2024 and provided for and received public participation; and,

WHEREAS, the City Council has determined and found said application for the amendment, to be consistent with the City of Green Cove Springs Comprehensive Plan and Land Development Regulations; and,

WHEREAS, for reasons set forth in this Ordinance that is hereby adopted and incorporated as findings of fact, that the Green Cove Springs City Council finds and declares that the enactment of this amendment is in the furtherance of the public health, safety, morals, order, comfort, convenience, appearance, prosperity, or general welfare.

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

Section 1. Zoning Map Amended. The Zoning Map is hereby amended for the following property from Light Industrial (County) to Industrial District (M-2). A portion of Tax Parcel Number 38-06-26-016515-001-00 in accordance with the legal description found in Exhibit “A” and map found in Exhibit “B” attached hereto.

Section 2. Ordinance to be Construed Liberally. This ordinance shall be liberally construed in order to effectively carry out the purposes hereof which are deemed to be in the best interest of the public health, safety and welfare of the citizens and residents of Green Cove Springs, Florida.

Section 3. Repealing Clause. All ordinance or parts of ordinances in conflict herewith are, to the extent of the conflict, hereby repealed.

Section 4. Severability. It is the declared intent of the City Council of the City of Green Cove Springs that, if any section, sentence, clause, phrase, or provision of this ordinance is for any reason held or declared to be unconstitutional, void, or inoperative by any court or agency of competent jurisdiction, such holding of invalidity or unconstitutionality shall not affect the remaining provisions of this ordinance, and the remainder of the ordinance after the exclusions of such part or parts shall be deemed to be valid.

Section 5. Effective Date. The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the City that the plan amendment package is complete in accordance with Chapter 163.3184 F.S. If timely challenged, this amendment shall become effective on the date the state land planning agency, or the Administrative Council enters a final order determining this adopted amendment to be in compliance in accordance with Chapter 163.3184 F.S. No development orders, development permits, or land uses dependent on this amendment may be issued or commenced before this plan amendment has become effective.

INTRODUCED AND APPROVED AS TO FORM ONLY ON THE FIRST READING BY THE CITY COUNCIL OF THE CITY OF GREEN COVE SPRINGS, FLORIDA, ON THIS 21st DAY OF MARCH 2024.

CITY OF GREEN COVE SPRINGS, FLORIDA

Constance Butler, Mayor

ATTEST:

Erin West, City Clerk

PASSED ON SECOND AND FINAL READING BY THE CITY COUNCIL OF THE CITY OF GREEN COVE SPRINGS, FLORIDA, THIS 16th DAY OF MARCH 2024.

CITY OF GREEN COVE SPRINGS, FLORIDA

Constance Butler, Mayor

ATTEST:

Erin West, City Clerk

APPROVED AS TO FORM:

L. J. Arnold, III, City Attorney

EXHIBIT "A"

Tax Parcel Number 38-06-26-016515-001-00

LEGAL DESCRIPTION

A tract of land situated in the Bayard Tract; Clay County, Florida, as per plat thereof prepared by Charles F. Smith recorded in Deed Book "J", pages 273 and 274 of the public records of said county, said tract being a portion of Sections 6 and 7 Block 51, Clinch Estate, as per plat thereof by Gould T. Butler recorded in Plat Book 1, pages 31, 32, 33 and 34 of said public records, All lying in the G.L.F. Clark Grant; Section 38, Township 6 South, Range 26 East; Clay County, Florida; said tract being more particularly described as follows:

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EXHIBIT "B"



Zoning	
R1	Low Density Residential
R2	Medium Density Residential
R3	High Density Residential
RRF	Residential Riverfront
PUD	Planned Unit Development
RPO	Residential Professional Office
C1	Commercial Medium Intensity
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GCC	Gateway Corridor Commercial
GCN	Gateway Corridor Neighborhood
GCR	Gateway Corridor Residential
M-2	Industrial District
M-1	Light Industrial District
MUH C-2/M-2	Mixed Use
INS	Institutional
RC	Recreation

the Planning and Zoning Commission however due to concerns about the impact of adding industrial uses to the property, City Council recommended that the request be tabled subject to a requirement that the applicant submit a site specific Future Land Use text amendment addressing

- Land uses
- Site Design
- Buffering
- Traffic

Subsequent to the request being tabled, the applicant submitted a Future Land Use Text Amendment which was transmitted by City Council to the State Commerce Department for review on February 6, 2024. After the completion of the state review, the request will be reviewed by City Council for adoption. The request for a PUD rezoning cannot be approved until the approval of the Future Land map and text amendment. The text amendment is enclosed.

The property includes an extension of the CSX Rail line which runs south to north located in the eastern portion of the property. The rail line is owned by the City and is in disrepair. The applicant has expressed an interest in entering an agreement with the City to repair the existing Rail line and add a Railroad spur to serve potential future Industrial users on the property. These actions would require a separate agreement to be approved by the City.

There is an existing building on the site that had been used for manufacturing plant which has been closed in 2010. However industrial businesses such as Woodford Plywood, Meever USA and Front Runner Boatworks have been located at this location as nonconforming industrial uses.

The property is sparsely wooded with the exception of the area to the east of the railroad tracks which has a thick tree cover.

The site is located within the City's Water, Sewer, and Electric Service Boundaries. It will be served by the City's sanitation services.

Aerial



CONSISTENCY WITH THE COMPREHENSIVE PLAN

The following Goals, Objectives, and Policies (GOPs) are not in compliance with the proposed Planned Unit Development application.

FUTURE LAND USE ELEMENT

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 1.2. 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 1.2.3. The City shall promote more compact and energy resource efficient residential development where the location and surrounding infrastructure supports multiple modes of transportation.

Policy 1.2.7. 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.

Objective 1.4. The City shall strive to preserve its natural resources.

TRANSPORTATION ELEMENT

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

PUBLIC FACILITIES IMPACT

Traffic Impacts

Land Use ¹ (ITE)	Square Footage/Dwelling Units	Daily		AM Peak		PM Peak	
		Rate	Trips	Rate	Trips	Rate	Trips
Warehousing	264,000	n/a	456	n/a	55	n/a	58
Light Industrial	130,500	n/a	542	n/a	93	n/a	49
Manufacturing	119,000	n/a	325	n/a	82	n/a	86
Shopping Center	231,200	n/a	11,900	n/a	270	n/a	1,032
Total	744,700	n/a	13,223	n/a	500	n/a	1,225



1. Source: Institute of Transportation Engineers: Trip Generation Manual 9th Edition

Conclusion: Pursuant to the requirements of the site specific Future Land Use text amendment, a traffic study methodology has been submitted to staff for review. A completed methodology is required prior to zoning approval.

Potable Water Impacts

Industrial

System Category	Gallons Per Day (GPD)
Current Permitted Capacity ¹	4,200,000
Less actual Potable Water Flows ¹	1,013,000
Residual Capacity ¹	3,187,000
Projected Potable Water Demand from Proposed Project ²	81,917
Residual Capacity after Proposed Project	3,1105,803

1. Source: City of Green Cove Springs Public Works Department

2. Source: City of Green Cove Springs Comprehensive Plan. Formula Used: .11 x sq ft (based on historical data)

Conclusion: The impact was calculated based on potential industrial uses. As shown in the table above, there is adequate capacity this use type. The City has existing water lines installed at this location.

Sanitary Sewer Impacts – South Plant WWTP

Commercial

System Category	Gallons Per Day (GPD)
Current Permitted Capacity ¹	350,000
Current Loading ¹	270,000
Committed Loading ¹	330,000
Projected Sewer Demand from Proposed Project ²	81,917
Residual Capacity after Proposed Project	-411,917

1. Source: City of Green Cove Springs Public Works Department

2. Source: City of Green Cove Springs Comprehensive Plan. Formula Used: .11 x sq ft (based on historical data)

Conclusion: The impact was calculated based on potential commercial or residential uses. The project site is served by the South Plant Wastewater Treatment Plant (WWTP). As shown in the table above, when factoring in the current loading and the committed loading, this WWTP is over capacity to handle the estimated impacts resulting from the proposed application. The committed loading is related to the Rookery Development which will be completed in two years prior to the commencement of this project. At such time, the Rookery capacity will be served by a new wastewater treatment facility provided by the Clay County Utility Authority. Once the facility is built, the capacity temporarily reserved to the Rookery shall be available for this development. In addition, the remaining demand will be sent via force main to the Harbor Road plant, where the City has an excess capacity of approximately 700,000 gallons per day. As a result, there is adequate capacity. The City has existing sewer lines at this location.

Solid Waste Impacts

Commercial

System Category	LBs Per Day / Tons per Year
Solid Waste Generated by Proposed Project ¹	None
Solid Waste Facility Capacity ²	Minimum 3 Years Capacity

1. Source: City of Green Cove Springs does not provide commercial sanitation services, prospective sanitation collection franchisees shall comply with City Code Section 66-10.

Solid Waste Impacts

The City of Green Cove Springs’ solid waste is disposed of at the Rosemary Hill Solid Waste Management Facility operated by Clay County. Per the Clay County Comprehensive Plan, a minimum of three (3) years capacity shall be maintained at the County’s solid waste management facility. For commercial developments, the City does not provide Curbside Service; commercial locations must instead contract with an approved franchisee for containerized collection.

Conclusion: The proposed rezoning shall provide a complete methodology prior to rezoning approval and provide a complete traffic study prior to development approval.

STAFF ANALYSIS

Compatibility

The Subject Property is located adjacent to a Mixed Use Land Use District to the north and west, to the south are industrial uses located along Hall Park Road and to the east the property is adjacent the Reynolds AirPark which is zoned Industrial. The property line of the proposed request is within 400’ of an existing Runway. The Reynolds Air Park is a private airpark operated by Pegasus Technology, Inc., who is a tenant of the landowner, Clay County Port, Inc. The airpark is not open to the public and therefore is not required to have an Airport Master Plan as is required for a Public use airport pursuant to Chapter 333 of the Florida Statutes. Regardless of the fact that the Airpark is a private airport, proposed development within that area will be reviewed to ensure compatibility with the existing facility. The property along US 17 and SR 16 shall remain as commercial properties in keeping with providing a commercial gateway into the City. As a result, the proposed Future Land Use and Zoning application is suitable for the property and compatible with the surrounding uses.

The transmitted Future Land Use Text Amendment include the following requirements:

1. *Prior to the approval of a subsequent development order such as but not limited to a subdivision or site development plan, the property owner/developer must submit a developer’s agreement addressing the following development requirements for the Amendment parcels that is currently owned by HLM Investments that is adjacent to SR 16 and US 17:*
 - a) *Address screening and buffering requirements between the Amendment parcels or portion thereof and the remaining portion of parcel 016451-0000 and SR 16 and US 17.*

b) Address Building, site and streetscape design requirements for the Amendment parcels or portion thereof and the remaining portion of parcel 016451-0000 adjacent to SR 16 and US 17. These requirements shall include but are not limited to:

- a. Block Standards*
- b. Building Placement*
- c. Building Typology and Massing*
- d. Building Frontage Design*
- e. Façade Articulation*
- f. Entrances*
- g. Building Materials*
- h. Lighting*
- i. Service Area and Mechanical Equipment Screening*
- j. Signage*

- 2. Prior to approval of a subsequent development order, such as but not limited a zoning, subdivision or site development plan, the property owner/developer will be required to provide an Access Management Plan and Traffic Impact Analysis to address site access and traffic capacity, the plan must be developed in cooperation with Florida Department of Transportation, Clay County and the City of Green Cove Springs.*
 - a. Traffic Study shall be completed prior to issuance of building permits for new onsite development and certificate of occupancies (CO) are issued for expansion of existing development.*
 - b. Traffic Study shall address truck traffic and rail traffic as part of their analysis.*
 - c. Traffic Study methodology approval shall be secured prior to approval of a subsequent development order, such as but not limited to Zoning, Subdivision or Site Development Plan.*
 - d. A Development Agreement shall be completed prior to issuance of building permits for new onsite development and certificate of occupancies (CO) are issued for expansion of existing development to address the timing and costs associated with offsite improvements.*
- 3. Limit uses on the Amendment Parcels by allowing M-1 Uses by right and M-2 uses as a special exception.*
- 4. Property shall be rezoned to a Planned Unit Development (PUD). A conceptual plan and written description shall be included with the PUD submittal.*

Pursuant to the requirements of the site-specific text amendment, the applicant has submitted a Planned Unit Development Concept Plan and Written Description. The written description includes a Project Description Uses and Restrictions, Design Guidelines, Development Plan Approval and a justification for a Planned Unit Development. The Concept Plan shows the location of commercial development along SR 16 and US 17 with the industrial uses within the interior of the development.

Enclosed in your packet is a list of staff deficiencies to be addressed as part of the staff review of the proposed Plan.

These items include but are not limited to:

1. Providing a master utility plan. As part of a Planned Development, it is important to have a concept plan that provides for the efficient use of land as set forth in the Land Development Code Sec. 117-421(3)(c).
2. Architectural Review requirements. The applicant has set forth in the Project Description that the Industrial buildings shall have a stucco, brick or stone appearance visible from US 17 or SR 16. However there is no information about minimal building massing requirements, frontage design, entrances for the development as set forth in the transmitted text amendment.
3. The applicant is proposing to reduce the tree preservation requirements of the City Code. Typically as part of a Planned Unit Development, the trade off between the City and the property owner is that there is an allowance for more flexibility in development requirements such as setbacks, lot sizes etc with the tradeoff that additional open space is provided for natural resources such as tree preservation. However, in this case the applicant is requesting a significant reduction in tree preservation requirements which staff opposes.
4. The applicant has submitted a traffic methodology but there are outstanding comments that have not been addressed such as but not limited to information analyzing the projected distribution of the proposed traffic on the roadway network, an analysis of the projected truck traffic projected to generated based by the proposed development or the existing or potential for increased train usage along the CSX line that could result in delays on US 17. The outstanding comments are included with the packet. In addition, the applicant has not received approval from FDOT regarding any of the proposed access locations located on US 17 or SR 16.

Intent of Existing Zoning Districts

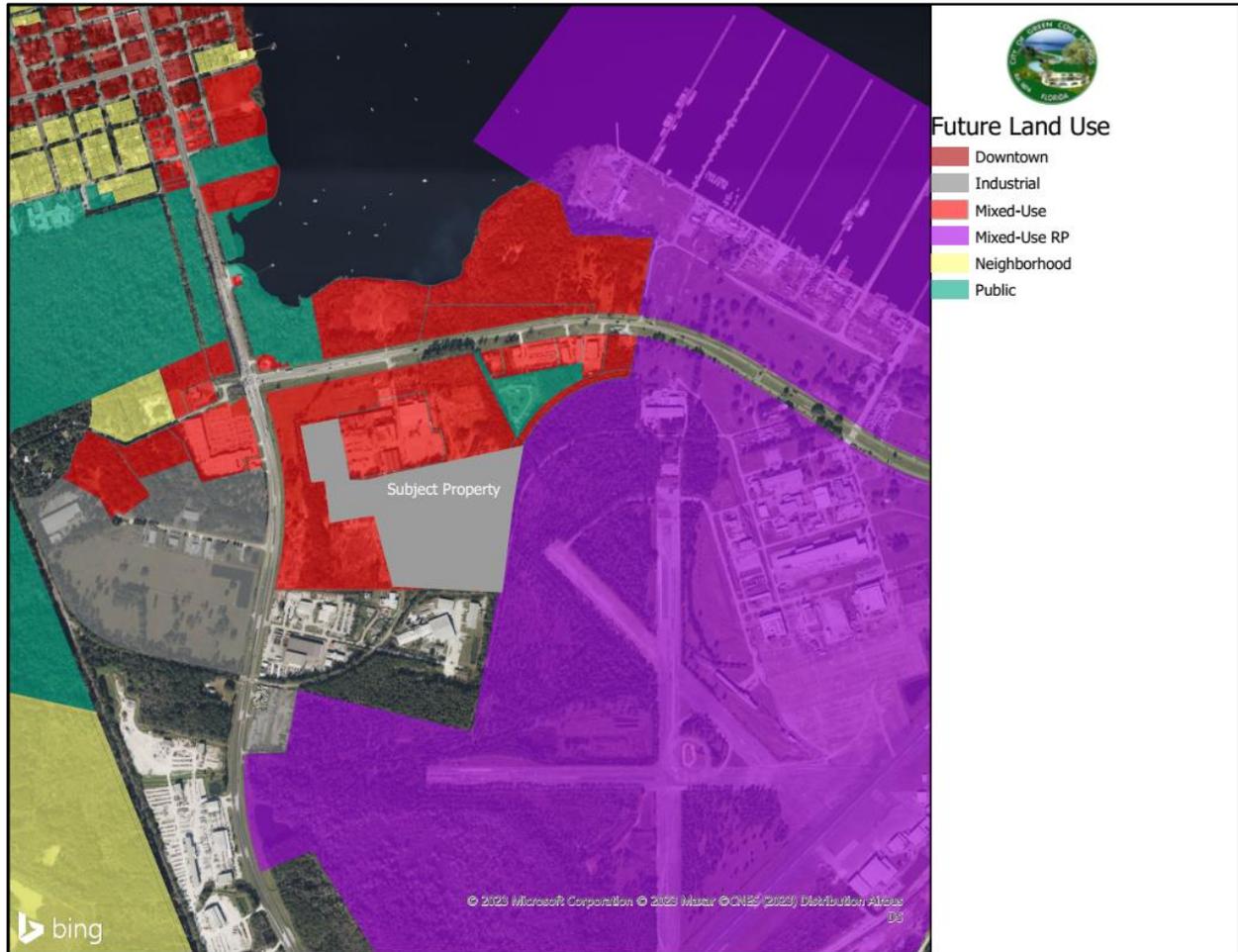
The commercial high intensity (CHI), C-2 general commercial zoning category district is intended for intensive commercial uses which generally require a conspicuous and accessible location convenient to streets carrying large volumes of traffic.

The M-2 industrial district is intended to be for an industrial park. A variety of industrial and supported uses are allowed.

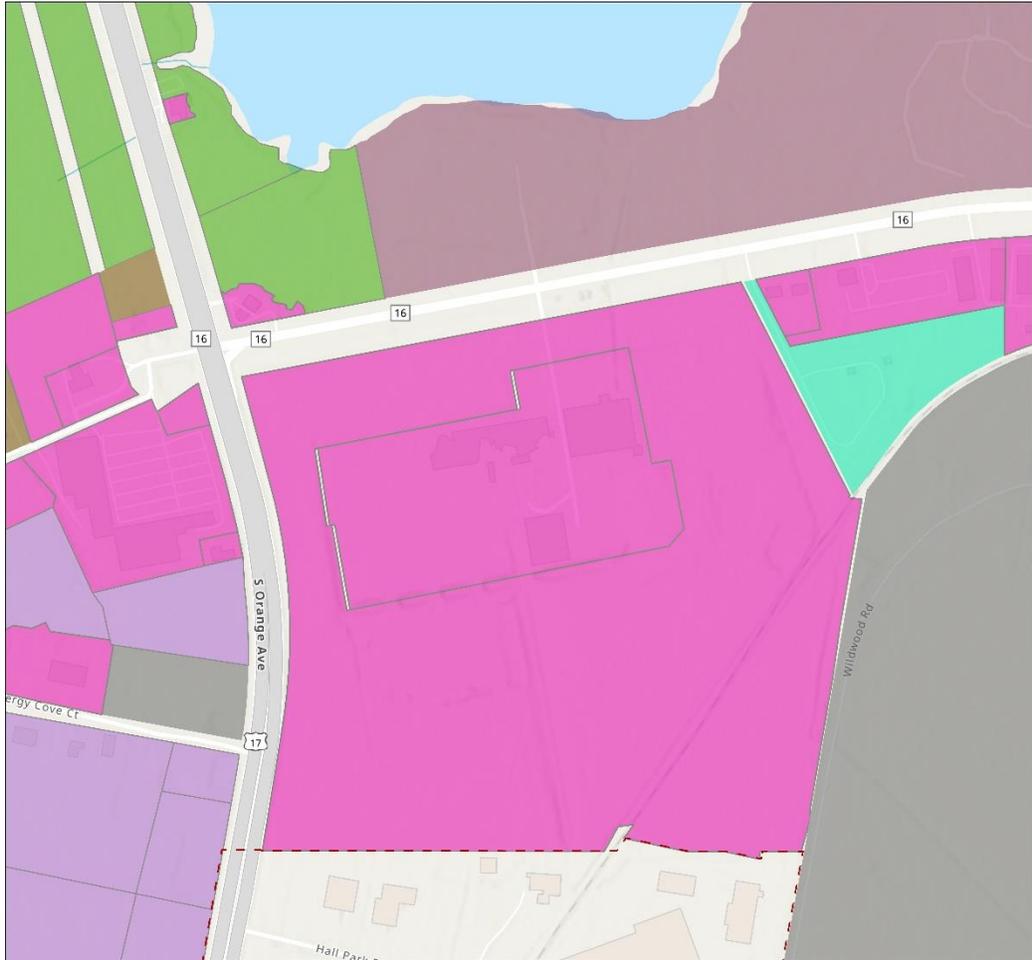
Intent of Proposed Zoning District: Planned Unit Development

It is the purpose of this part to encourage new development and redevelopment, flexibility in design with the overall development consistent with this subpart and the city comprehensive plan. A planned unit development is permitted on a parcel of land under common control or ownership, where it would be beneficial for the city and improve the quality of the development, to permit flexibility in the location of land uses that are shown on the future land use map. The density or intensity of the development shall not exceed development approved in the future land use map.

Proposed Future Land Use

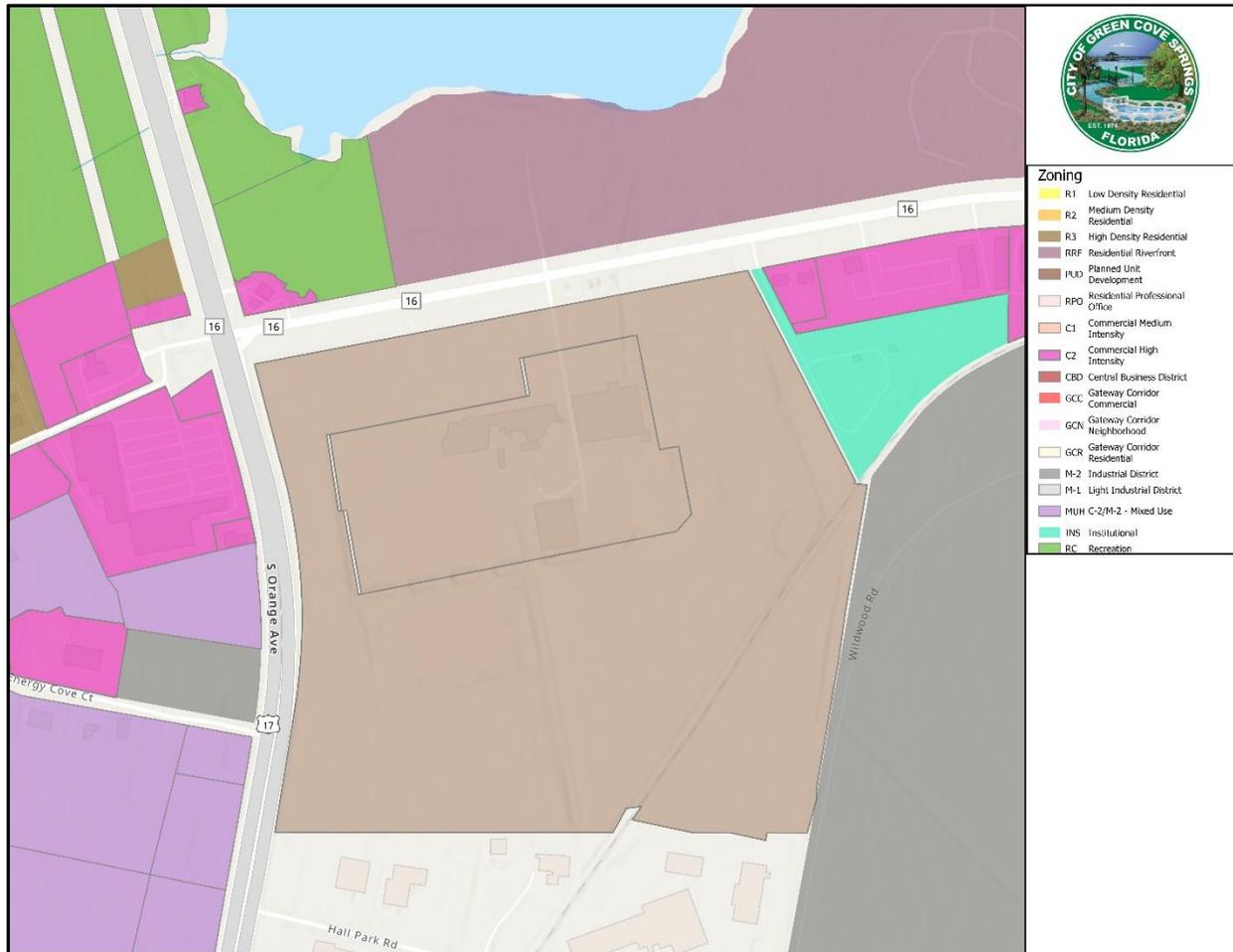


Existing Zoning



Zoning	
R1	Low Density Residential
R2	Medium Density Residential
R3	High Density Residential
RRF	Residential Riverfront
PUD	Planned Unit Development
RPO	Residential Professional Office
C1	Commercial Medium Intensity
C2	Commercial High Intensity
CBD	Central Business District
GCC	Gateway Corridor Commercial
GCN	Gateway Corridor Neighborhood
GCR	Gateway Corridor Residential
M-2	Industrial District
M-1	Light Industrial District
MUH	C-2/M-2 - Mixed Use
INS	Institutional
RC	Recreation

Proposed Zoning



Attachments Include:

- PUD Conceptual Plan and Written Description
- Traffic Study methodology submittal and staff comments
- Staff Deficiency Comments
- Application
- Ordinance

STAFF RECOMMENDATION

Staff recommends denial of the requested Rezoning from C-2, General Business to Planned Unit Development based on noncompliance with the identified elements of the Comprehensive Plan, PUD Requirements as well as noncompliance with the Transmitted Site-Specific Text Amendment, Ordinance O-04-2024.

RECOMMENDED MOTIONS:

Rezoning

Motion to City Council to recommend denial of the requested Rezoning from C-2, General Business to Planned Unit Development based on the factual support provided in the staff report.

17-16 COMMERCE PARK
PRELIMINARY MASTER
SITE PLAN

DATE: 5-9-2023
DRAWN BY: CHRID, J.V.
JOB NO:

SCALE: 1" = 120'-0"

CYPRUS MANAGEMENT
AND DESIGN
P.O. BOX 8680 FLEMING ISLAND, FL 32006
904-759-9576 — SITEOPT@BELLSOUTH.NET

DATE	DESCRIPTION	BY	APP'D



Huntley Traffic Methodology Study Comments

Planning Comments

1. Pay traffic study application fee.
2. Provide Existing Conditions Inventory and Analysis table
 - a. Include adopted LOS standard, LOS capacity, existing capacity, current traffic counts, background traffic volumes, number of lanes, FDOT group classifications and existing v/c ratios for each roadway segment.
3. Provide analysis of existing and projected train traffic in terms of impact on traffic delay on US 17.

Exhibit D

WRITTEN DESCRIPTION

17-16 Commerce Center
Date: 1-15-2024
Current Zoning District: CCG-2
Proposed Zoning District: PUD
Parcel #'s: 38-06-26-016451-003-00---
38-06-26-016451-000-00

I. PROJECT DESCRIPTION

It is the purpose and intent of this PUD to provide flexibility in planning, design and development; to provide a development compatible with surrounding land use; to encourage development along the 17- 16 corridor yet creating an entrance to The city of Green Cove Springs. The PUD will create a unified development plan incorporating a similar design theme and other development criteria. The property is a 120-acre site located in Green Cove Springs, Florida. The land is currently zoned Residential Light Manufacturing and Commercial.

The owner's vision of the use of the property is a multi-use facility which can provide an upscale commercial C-2 corridor along U.S 17 and State Road 16 and Industrial, both M-1 and M-2 utilizing the existing infrastructure. M-1 will be allowed. M-2 will be allowed by Special Exception.

Building constraints- all the buildings will have upscale architectural facades. Exterior portions of buildings which are visible to the 17- 16 corridor shall be enhanced with architectural features such as stucco- brick- stone.

Onsite parking and access will be asphalt paved. The main entrance and exit will be on US 17 and State Road 16. Secondary access may be allowed from neighboring property. There will be an internal access road built with curb and gutter.

Outside Storage- In order to create a upscale commercial entrance, the owners recognize that commercial outside storage will limited to retail display, and must be approved by the City of Green Cove Springs. All industrial outside storage shall be screened from US 17 and State Road 16 by either a Building façade, Masonry wall or vegetative screen.

Existing and new facilities will utilize municipal water and sewer services. The owner would design all new utility services on the site. All new services would be underground to enhance the appearance of the surrounding areas. The city and owner will share in cost associated with utilities.

The creation of a master planned development affords an efficient use of the land. Each new tenant will be required to submit a individual site plan for city approval. Attached is a preliminary masterplan. The masterplan will be updated with each site development plan.

A. Project Name: 17/16 Commerce Center PUD

B. Current Project Manager/Planner: Kelly Hartwig

C. Project Developer: HLM Investments LLC

D. Quantitative Data Summary:

1. Total Acreage: 112 acres
2. Proposed Number of sites may vary-
3. Total amount of active space- impervious space will be based on SJRWMD master permit.
4. Total amount of parking: - Shared parking can be used in all calculations.
5. Phase schedule of construction – Phase 1 will be restoration and upgrades to existing 80,000 Building 3. Phase 2 will be site plan submittal and approval for individual tenants. Phase 3- Site plan submittal and approval of Phase 1 Commercial Road access.
6. Restoration of Façade of Building 1 will be completed with in 3 years of start of restoration of Building 3

II. USES AND RESTRICTIONS

A. Permitted Uses and Structures

1. Commercial C-2 Per Div 4 Land Use Code City of Green Cove
2. Light Industrial M-1 Per Div 4 Land Use Code City of Green Cove
3. Industrial M-2 Per Div 4 Land Use Code City of Green Cove – By special exception
4. Essential services, including water, sewer, gas, telephone, radio, television and electric meeting the performance standards and development criteria set forth in the Land Development Regulations. All new services will be underground.
5. A Commercial association will be formed to set up guidelines and rules which all owners or tenants will be required to follow.
6. The attached Preliminary zoning map will be included as part of the PUD. But minor changes may be approved by the City Council.

B. Permitted Accessory Use and Structures.

- 1. All accessory Structure shall match architectural facades of building if visible for US 17 or State Road 16

III. DESIGN GUIDELINES

A. Future principal structures. Minimum lot requirements and building requirements shall be in accordance with the requirements provided herein.

- (1) Minimum lot area: 0 square feet
- (2) Minimum lot width: 0 feet
- (3) Maximum lot coverage: 70% percent
- (4) Minimum front yard: 25 feet
- (5) Minimum side yard: 10'
With a minimum separation of Buildings 20'
- (6) Minimum rear yard: 10'
- (7) Maximum height of structures: Per City of Green Cove Land Development Code

B. Architectural review/compatibility

- (1) Future development shall be in accordance with City of Green Cove Springs Site Plan Review requirements. Additionally, Site Plan Review shall include an architectural sketch plan at an appropriate scale supporting consistency with the proposed architectural elements of the structures, including size, scale, façade, and color as approved by the association.

C. Ingress, Egress and Circulation, Storage

- (1) *Parking Requirements. Will be determined by Article III Chapter 13 Development standards except for Commercial properties will maintain a minimum of 3 parking spaces per 1,000 Sf. Industrial will be based on specific use of the building. Office- 3 per 1,000 Sf. Warehouse Distribution- 1 per 5,000 SF. Manufacturing- 1 per 5,000 SF building plus 3/1000 sf for office. Parking spaces*

will be minimum of 9' wide by 18' with 24' minimum Drive lanes.

(2) *Vehicular Access.*

- a. Primary vehicular access to the Property shall be by way of US 17 and State Road 16. A secondary main entrance will be east on State Road 16- through existing water plant entrance- This road if used will be improved to city standards. The final location of all access points is subject to the review and approval of the FDOT.
- b. A complete traffic study shall be completed to determine the amount of work required for vehicles entering and leaving the site. This will be based on our tenant projections. Since this is normally paid by the Mobility fee, with city approval the owner will provide the study and the cost deducted from the Mobility fees.

(3) *Pedestrian Access.*

- a. Existing sidewalks are located on the north side of State Road. Proposed pedestrian access will be coordinated with crossings and future intermodal path (possibly in FDOT ROW)

(4) *Outdoor Storage:*

- a. All outdoor storage will be screened from US 17 and State Road 16 by either a building or a 12' architectural masonry or masonry wall with a landscape hedge at the base of the wall and trees every 40'. Trees can be ornamental or shade trees and may count as part of landscape requirements. No outdoor storage allowed within 800' of US 17 or State Road 16.

D. Signage

Signage shall be in accordance with the Land Development Regulations by city of Green Cove Springs. Interior site signs will architectural elements (shown on association documents)

E. Landscaping

The Property will be developed in accordance with Article V of the Land Development Regulations. Except for: Due to the size and nature of this development, the tree removal required for drainage and grading will require most existing trees to be removed. - Mitigation of existing trees will be limited to 1-4" tree for each tree removed over 12". Street trees will be a minimum of 4" caliper. Landscape Islands may be omitted every 10 spaces- if linear island is proposed parallel to parking- Parking Island shade trees may be replaced with ornamental

tree- if required shade tree required is relocated to another landscape space adjacent to parking. Interior Landscape space will not be required in industrial laydown areas. Hedges located to screen Parking or vehicular access will only be required next to public ROW. Dumpsters must be screened with masonry walls and opaque gates. No chain link fences.

F. Utilities

All utilities and improvements, as well as any other public works/engineering related issues will be designed and constructed in accordance with the standards and specifications of the City of Green Cove Springs, Public Works Department. Cost of Installation and material for Main Utilities designated to the city will be identified and offset any impact fees or negotiated with City council for shared expense.

- (1) Water mains and meter boxes will be provided by the owner. Main lines and main accessories will be owned and maintained by the City of Green Cove Springs. Secondary connections will be installed, maintained, and owned by the owner.
- (2) Sanitary sewer will be provided owner. Main line will be operated and maintained by the city. Owner will provide easements where required. Secondary connections will be installed and maintained by the landowner.
- (3) Electric will be provided by City of Green Cove Springs. The owner will provide main electric conduits and transformer pads. City of Green Cove will own and maintain main electric lines. City of Green Cove will install main wire and transformers. Secondary electrical to the buildings will be installed, maintained, and owned by landowner.
 - (a). Owner will use architectural street lights which are similar to those in Spring Park in all public areas. All lights in rear of industrial building will be LED standard light poles.

G. Wetlands

Wetlands will be permitted according to local, state and federal requirements.

H. Site Plan and Modifications

The site plan approved as part of this PUD is conceptual. Final design is subject to change through final site planning, engineering design, permitting and other regulatory approvals. Deviations from the Ordinance creating the PUD may be approved by the Planning and Zoning Board. Any use not

specifically listed, but similar to uses outline in the Land Development Code, in the alternative, may be permitted by the City Council. PUD amendments, including deviations or rezonings, may be sought for individual parcels or access points within the PUD. All development improvements are subject to appropriate local, State and Federal permitting agencies.

IV. DEVELOPMENT PLAN APPROVAL

With each request for certification of substantial compliance with this PUD, a preliminary development plan shall be submitted to the City of Green Cove Springs identifying all the existing and proposed uses within the Property and showing the general layout of the overall Property.

V. JUSTIFICATION FOR THE PLANNED UNIT DEVELOPMENT CLASSICATION FOR THIS PROJECT

The proposed project is compatible with the City of Green Cove Springs Comprehensive Plan. The proposed development will be beneficial to the surrounding neighborhood and community as it set forth a specific design plan. The design and layout of the PUD accomplishes the following:

- A. Provide a more desirable development than would be possible through the strict application of the requirements of the Land Development Regulations;
- B. More efficient use of land.
- C. Provide for the redevelopment of the subject property that will continue to maintain architectural consistency with the surrounding area and improve the characteristics of the surrounding area specifically development to the immediate south.
- D. Proposes land uses and intensities which will meet applicable planning goals.

VI. SUCCESSORS IN TITLE

All successors in title to the Property or any portion of the Property shall be bound to all development standards and conditions of the PUD, as contained herein and in the Ordinance approving the same.

VII. STATEMENTS

A. How does the proposed PUD differ from the usual application of the Zoning Code?

The site is designed around and along existing architectural and existing land uses. It provides architectural controls for future development.

B. Describe the intent for the continued operation and maintenance of those areas and functions described herein and facilities which are not to be provided, operated or maintained by the City.

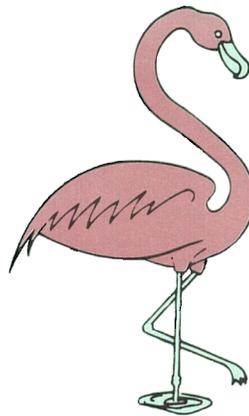
An association document will be provided outlining maintenance.

C. A preliminary association outline and examples is included and part of this PUD

HUNTLEY COMMERCIAL CENTER TRAFFIC STUDY METHODOLOGY

CLAY COUNTY, FLORIDA

February 2024



BUCKHOLZ TRAFFIC

INTRODUCTION

This proposed commercial development will be located in the southeast quadrant of the US 17/SR 16 intersection in Green Cove Springs, Florida. As currently proposed, the development will have two full access driveways (one existing and one new) and one new right-in-right-out only driveway on SR 16 as well as two new full access driveways on US 17 (one opposite the entrance to the shopping center). Exclusive left turn lanes will be provided at all site driveways except driveways limited to right turns. This commercial center is planned for completion and full occupancy in 2035 and is expected to include the following new land uses:

- 119,000 sf of manufacturing space,
- 231,200 sf of retail space (including one gas station with convenience market on southeast corner of the US 17/SR 16 intersection),
- 264,000 sf of warehouse space,
- 130,500 sf of light industrial space, and
- A train-to-truck Transfer Facility.

The proposed site plan is provided in Attachment A. The development will proceed in phases with Phase 1 scheduled for completion by the end of 2025. This Phase is expected to include the following new land uses:

- 81,500 sf of manufacturing space, and
- 25,600 sf of retail space.

The proposed Phase 1 site plan is included in Attachment A. Access for this phase will be provided via the three SR 16 driveways.

The Phase 2 development is scheduled for completion in 2030 and is expected to include the following cumulative new land uses:

- 81,500 sf of manufacturing space
- 56,600 sf of retail space, and
- 70,500 sf of warehouse space
- A train-to-truck Transfer Facility.

The proposed Phase 2 site plan is included in Attachment A. Access for this phase will be provided using the same access scheme as for full development.

The existing full access driveway on SR 16 currently provides access to a boat manufacturing facility which will remain in place. The facility occupies two existing buildings (Buildings 1 and 2) that total 87,200 sf in size. The third existing building (Building 3) is 81,500 sf in size. This building will be renovated, and its square footage is included in the future manufacturing space listed above. US 17 (S. Orange Avenue) is a four-lane divided urban principal arterial with an FDOT access management classification of 3 and a posted speed limit of 45 mph in the vicinity of the site. SR 16 (Leonard C. Taylor Parkway) is also a four-lane divided urban principal arterial in the vicinity of the site with an FDOT access management classification of 3 and a posted speed limit of 45 mph.

STUDY AREA

The study area will consist of all roadway segments where site traffic represents at least 5% of the maximum service volume for the adopted level of service. An estimated pre-model trip distribution will be used to test the 5% criterion. Major intersections within these segments and all site driveway intersections will be evaluated.

FUTURE ROADWAY IMPROVEMENTS

The Outer Beltway, which is scheduled for completion in November of 2024, will be included as a future roadway for all three phases. Other future roadway improvements, as reflected in the NERPM-AB areawide model, will be included in the future road network.

EXISTING TRAFFIC VOLUMES

During February of 2024 weekday AM and PM peak period manual turning movement counts will be conducted at the existing intersections listed above - as well as at the SR 16/Existing Site Entrance intersection. The data will be recorded at 15-minute intervals and will include a separate tabulation for trucks and pedestrians. Weekday AM and PM peak hours for analysis will be identified from a review of the peak period counts. Counts will be adjusted to the peak season using the latest set of FDOT seasonal adjustment factors for Clay County.

SITE TRIP GENERATION

Trip generation calculations will be carried out using the 11th edition of ITE's Trip Generation Manual and referencing land use codes 110 (General Light Industrial), 140 (Manufacturing), 150 (Warehousing) and 820 (Shopping Center). Attached Tables 1 through 5 provide the trip generation calculations for the full development. Trip generation for the Train-to-Truck Transfer Facility was calculated using reasonable trip generation rates based on truck and employee activity. No internal trip-making reduction will be made although a reduction for retail pass-by traffic will be taken for road segments and off-site intersections. The expected total daily trip generation for the new development is 13,634 (6817 entering and 6817 exiting) with 516 trips occurring during the AM peak hour (366 entering and 150 exiting) and 1241 occurring during the PM peak hour (548 entering and 693 exiting). Expected truck trip generation will also be developed using available ITE trip rates.

SITE TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

Weekday AM and PM peak hour site trips will be directionally distributed and assigned to the future road network based on the results of an areawide model run supplemented by engineering judgment. Trucks will be distributed separately and a map provide showing expected truck volumes.

DIVERTED TRAFFIC

Opening of the Outer Beltway can be expected to significantly alter traffic patterns and traffic volumes in the study area. The NERPM-AB areawide model will be used to estimate this diversion as well as the level of anticipated traffic growth through the development of growth-diversion factors for each intersection turning movement. Future model years include 2030 and 2045. 2035 growth-diversion factors will be identified via interpolation.

FUTURE TRAFFIC VOLUMES

The expected weekday AM and PM peak hour background (No Build) traffic volumes and total (Build) traffic volumes using road segments and intersections in the study area will be calculated for 2025 (Phase 1), 2030 (Phase 2) and 2035 (Full Build-Out). These volumes will be used in subsequent analyses. Traffic associated with the planned Rookery development will be included in future No Build traffic.

TURN LANE ANALYSIS

A formal analysis will be conducted to determine if an exclusive right turn lane is warranted on US 17 or SR 16 at any of the Site Drives under Build conditions. The methodology contained in NCHRP Report 457 will be used to conduct the right turn lane evaluation.

ROADWAY LINK ANALYSIS

The expected level of service for each roadway segment will be evaluated under 2025, 2030 and 2035 No Build and Build conditions using FDOT Generalized Level of Service Tables.

INTERSECTION CAPACITY ANALYSIS

Signalized intersections will be analyzed under both Existing and Build conditions using the operational control methodology contained in the 2024 version of the Highway Capacity Software. Unsignalized intersections will be analyzed under both Existing, No Build and Build conditions using the two-way stop control methodology contained in the 2024 version of the Highway Capacity Software. The effect of truck traffic will be included in the analysis.

ACCESS MANAGEMENT EVALUATION

FDOT access management guidelines will be evaluated based on the proposed driveway and median opening locations.

TRAIN CROSSING REVIEW

Determine the number of trains expected to use the at-grade crossing on US 17 and the expected delay to US 17 traffic.

RECOMMENDED IMPROVEMENTS

Recommended mainline and intersection improvements for each of the three development phases will be identified.

FINAL REPORT

A signed and sealed traffic engineering report will be submitted.

TABLE 1

TRIP GENERATION CALCULATIONS

WAREHOUSING

Land Use Code 150

T = Number of Vehicle Trip Ends

Size of Building = 264,000 gsf (X = 264)

<u>TIME PERIOD</u>	<u>TOTAL TRIP GENERATION EQUATION</u>	<u>TOTAL TRIP ENDS</u>	<u>PERCENT ENTERING</u>	<u>PERCENT EXITING</u>	<u>TOTAL TRIP ENDS ENTERING</u>	<u>TOTAL TRIP ENDS EXITING</u>
AVERAGE WEEKDAY						
Daily	T = 1.58 (X) + 38.29	456	50%	50%	228	228
AM Peak Hour	T = 0.12 (X) + 23.62	55	77%	23%	42	13
PM Peak Hour	T = 0.12 (X) + 26.48	58	28%	72%	16	42

SOURCE: Institute of Transportation Engineers, "Trip Generation", 11th Edition (2021)

BUCKHOLZ TRAFFIC

TABLE 2

TRIP GENERATION CALCULATIONS

GENERAL LIGHT INDUSTRIAL

Land Use Code 110

T = Number of Vehicle Trip Ends

Size of Building = 130,500 gsf (X = 130.5)

<u>TIME PERIOD</u>	<u>TOTAL TRIP GENERATION EQUATION</u>	<u>TOTAL TRIP ENDS</u>	<u>PERCENT ENTERING</u>	<u>PERCENT EXITING</u>	<u>TOTAL TRIP ENDS ENTERING</u>	<u>TOTAL TRIP ENDS EXITING</u>
WEEKDAY						
Daily	$T = 3.76 (X) + 50.47$	542	50%	50%	271	271
AM Peak Hour	$T = 0.68 (X) + 3.81$	93	88%	12%	82	11
PM Peak Hour	$\ln(T) = 0.72 \ln(X) + 0.38$	49	14%	86%	7	42

SOURCE: Institute of Transportation Engineers, "Trip Generation", 11th Edition (2021)

BUCKHOLZ TRAFFIC

TABLE 3

TRIP GENERATION CALCULATIONS

MANUFACTURING

Land Use Code 140

T = Number of Vehicle Trip Ends

Size of Buildings = 119,000 gsf (X = 119.0 kgsf)

<u>TIME PERIOD</u>	<u>TOTAL TRIP GENERATION EQUATION</u>	<u>TOTAL TRIP ENDS</u>	<u>PERCENT ENTERING</u>	<u>PERCENT EXITING</u>	<u>TOTAL TRIP ENDS ENTERING</u>	<u>TOTAL TRIP ENDS EXITING</u>
WEEKDAY						
Daily	$T = 3.77 (X) + 201.98$	650	50%	50%	325	325
AM Peak Hour	$T = 0.61 (X) + 9.54$	82	76%	24%	62	20
PM Peak Hour	$T = 0.87 (X) - 17.50$	86	31%	69%	27	59

SOURCE: Institute of Transportation Engineers, "Trip Generation", 11th Edition (2021)

BUCKHOLZ TRAFFIC

**TABLE 4
TRIP GENERATION CALCULATIONS**

SHOPPING CENTER (> 150,000 gsf)

Land Use Code 820
 T = Number of Vehicle Trip Ends
 Size of Buildings = 231,200 gsf -----> X= 231.2

TIME PERIOD AVERAGE WEEKDAY	TOTAL TRIP GENERATION EQUATION	TOTAL TRIP ENDS	PERCENT ENTERING	PERCENT EXITING	TOTAL TRIP ENDS ENTERING	TOTAL TRIP ENDS EXITING
Daily	$T = 26.11 (X) + 5863.73$	11900	50%	50%	5950	5950
AM Peak Hour	$T = 0.59 (X) + 133.55$	270	62%	38%	167	103
PM Peak Hour	$\ln(T) = 0.72 \ln(X) + 3.02$	1032	48%	52%	495	537

SOURCE: Institute of Transportation Engineers, "Trip Generation", 11th Edition (2021)

NEW TRIPS

TIME PERIOD AVERAGE WEEKDAY	PERCENT NEW TRIPS	NEW TRIP ENDS	PERCENT ENTERING	PERCENT EXITING	NEW TRIP ENDS ENTERING	NEW TRIP ENDS EXITING
Daily	71.0%	8450	50%	50%	4225	4225
AM Peak Hour	71.0%	192	62%	38%	119	73
PM Peak Hour	71.0%	733	48%	52%	352	381

SOURCE: ITE, "Trip Generation", 11th Edition, Excel Spreadsheet (LUC 820), < 300,000 gsf

Estimated Value

BUCKHOLZ TRAFFIC

TABLE 5

TRIP GENERATION CALCULATIONS

TRAIN-TO-TRUCK TRANSFER FACILITY

T = Number of Vehicle Trip Ends

Size of Buildings = 119,000 gsf (X = 119.0 kgsf)

<u>TIME PERIOD</u>	<u>TRIP GENERATION</u>	<u>TRIP ENDS</u>	<u>TRIP ENDS ENTERING</u>	<u>TRIP ENDS EXITING</u>
WEEKDAY				
Daily	10 Employees (10 x 1.5)	86	15	15
	24 Trucks		24	24
	Miscellaneous		<u>4</u>	<u>4</u>
			43	43
AM Peak Hour	10 Employees	16	10	0
	24 Trucks (24 x 10%)		2	2
	Miscellaneous		<u>1</u>	<u>1</u>
			13	3
PM Peak Hour	10 Employees	16	0	10
	24 Trucks (24 x 10%)		2	2
	Miscellaneous		<u>1</u>	<u>1</u>
			3	13

SOURCE: Estimated From Client-Supplied Activity Data

TRUCKS - Average 10 per day, Maximum 24 per day

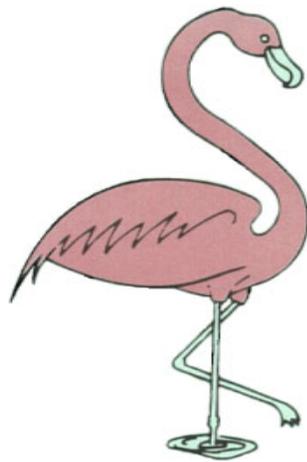
EMPLOYEES - 5 to 10

Use Max Values

Assume 10% Miscellaneous Trips

BUCKHOLZ TRAFFIC

ATTACHMENT A



ENTRANCE

FUTURE BIG BOX AND RETAIL

M-1 WAREHOUSE

OUTSIDE STORAGE

RAIL SPURS

OUTSIDE STORAGE

M-2 INDUSTRIAL

ENTRANCES

COMMERCIAL DEVELOPMENT AREA

COMMERCIAL DEVELOPMENT AREA

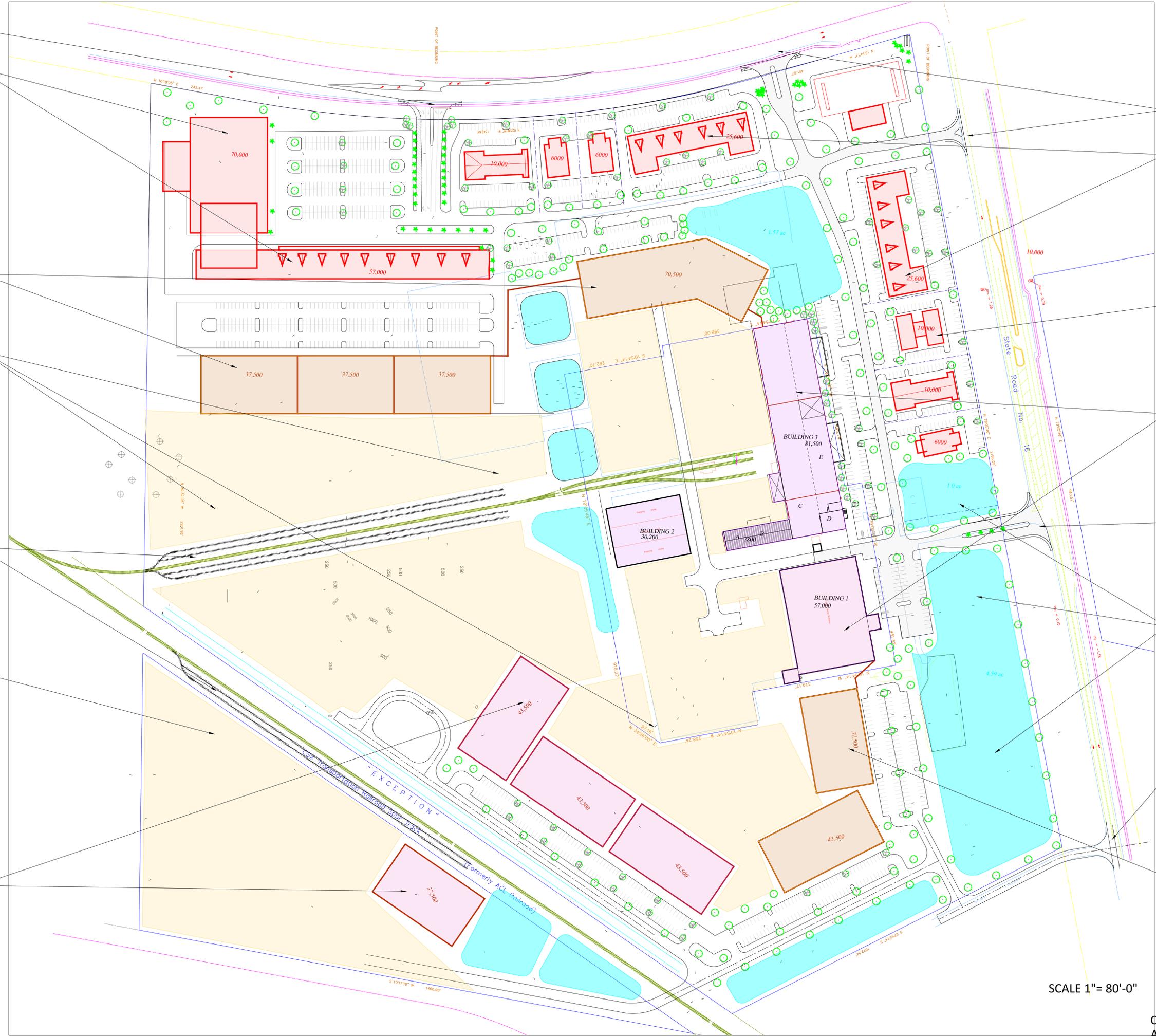
M-2 INDUSTRIAL

ENTRANCE

NEW RETENTION AREAS

ENTRANCE

M-1 WAREHOUSE



SCALE 1"= 80'-0"

February 28, 2024

Michael Daniels, AICP
Planning and Zoning Director
City of Green Cove Springs, FL

RE: Huntley Commercial Center TIA Methodology Comments

Dear Michael,

Please see comments below regarding the methodology letter.

- 1) Please provide the study area roadway segments based on the net new trips that exceed 5% of the service volume in accordance with the City of Green Cove Springs Traffic Impact Analysis Guidelines. Include all signalized intersections in the study area that are along the impacted roadway segments. It is acceptable to estimate the trip distribution, without running the transportation model.
- 2) Based on the concept plan it appears that a gas station is anticipated at the intersection of SR 16/US 17. Please update the trip generation with this land use. If other land uses are known or anticipated such as fast food or fast casual restaurant, please include these land uses in the trip generation.
- 3) Left turn lane warrant analyses at the site access intersections are not mentioned. As discussed during the methodology meeting, please note that the left-turn lanes at all access intersections will be recommended or state that left turn lane warrant analyses will be provided and note the method that will be used.
- 4) Please note in the Intersection Capacity Analysis that the background (no-build) intersection conditions will be analyzed.
- 5) Please note that committed trips from the Rookery will be included in the analysis.
- 6) Please include the truck traffic for the industrial land uses in the trip generation. Ensure that truck volumes both project and background, are applied to the intersection analysis. If the project truck distribution is expected to differ significantly from the passenger car trip distribution, please include a separate truck trip distribution. Please provide a map to illustrate the estimated buildout truck volumes along the study area segments.

Sincerely,





APPLICATION DEFICIENCY NOTICE

DATE: March 12, 2024

APPLICATION REFERENCE: Cypress Management and Design, PUD-24-001 - 965 LEONARD C TAYLOR PKY

Dear Applicant:

The items you submitted for the above-referenced permit have been reviewed by the City representatives responsible for approving different aspects of your application. Attached to this notice is a list of comments in response to the materials submitted.

Each of the items on the attached list require responses and revised materials be created and re-submitted before any further action can be taken on this permit. A hold is placed on this application and the time it takes you to respond to this list of items is excluded in calculating permit processing timeframes. Once corrected and/or new materials are submitted, your permit processing timeframe will begin again.

A complete response to each of the items on the attached list is required to be submitted **at the same time**. As applicable, a complete response is required to include:

1. A written document addressing all of your responses (one paper copy).
2. New and/or updated technical reports (one paper copy).
3. New and/or corrected plans. Please note that revisions to previously submitted plans are required to be identified by clouding, must be noted in a revision list on the plan sheet(s), and are required to be incorporated into a full set of revised plans (one paper copy).
4. A transmittal that itemizes everything being resubmitted (one paper copy).
5. A copy of the entire resubmittal must be provided electronically (either on a thumb drive or uploaded via the permit portal).

Your response must be received by our Department within 180 days of the date noted on this letter to avoid this application being withdrawn from consideration. Withdrawn application must be resubmitted as new applications requiring repayment of all applicable fees and processing requirements.

Thank you for your anticipated cooperation in submitting the items requested by staff. We look forward to working with you as this application continues to be processed.

APPLICATION DEFICIENCY NOTICE

DATE: March 12, 2024

APPLICATION REFERENCE: Cypress Management and Design, PUD-24-001

PLANNING DIVISION COMMENTS - contact Michael Daniels (mdaniels@greencovesprings.com)

1. Separate Site Plan into multiple maps so that it is easier to read.
2. Identify Phases on the site plan. Identify commercial areas and industrial areas.
3. Change language regarding trees to large, medium, small trees as set forth in the Florida Friendly Plan Guide set forth on the FFL Plant Guide: Florida-Friendly Landscaping Program - University of Florida, Institute of Food and Agricultural Sciences - UF/IFAS (ufl.edu)
4. Need to comply with tree preservation and planting requirements set forth in City Code. Provide a note that a certified arborist shall evaluate the trees located on the site and will be included in the site development process to evaluate the existing trees and to be involved in the construction process to ensure that the trees are maintained and protected prior to and during construction. Consideration will be given in terms of qualitative preservation versus the quantitative requirements of the City Code.
5. Provide 6' sidewalk along SR 16 prior to completion of phase 1 construction.
6. Provide and show internal sidewalk connection within development.
7. Provide a master utility plan.
8. Provide a note that internal drive aisles cannot be dedicated to the City now or in the future unless they meet City specifications.
9. Parking shall be required to meet the requirements of Chapter 113 Article III of the City Code. Please explain or provide more information regarding how shared parking would be utilized onsite. If proposing to reduce parking requirements below city code requirements provide a separate parking study application and fee with the following requirements:
 - a. Provide parking needs and demands analysis, prepared by a professional engineer, architect or American Institute of Certified Planners-certified planner, that proposes alternate parking requirements based upon the unique characteristics of the applicant's property.
 - b. The parking study shall consider and discuss all relevant factors including, without limitation: type of use, surrounding available public/private off-street parking, shared parking opportunities between users, hours of operation of proposed and neighboring uses, surrounding on-street parking, loading needs and demands and parking trends for similar development size and use. Additionally, estimates of parking needs and demands shall be based on recommendations in studies such as those from the Urban Land Institute (ULI), the Institute of Traffic Engineers (ITE), or the Traffic Institute, or industry standards based on data collected from geographic areas and uses or combinations of uses which are the same or comparable to the proposed area and use.
10. Provide more detail in section B Architectural Review/compatibility such as but not limited to:
 - a. Building Massing Requirements
 - b. Building Frontage Design
 - c. Façade Articulation
 - d. Building Materials
 - e. Entrances
 - f. Lighting
 - g. Signage
11. Traffic Methodology including access locations shall be approved as part of the traffic methodology prior to PUD approval.
12. Water Stormwater Permit to be approved prior to approval of site plan permitting for phase 2.

APPLICATION DEFICIENCY NOTICE

DATE: March 12, 2024

APPLICATION REFERENCE: Cypress Management and Design, PUD-24-001

PUBLIC WORKS DIVISION COMMENTS - contact Mike Null (mnull@greencovesprings.com)

PUD-24-001 Site Plan.pdf

1. Electric Utility installation by City will be subject to standard CIAC provisions as outlined in City Code.
2. Cost of installed distribution system cannot be used to offset impact fees. The purpose of impact fees is primarily to assure treatment plant capacity, not distribution and collection system. Additionally, sections 90-405 and 90-406 of City Code detail the cost allocation of new installations. This method is provided so that existing customers are not burdened with the cost of new development. Specifically: "To provide water and/or wastewater services for a land parcel within the city utility service area where water and/or wastewater services are not existing at that time, the owner shall:(1)At his own expense, install all water and/or wastewater lines, and perform all work necessary for a water distribution and/or wastewater collection system, in accordance with the provisions of section 90-405; and(2)Upon completion, dedicate to the city the entire system, excluding only the building wastewater collector and water pipes connecting the building served with the outlet side of the water meter, as provided for in section 90-405, and pay the water and wastewater improvement trust fund charges determined by the city on the basis of this article or succeeding ordinances, prior to connection of the water and/or wastewater system in concern with the existing city services, which connection shall be made by and at the expense of the owner in accordance with tap-in plans approved in writing by the city prior to connection."

STORMWATER CONSULTANT COMMENTS - contact Charles Sohm (csohm@toci.com)

1. The PUD description may or may not need this, but the site development needs to account for stormwater retention/treatment for the whole site. All stormwater features including ponds, swales, inlets, pipes, outfall areas, ditches, and other conveyances should lie inside a drainage easement and a master maintenance plan should be drafted and a responsible entity should be created for maintenance. Individual parcels developing within the master PUD will still require a permit modification from the SJRWMD, but they will be able to tie into the master drainage system.

ELECTRIC DIVISION COMMENTS - contact Steven Tye (stye@greencovesprings.com)

1. New development to be built UG electric utilities. Need final plans for building as needed.



FOR OFFICE USE ONLY

P Z File # _____

Application Fee: _____

Filing Date: _____ Acceptance Date: _____

Review Date: SRDT _____ P & Z _____ CC _____

PUD Rezoning Application

A. PROJECT

- Project Name: Huntley Commerce Center-or 17-16 Commerce Center
- Address of Subject Property: Leonard C Taylor Parkway
- Parcel ID Number(s): 38-06-26-016451-000-00 and 016451-003-00
- Existing Use of Property: Commercial
- Future Land Use Map Designation : Pending- Industrial- Commercial
- Existing Zoning Designation: Mixed Use Commercial
- Proposed Zoning Designation: PUD
- Acreage: 112

B. APPLICANT

- Applicant's Status Owner (title holder) Agent
- Name of Applicant(s) or Contact Person(s): Kelly Hartwig Title: _____
 Company (if applicable): Cypress Management and Design
 Mailing address: PO Box 8880
 City: Fleming Island State: Florida ZIP: 32006
 Telephone: () _____ FAX: () _____ e-mail: Siteopt@bellsouth.net
- If the applicant is agent for the property owner*
 Name of Owner (titleholder): HLM Investments
 Mailing address: 1890 Kingsley ave.
 City: Orange Park State: Florida ZIP: 32073
 Telephone: () _____ FAX: () _____ e-mail: _____

* Must provide executed Property Owner Affidavit authorizing the agent to act on behalf of the property owner.

C. ADDITIONAL INFORMATION

- Is there any additional contact for sale of, or options to purchase, the subject property?
 Yes No If yes, list names of all parties involved:
 If yes, is the contract/option contingent or absolute?
 Contingent Absolute

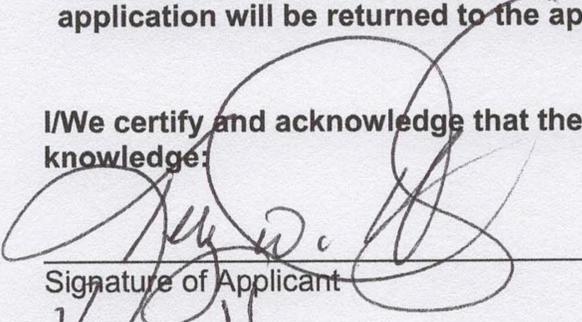
D. ATTACHMENTS

1. Statement of proposed change, including a map showing the proposed zoning change and zoning designations on surrounding properties
2. A current aerial map (Maybe obtained from the Clay County Property Appraiser.)
3. Plat of the property (Maybe obtained from the Clay County Property Appraiser.)
4. Legal description with tax parcel number.
5. Boundary survey
6. Warranty Deed or the other proof of ownership
7. Site Plan
8. Written Description
9. Binding Letter
10. Fee.
 - a. \$2,000 plus \$20 per acre
 - b. All applications are subject 10% administrative fee and must pay the cost of postage, signs, advertisements and the fee for any outside consultants.

No application shall be accepted for processing until the required application fee is paid in full by the applicant. Any fees necessary for technical review or additional reviews of the application by a consultant will be billed to the applicant at the rate of the reviewing entity. The invoice shall be paid in full prior to any action of any kind on the development application.

All 10 attachments are required for a complete application. A completeness review of the application will be conducted within five (5) business days of receipt. If the application is determined to be incomplete, the application will be returned to the applicant.

I/We certify and acknowledge that the information contained herein is true and correct to the best of my/our knowledge:



Signature of Applicant

Signature of Co-applicant

Kelly Hartwig
Typed or printed name and title of applicant

Typed or printed name of co-applicant

12/14/2024
Date

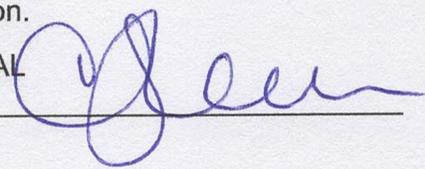
Date

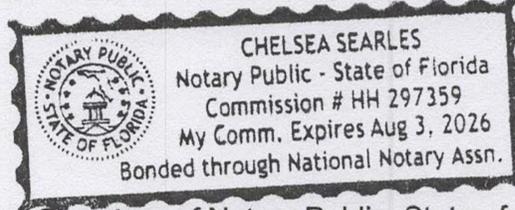
State of Florida County of Clay

The foregoing application is acknowledged before me this 14 day of February, 2024 by Kelly

Hartwig, who is/are personally known to me, or who has/have produced FIOL # H032519594690 as identification.

NOTARY SEAL





Signature of Notary Public, State of Florida

ORDINANCE NO. O-10-2024

AN ORDINANCE OF THE CITY COUNCIL OF GREEN COVE SPRINGS, FLORIDA REZONING ±112 ACRES OF PROPERTY LOCATED ON THE SOUTHEAST CORNER OF US 17 AND SR 16, IDENTIFIED AS TAX ID NUMBER 016451-003-00 AND 016451-000-00, MORE PARTICULARLY DESCRIBED BY EXHIBIT “A”, FROM C-2, GENERAL COMMERCIAL TO PUD, PLANNED UNIT DEVELOPMENT.

WHEREAS, the City has received a request to rezone the subject parcel from C-2 General Commercial Residential to PUD, Planned Unit Development and

WHEREAS, the City has the authority pursuant to its home rule and other statutory powers to rezone properties within the City; and

WHEREAS, a duly advertised public hearing was conducted on the proposed rezoning on March 26, 2024 by the Planning and Zoning Board, sitting as the Local Planning Agency (LPA), and the LPA reviewed and considered comments received during the public hearing concerning the application and made its recommendation for approval to the City Council; and,

WHEREAS, the City Council considered the recommendations of the LPA at a duly advertised public hearing on March 26, 2024 provided for and received public participation; and,

WHEREAS, the City Council has determined and found said application for the amendment, to be consistent with the City of Green Cove Springs Comprehensive Plan and Land Development Regulations; and,

WHEREAS, for reasons set forth in this Ordinance that is hereby adopted and incorporated as findings of fact, that the Green Cove Springs City Council finds and declares that the enactment of this amendment is in the furtherance of the public health, safety, morals, order, comfort, convenience, appearance, prosperity, or general welfare.

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

Section 1. Zoning Map Amended. The Zoning Map is hereby amended for the following property from C-2 General Commercial to Planned Unit Development (PUD).

Tax Parcel ID# 016451-003-00 and 016451-00-00, in accordance with the legal description found in Exhibit “A” and map found in Exhibit “B” attached hereto.

Section 2. Ordinance to be Construed Liberally. This ordinance shall be liberally construed in order to effectively carry out the purposes hereof which are deemed to be in the best interest of the public health, safety and welfare of the citizens and residents of Green Cove Springs, Florida.

Section 3. Repealing Clause. All ordinance or parts of ordinances in conflict herewith are, to the extent of the conflict, hereby repealed.

Section 4. Severability. It is the declared intent of the City Council of the City of Green Cove Springs that, if any section, sentence, clause, phrase, or provision of this ordinance is for any reason held or declared to be unconstitutional, void, or inoperative by any court or agency of competent jurisdiction, such holding of invalidity or unconstitutionality shall not affect the remaining provisions of this ordinance, and the remainder of the ordinance after the exclusions of such part or parts shall be deemed to be valid.

Section 5. Effective Date. This Ordinance shall become effective upon passage.

INTRODUCED AND APPROVED AS TO FORM ONLY ON THE FIRST READING BY THE CITY COUNCIL OF THE CITY OF GREEN COVE SPRINGS, FLORIDA, ON THIS 2nd DAY OF APRIL 2024.

CITY OF GREEN COVE SPRINGS, FLORIDA

Constance Butler, Mayor

ATTEST:

Erin West, City Clerk

PASSED ON SECOND AND FINAL READING BY THE CITY COUNCIL OF THE CITY OF GREEN COVE SPRINGS, FLORIDA, THIS 16TH DAY OF APRIL 2024

CITY OF GREEN COVE SPRINGS, FLORIDA

Constance Butler, Mayor

ATTEST:

Erin West, City Clerk

APPROVED AS TO FORM:

L. J. Arnold, III, City Attorney

Legal Discription

Parcel "A"

A tract of land in the G.I.F. Clark Grant, Section 38, Township 6 South, Range 26 East, Clay County, Florida, being a part of Section 39 and 46 and part of Lots 2, 3, 4, 5 and 6, Block 1, Gould T. Butlers survey of the Clinch Estate, according to plat recorded in Plat Book 1, pages 31 through 34 of the public records of said county, together with part of Block 3, and Lots 2, 3, 4, 5, 7, 8, 9, 10, 11, 12 and part of Lots 1, 6 and 13, Block 4, and part of Lots 5, 6, 7, 8, 9 and 10, Block 1, according to plat of South Green Cove Springs, recorded in said records in Deed Book "Z", page 748, also part of Lightwood Avenue, part of River Road, part of Plametto Street and part of Chestnut Avenue, as shown on both of said plats, said parcel being more particularly described as follows:

Begin at the intersection of the southerly line of State Road No. 16 with the easterly line of State Road No. 15; thence on the southerly line of State Road No. 16, North 79 degrees 05 minutes 46 seconds East, 2,150.00 feet; thence South 27 degrees 10 minutes 14 seconds East 1,072.54 feet; thence South 10 degrees 17 minutes 16 seconds West, 1,460.00 feet; thence North 89 degrees 32 minutes 05 seconds West, 2,201.92 feet; thence on the easterly line of State Road No. 15, North 10 degrees 18 minutes 05 seconds East, 243.41 feet; thence northerly 1,354.72 feet along the arc of a curve concave to the west and having a radius of 2,924.79 feet, said arc being a portion of the easterly line of State Road No. 15; thence continue along last said easterly line, North 16 degrees 14 minutes 14 seconds West, 401.87 feet to the point of beginning.

EXCEPTING THE FOLLOWING:

- (1) A strip of land 100 feet wide lying 50 feet on either side of the centerline line of ACL Railroad spur tracks as presently located across the southeast portion of said Parcel "A".
- (2) A parcel of land in Lot 13, Block 4, South Green Cove Springs, comprising approximately one acres, as more particularly described in deed recorded in Deed Book 48, page 456, EXCEPT that portion lying within the right-of-way of U.S. Highway No. 17.

Parcel "C"

From the intersection of railroad on Spring Avenue with Green Cove Walkill and West Toco Road in the center of road, North 10 degrees East, 1672 feet; thence from center of Road South 80 degrees East to the beginning corner, 40 feet; thence continue South 80 degrees East, 210 feet; thence North 10 degrees East, 210 Feet; thence North 80 degrees West, 210 feet; thence South 10 degrees West, 210 feet to the beginning corner, containing one acre in Block 4, South Green Cove Springs, as recorded in the public records of Clay County, Florida, Excepting therefrom that portion lying within the right-of-way of U.S. Highway No. 17.

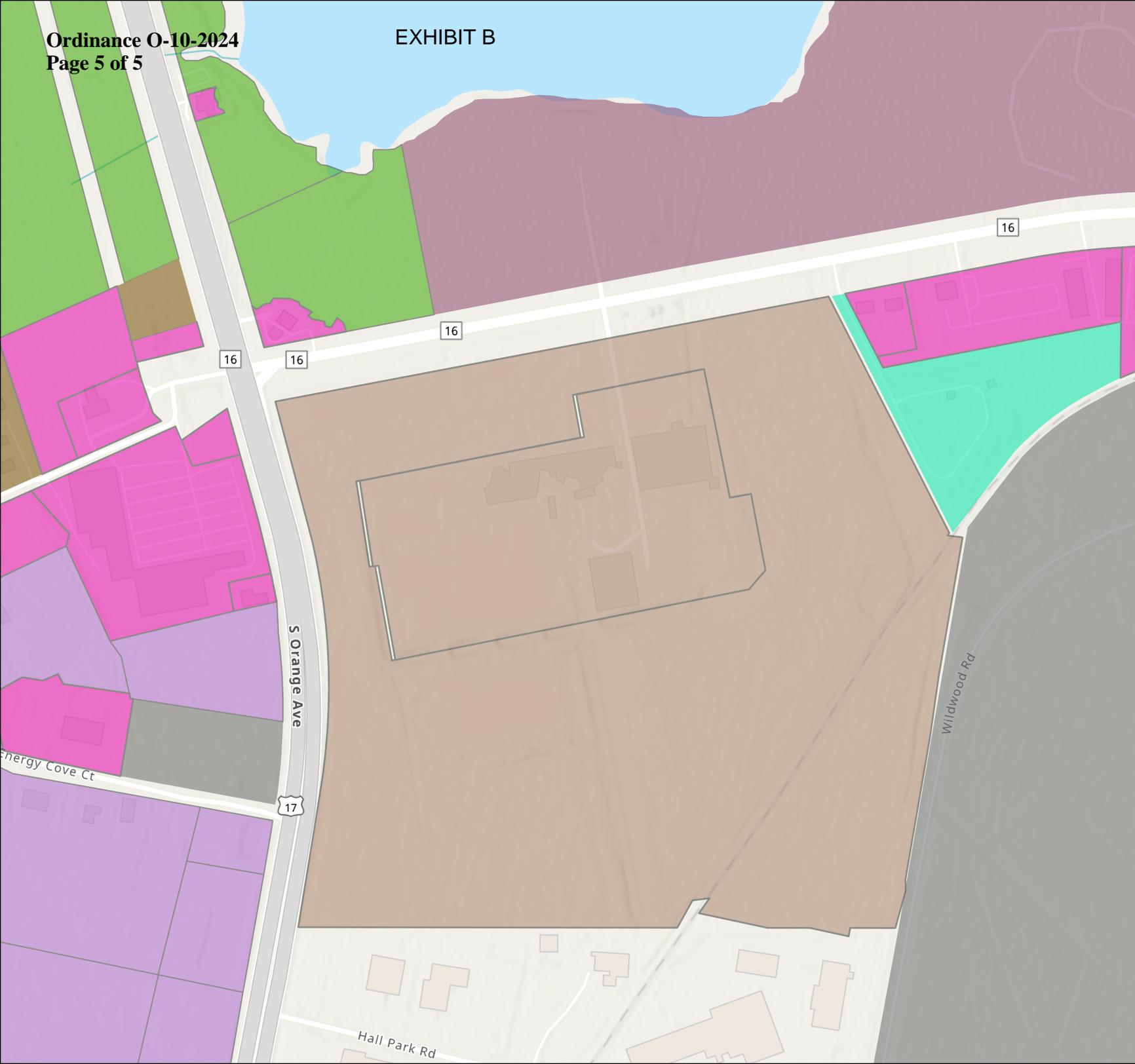
For: HKM Investments, LLC

Parcel Number— 38-06-26-016451-000-00 and 06451-003-00



Zoning

- R1 Low Density Residential
- R2 Medium Density Residential
- R3 High Density Residential
- RRF Residential Riverfront
- PUD Planned Unit Development
- RPO Residential Professional Office
- C1 Commercial Medium Intensity
- C2 Commercial High Intensity
- CBD Central Business District
- GCC Gateway Corridor Commercial
- GCN Gateway Corridor Neighborhood
- GCR Gateway Corridor Residential
- M-2 Industrial District
- M-1 Light Industrial District
- MUH C-2/M-2 - Mixed Use
- INS Institutional
- RC Recreation





STAFF REPORT

CITY OF GREEN COVE SPRINGS, FLORIDA

TO: Planning and Zoning Commission **MEETING DATE:** March 26, 2024
FROM: Gabriel Barro, Planning and Zoning
SUBJECT: Preliminary Plat and Improvement Plan for the development of 6 single-family lots on a portion of parcel #: 016515-008-00

PROPERTY DESCRIPTION

APPLICANT: Operation Lifeline, Inc. **OWNER:** Operation Lifeline, Inc.
PROPERTY LOCATION: NE Corner of Kirk Street at Haring Street
PARCEL NUMBER: 018373-001-00
FILE NUMBER: PLIP-23-004
CURRENT ZONING: R2
FUTURE LAND USE DESIGNATION: Neighborhood

SURROUNDING LAND USE

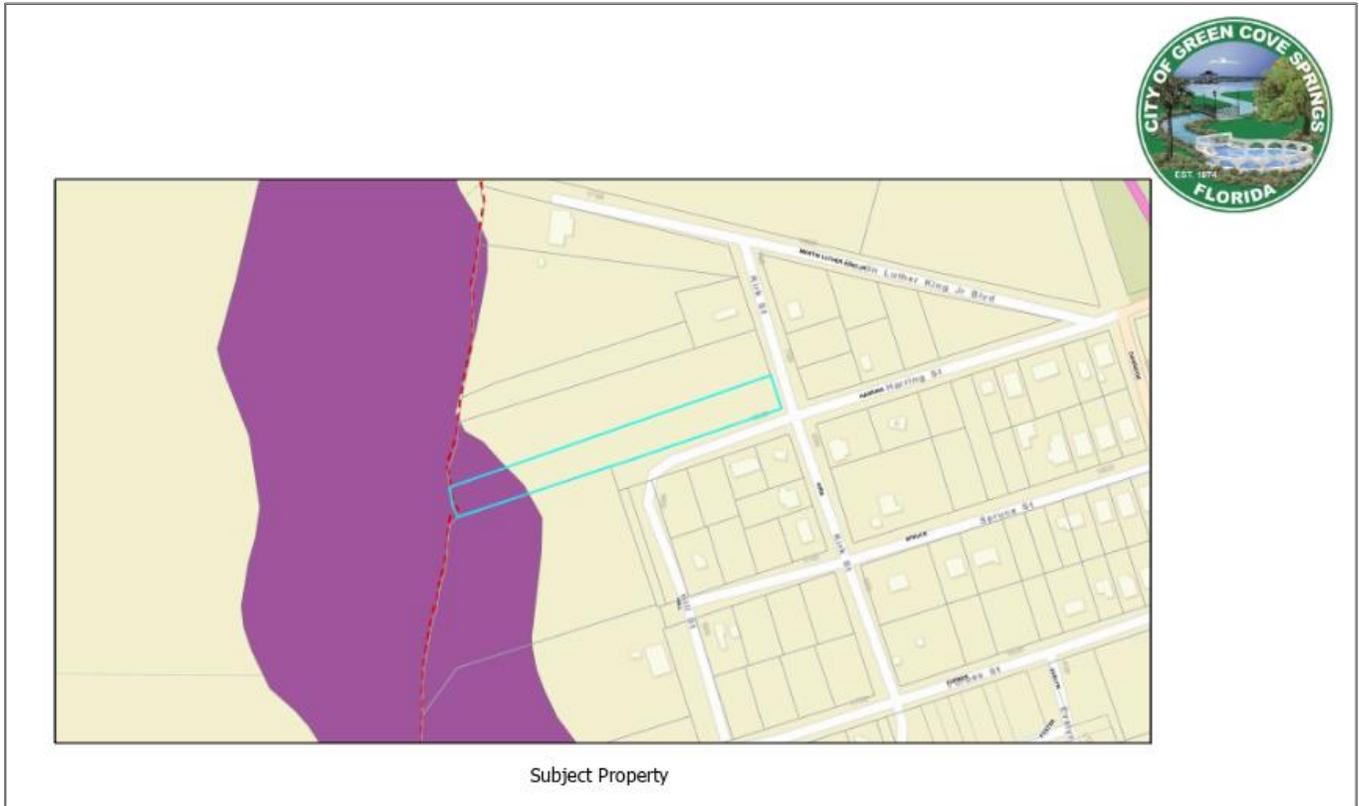
NORTH: FLU: Neighborhood Z: R2 Use: Single-Family Residences	SOUTH: FLU: Neighborhood Z: R2 Use: Single-Family Residences
EAST: FLU: Neighborhood Z: R2 Use: Single-Family Residences	WEST: FLU: County Agricultural/Residential Z: County RR Use: Undeveloped

BACKGROUND

Operation Lifeline, Inc. has submitted a preliminary plat and improvement plan for Lifeline Landing on a portion of Parcel 018373-001-00. This subdivision consists of 6 single-family lots.

The site is located within the City’s Electric Service Boundary. It will be served by the City’s electric and sanitation services and by the Clay County Utility Authority for water and sewer.

Map



The plans were reviewed by the Site Development Review Team and comments were provided.

Attachments included:

- Application
- Site Plans
- Staff Comments

STAFF RECOMMENDATION

Staff recommends approval of the Preliminary Plat and Improvement Plans for the development of 6 single-family residential lots known as Lifeline Landing subject to staff comments.

RECOMMENDED MOTIONS:

Recommend approval to City Council of the Preliminary Plat and Improvement Plan for the development of 6 single-family residential lots known as Lifeline Landing subject to staff comments.



City of Green Cove Springs Subdivision Application

FOR OFFICE USE ONLY

Item # 7.

P Z File # _____

Application Fee: _____

Filing Date: _____ Acceptance Date: _____

Review Type: SRDT P & Z CC

- Major Subdivision – Over 5 Lots
- Minor Subdivision - 3 to 5 Lot – Final Plat only, with fee

A. PROJECT

1. Project Name: Lifeline Landing
2. Address of Subject Property: 0 Kirk Street
3. Parcel ID Number(s): 38-06-26-018373-001-00
4. Existing Use of Property: Vacant Residential (0000)
5. Future Land Use Map Designation: Neighborhood
6. Zoning Designation: R-3
7. Acreage: 2.0

B. APPLICANT

1. Applicant's Status Owner (title holder) Agent
2. Name of Applicant(s) or Contact Person(s): Erick Saks Title: Executive Director
Company (if applicable): Operation Lifeline Inc.
Mailing address: 107 Broadleaf Lane
City: Saint Johns State: FL ZIP: 32259
Telephone: (904) 404-9977 FAX: () e-mail: erick@oplifeline.org

3. If the applicant is agent for the property owner*:
Name of Owner (title holder): _____
Company (if applicable): _____
Mailing address: _____
City: _____ State: _____ ZIP: _____
Telephone: () _____ FAX: () _____ e-mail: _____

* Must provide executed Property Owner Affidavit authorizing the agent to act on behalf of the property owner.

C. ADDITIONAL INFORMATION

1. Is there any contract for sale of, or options to purchase the subject property? Yes No
If yes, list names of all parties involved: _____
If yes, is the contract/option contingent or absolute? Contingent Absolute

D. ATTACHMENTS**PRELIMINARY PLAT ATTACHMENTS (One copy: 24" X 36" with 3" left margin and ½" top, bottom, and right margins, one copy reduced to no greater than 11 x 17, plus one copy in PDF format)**

1. Plans, including but not limited to:
 - a. Scale: at least 1" = 200'.
 - b. Proposed Name of Subdivision.
 - c. Name, address, and telephone number of the subdivider and agent of the subdivider.
 - d. Name, address, telephone number and registration number of the surveyor or engineer.
 - e. Date of boundary survey, north arrow, graphic scale, date of plat drawing, and space for revision dates.
 - f. Vicinity map.
 - g. Total acreage of lots and total number of lots.
 - h. Legal description of property to be subdivided.
 - i. Names of owners of adjoining land with their approximate acreage or, if developed, names of abutting subdivisions.
 - j. Preliminary layout including streets and easements with dimensions, lot lines with approximate dimensions, land to be reserved or dedicated for public or common uses, and any land to be used for purposes other than single-family dwellings.
 - k. Block letters and lot numbers, lot lines, and scaled dimensions.
 - l. Zoning district boundaries on abutting properties.
 - m. Proposed method of water supply, sewage disposal, and drainage, and electric service.
 - n. Minimum building setback lines as required by the Land Development Regulations.
 - o. Natural features, including lakes, marshes or swamps, water courses, wooded areas, and land subject to the 100-year flood as defined by FEMA official flood maps.
 - p. Surface drainage and direction of flow and method of disposition and retention indicated.
 - q. Tree survey.
2. Existing and/or proposed covenants and restrictions.
3. Stormwater management plan - including the following:
 - a. Existing contours at one (1) foot intervals.
 - b. Proposed finished floor elevation of each building site.
 - c. Existing and proposed stormwater management facilities with size and grades.
 - d. Proposed orderly disposal of surface water runoff.
 - e. Centerline elevations along adjacent streets.
4. Legal description with tax parcel number.
5. Warranty Deed or other proof of ownership.
6. Proof of payment of taxes.
7. Permit or Letter of Exemption from the St. Johns River Water Management District.
8. Concurrency Application
9. Fee.
 - a. Minor Subdivision – 3 to 5 lots:
 - i. \$750 plus \$5 per lot
 - b. Major Subdivision – More than 5 lots:
 - i. \$1,000 plus \$5 per lot
 - c. All applications are subject 10% administrative fee and must pay the cost of any outside consultants' fees.

No application shall be accepted for processing until the required application fee is paid in full by the applicant. Any fees necessary for technical review or additional reviews of the application by a consultant will be billed to the applicant at the rate of the reviewing entity. The invoice shall be paid in full prior to any action of any kind on the development application.

All 9 attachments are required for a complete application. A completeness review of the application will be conducted within five (5) business days of receipt. If the application is determined to be incomplete, the application will be returned to the applicant.

Within twelve (12) months of the approval of the Subdivision Preliminary Plat, Construction Plans must be reviewed

CONSTRUCTION PLANS ATTACHMENTS - ATTACHMENTS (One copy: 24" X 36" with 3" left margin and 1/2" top, bottom, and right margins, one copy reduced to no greater than 11 x 17, plus one copy in PDF format)

1. A copy of this original application must accompany the submission.
2. Plans, to include but not limited to:
 - a. Scale: 1inch=200 ft.
 - b. A topographic map of the subdivision with maximum contour intervals of one foot where overall slopes are zero percent to two percent, two feet where slopes are over two percent, based on U.S. Coastal and Geographic Datum. This topographic map must be prepared by a land surveyor.
 - c. A contour drainage map of the stormwater basins. The outlines and sizes, measured in acres, of all existing and proposed drainage areas shall be shown and related to corresponding points of flow concentration. Each drainage area shall be clearly delineated. Flow paths must be indicated throughout. Any existing and proposed structures affecting the drainage must be shown.
 - d. Plans showing proposed design features and typical sections of canals, swales and all other open channels, storm sewers, all drainage structures and other proposed subdivision improvements.
 - e. Plans and profiles for all proposed streets and curbs. Where proposed streets intersect existing streets, elevations and other pertinent details shall be shown for existing streets for a distance of 300 feet from point of intersection.
 - f. Plans of any proposed water distribution system and sanitary sewer collection system showing pipe sizes and location of valves, pumping stations and fire hydrants.
 - g. Plans for all road and street signs and street names signs showing the location of such signage and any other traffic safety control devices that is required or proposed. In addition, the specifications for such signage shall be provided as part of this plan, which shall detail in diagram form as necessary the size, material, color, and specifications for installation of such signage.
3. Legal description with tax parcel number.
4. Warranty Deed or other proof of ownership.
5. Proof of payment of taxes.
6. Permit or Letter of Exemption from the St. Johns River Water Management District.

All 6 attachments are required for a complete application. A completeness review of the application will be conducted within five (5) business days of receipt. If the application is determined to be incomplete, the application will be returned to the applicant.

Within six (6) months of the approval of Construction Plans, the applicant must submit an application for Final Plat for review. The applicant must also provide a surety device for the public improvements must be submitted in accordance with Section 90-243.

FINAL PLAT ATTACHMENTS - ATTACHMENTS (One copy: 24" X 36" with 3" left margin and ½" top, bottom, and right margins, one copy reduced to no greater than 11 x 17, plus one copy in PDF format)

1. A copy of this original application must accompany the submission.
2. Plans, to include but not limited to:
 - a. Name of subdivision shall be shown in bold legible letters, as stated in Chapter 177, Florida Statutes. The name of the subdivision shall be shown on each sheet included and shall have legible lettering of the same size and type including the words "section," "unit," "replat," "amended," etc.
 - b. Name and address of subdivider.
 - c. North arrow, graphic scale, and date of plat drawing.
 - d. Vicinity map.
 - e. Exact boundary line of the tract, determined by a field survey, giving distances to the nearest one-hundredth foot and angles to the nearest minute, shall be balanced and closed with an apparent error of closure not to exceed one in 5,000.
 - f. Legal description of the property to be subdivided.
 - g. Names of owners of adjoining lands with their approximate acreage or, if developed, names of abutting subdivisions.
 - h. Location of streams, lakes and swamps, and land subject to the 100-year flood as defined by the Federal Emergency Management Agency, official flood maps.
 - i. Bearing and distance to permanent points on the nearest existing street lines of bench marks or other permanent monuments (not less than three (3)) shall be accurately described on the plat.
 - j. Municipal lines shall be accurately tied to the lines of the subdivision by distance and angles when such lines traverse or are reasonably close to the subdivision.
 - k. The closest land lot corner shall be accurately tied to the lines of the subdivision by distance and angles.
 - l. Location, dimensions, and purposes of any land reserved or dedicated for public use.
 - m. Exact locations, width, and names of all streets within and immediately adjoining the proposed subdivision.
 - n. Street right-of-way lines must show deflection angles of intersection, radii, and lines of tangents.
 - o. Lot lines, dimensions, and bearings must be shown to the nearest one hundredth (1/100) foot.
 - p. Lots must be numbered in numerical order and blocks lettered alphabetically.
 - q. Accurate location and description of monuments and markers.
 - r. Minimum building front yard setback lines as required by the Land Development Regulations as determined by the property's zoning.
 - s. Reference to recorded subdivision plats of adjoining platted land shall be shown by recorded names, plat book, and page number.
 - t. Covenants and restrictions notice in accordance with Chapter 177.091(28), Florida Statutes.
 - u. Dedication to the public by the owners of the land involved of all streets, drainage easements, and other rights-of-way however designated and shown on the plat for perpetual use for public purposes, including vehicular access rights where required. If the property is encumbered by a mortgage, the owner of the mortgage shall join in the dedication or in some other manner subordinate the mortgagee's interest to the dedication of public right-of-way.
 - v. Certification that all payable taxes have been paid and all tax sales against the land redeemed.
 - w. Title certification as required by Chapter 177, Florida Statutes.
3. Legal description with tax parcel number.
4. Warranty Deed or other proof of ownership.
5. Proof of payment of taxes.
6. Permit or Letter of Exemption from the St. Johns River Water Management District.

City of Green Cove Springs Development Services Department ♦ 321 Walnut Street ♦ Green Cove Springs, FL 32043♦(904) 297-7500

All 6 attachments are required for a complete application. A completeness review of the application will be conducted within five (5) business days of receipt. If the application is determined to be incomplete, the application will be returned to the applicant.

I/We certify and acknowledge that the information contained herein is true and correct to the best of my/our knowledge:



Signature of Applicant

Signature of Co-applicant

Erick Saks

Typed or printed name and title of applicant

Typed or printed name of co-applicant

11/6/23

Date

Date

State of Florida County of Clay

The foregoing application is acknowledged before me this 6th day of November, 2023, by Erick

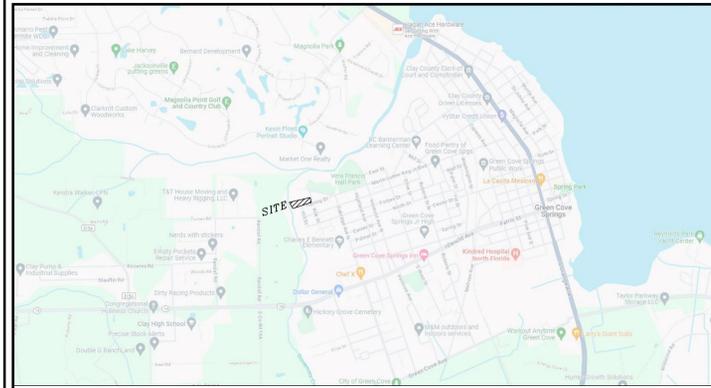
Saks, who is/are personally known to me, or who has/have produced

as identification.

NOTARY SEAL



Signature of Notary Public, State of FL



VICINITY MAP
1"=1000'

SUBDIVISION IMPROVEMENT GUARANTEE
AS A CONDITION PRECEDENT TO THE RECORDATION OF THIS PLAT IN THE PUBLIC RECORDS OF CLAY COUNTY, FLORIDA, THE UNDERSIGNED OWNER OF THIS SUBDIVISION DOES HEREBY GUARANTEE TO EACH AND EVERY PERSON, FIRM, CO-PARTNERSHIP OR CORPORATION, THEIR HEIRS, SUCCESSORS AND ASSIGNS, WHO SHALL PURCHASE A LOT OR LOTS IN SAID SUBDIVISION FROM SAID OWNER, THAT SAID OWNER SHALL WITHIN 12 MONTHS OF THE DATE OF ACCEPTANCE OF THE STREETS AND DRAINAGE IMPROVEMENTS BY CITY OF GREEN COVE SPRINGS, FLORIDA, THEREOF FULLY COMPLY WITH EACH AND EVERY REGULATION OF THE CITY OF GREEN COVE SPRINGS, FLORIDA, COVERING SUBDIVISIONS IN EFFECT AT THE TIME OF FILING OF THIS FINAL PLAT INsofar AS THE SAME EFFECTS A LOT OR LOTS SOLD. TIME OF SUCH PERFORMANCE BEING OF THE ESSENCE. SAID GUARANTEE SHALL BE A PART OF EACH DEED OF CONVEYANCE OR CONTRACT OF SALE COVERING LOTS IN SAID SUBDIVISION, EXECUTED BY SAID OWNER TO THE SAME EXTENT AND PURPOSE AS LOTS IN SAID SUBDIVISION, EXECUTED BY SAID OWNER TO THE SAME EXTENT AND PURPOSE AS IF SAID GUARANTEE WERE INCORPORATED VERBATIM IN EACH SAID CONVEYANCE OR CONTRACT OF SALE.

IN WITNESS WHEREOF, OPERATION LIFELINE INC., A FLORIDA NOT FOR PROFIT CORPORATION, HAS CAUSED THESE PRESENTS TO BE EXECUTED ON ITS OWN BEHALF BY ITS EXECUTIVE DIRECTOR.

SIGNED IN THE PRESENCE OF:
WITNESS _____ OPERATION LIFELINE INC.
107 BROADLEAF LANE
SAINT JOHNS, FL 32259
BY: ERICK L. SAKS, ITS EXECUTIVE DIRECTOR
WITNESS _____
PRINT NAME _____

ADOPTION AND DEDICATION
THIS IS TO CERTIFY THAT OPERATION LIFELINE INC., A FLORIDA NOT FOR PROFIT COMPANY ("OWNER"), IS THE LAWFUL OWNER AND DEVELOPER OF THE LANDS DESCRIBED IN THE CAPTION HEREON KNOWN AS LIFELINE LANDING, HAVING CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED. THIS PLAT BEING MADE IN ACCORDANCE WITH SAID SURVEY IS HEREBY ADOPTED AS A TRUE AND CORRECT PLAT OF THOSE LANDS. THE "ELECTRIC EASEMENT" SHOWN ON THIS PLAT IS HEREBY DEDICATED TO CITY OF GREEN COVE SPRINGS, AND ITS SUCCESSORS.

IN WITNESS WHEREOF, OPERATION LIFELINE INC. HAS CAUSED THESE PRESENTS TO BE SIGNED BY ITS MANAGER THIS _____ DAY OF _____, 2023.

OWNER: OPERATION LIFELINE INC.
BY: ERICK L. SAKS, LT COL, USAF (RET), EXECUTIVE DIRECTOR
WITNESS _____ WITNESS _____
PRINT NAME _____ PRINT NAME _____

SURVEYOR'S CERTIFICATE OF REVIEW
THE UNDERSIGNED SURVEYOR HEREBY CERTIFIES THAT HE HAS REVIEWED THIS PLAT ON BEHALF OF CLAY COUNTY, FLORIDA, IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 177.08(1), FLORIDA STATUTES (1998), AND HAS DETERMINED THAT SAID PLAT CONFORMS WITH THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES. THE UNDERSIGNED DID NOT PREPARE THIS PLAT.

THIS CERTIFICATE IS MADE AS OF THE _____ DAY OF _____, 2023.
DANIEL J. JACKSON
PROFESSIONAL LAND SURVEYOR
FLA. CERTIFICATE NO. 7447
205 MARKETSIDE AVENUE, SUITE 200
PONTE VEDRA, FL 32081

CAPTION
A TRACT OF LAND LYING IN BLOCK 35 AND BEING A PART OF THE CITY OF GREEN COVE SPRINGS, FLORIDA, AS SHOWN ON SHANDS PLAT, CITY OF GREEN COVE SPRINGS, FLORIDA, SAID TRACT BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE SOUTHERLY RIGHT OF WAY LINE OF MIDDLEBURG AVENUE WITH THE WESTERLY RIGHT OF WAY LINE OF KIRK STREET; THENCE SOUTH 17 DEGREES 30 MINUTES 00 SECONDS EAST, ALONG SAID WESTERLY RIGHT OF WAY LINE OF KIRK STREET, A DISTANCE OF 304.35 FEET TO AN IRON AND THE POINT OF BEGINNING; THENCE SOUTH 78 DEGREES 28 MINUTES 19 SECONDS WEST, A DISTANCE OF 741 FEET, MORE OR LESS, TO GOVERNOR'S CREEK; THENCE SOUTHWESTERLY ALONG SAID CREEK, A DISTANCE OF 157 FEET, MORE OR LESS, TO A POINT WHERE A WESTERLY PROLONGATION OF THE NORTHERLY RIGHT OF WAY LINE OF HARRING STREET INTERSECTS SAID CREEK; THENCE 72 DEGREES 30 MINUTES 00 SECONDS EAST, ALONG SAID SOUTHERLY LINE, A DISTANCE OF 766 FEET MORE OR LESS, TO AFORESAID WESTERLY RIGHT OF WAY LINE OF KIRK STREET; THENCE NORTH 17 DEGREES 30 MINUTES 00 SECONDS WEST, ALONG SAID WESTERLY LINE, A DISTANCE OF 75.00 FEET TO THE POINT OF BEGINNING.

- GENERAL NOTES**
1. DENOTES FOUND PERMANENT REFERENCE POINT (REBAR OR PIPE)
 2. DENOTES SET IRON PIN WITH CAP
 3. NOTICE: THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEFINITION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF PLAT.
 4. NOTICE: THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF CLAY COUNTY, FLORIDA.
 5. ACCORDING TO CHAPTER 177.091 (28), FLORIDA STATUTES: "ALL PLATTED UTILITY EASEMENTS SHALL PROVIDE THAT SUCH EASEMENTS SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF CABLE TELEVISION SERVICES. PROVIDED, HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF CABLE TELEVISION SERVICES SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. IN THE EVENT A CABLE TELEVISION COMPANY DAMAGES THE FACILITIES OF A PUBLIC UTILITY, IT SHALL BE SOLELY RESPONSIBLE FOR THE DAMAGES. THIS SECTION SHALL NOT APPLY TO THOSE PRIVATE EASEMENTS GRANTED TO OR OBTAINED BY A PARTICULAR ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION SHALL COMPLY WITH THE NATIONAL ELECTRICAL SAFETY CODE AS ADOPTED BY THE FLORIDA PUBLIC SERVICE COMMISSION." HOWEVER, TELECOM INFRASTRUCTURE SHALL NOT BE CO-LOCATED WITH ELECTRIC IN UTILITY EASEMENT; IT SHALL BE LOCATED IN THE ROAD RIGHT OF WAY.
 6. BEARINGS ARE BASED ON ORIGINAL RECORD BOOK 3072 PAGE 346.
 7. STATE PLANE COORDINATES SHOWN HEREON ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM (NAD83 FLORIDA EAST ZONE 0901, U.S. SURVEY FEET), AND ARE FOR GIS MAPPING PURPOSES ONLY.
 8. ALL THE REQUIREMENTS IN THE PUD REZONING APPROVAL AS SET FORTH IN ORDINANCE 0-05-2020 SHALL BE MET
 9. ALL LOT CORNERS WILL BE SET AFTER FINAL PLAT APPROVAL

SURVEYOR'S CERTIFICATE
THE UNDERSIGNED SURVEYOR HEREBY CERTIFIES THAT HE HAS REVIEWED THIS PLAT ON BEHALF OF CLAY COUNTY, FLORIDA, IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 177.08(1), FLORIDA STATUTES (1998), AND HAS DETERMINED THAT SAID PLAT CONFORMS WITH THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES, ALSO THAT THIS PLAT CONFORMS WITH THE REQUIREMENTS OF THE CITY OF GREEN COVE SPRINGS. HOWEVER, HIS REVIEW AND CERTIFICATION DOES NOT INCLUDE COMPUTATION OR FIELD VERIFICATION OF ANY POINTS OR MEASUREMENTS. THE UNDERSIGNED DID NOT PREPARE THIS PLAT.

SIGNED THIS _____ DAY OF _____, 2022.
DANIEL J. JACKSON
PROFESSIONAL LAND SURVEYOR
FLA. CERTIFICATE NO. 7447
205 MARKETSIDE AVENUE, SUITE 200
PONTE VEDRA, FL 32081

STATE OF FLORIDA, COUNTY OF CLAY
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY MEANS OF [] PHYSICAL PRESENCE OR [] ONLINE NOTARIZATION. THIS _____ DAY OF _____, 2023, BY ERICK L. SAKS AS EXECUTIVE DIRECTOR OF OPERATION LIFELINE INC., A FLORIDA NOT FOR PROFIT CORPORATION ON BEHALF OF THE COMPANY WHO [] IS PERSONALLY KNOWN TO ME OR [] HAS PRODUCED _____ AS IDENTIFICATION

PLACE NOTARY STAMP BESIDE

CLERK'S CERTIFICATE
I CERTIFY THAT THIS PLAT IS RECORDED IN PLAT BOOK _____ PAGE _____ THROUGH _____ OF THE PUBLIC RECORDS OF CLAY COUNTY, FLORIDA, THIS _____ DAY OF _____, 2023.

TARA S. GREEN
CLERK OF CIRCUIT COURT

CERTIFICATE OF APPROVAL AND ACCEPTANCE
THIS IS TO CERTIFY THAT THIS PLAT HAS BEEN ACCEPTED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF GREEN COVE SPRINGS, FLORIDA, ON THIS _____ DAY OF _____, 2023.

CONNIE BUTLER
MAYOR OF THE CITY OF GREEN COVE SPRINGS

ERIN WEST
CLERK OF THE CITY OF GREEN COVE SPRINGS

L.J. ARNOLD, III, ESQ.
OFFICE OF THE CITY ATTORNEY

OWNER: OPERATION LIFELINE INC.
107 BROADLEAF LANE
SAINT JOHNS, FL 32259

ENGINEER: ADKINSON ENGINEERING
6550 ST. AUGUSTINE ROAD, SUITE 203
JACKSONVILLE, FL 32217

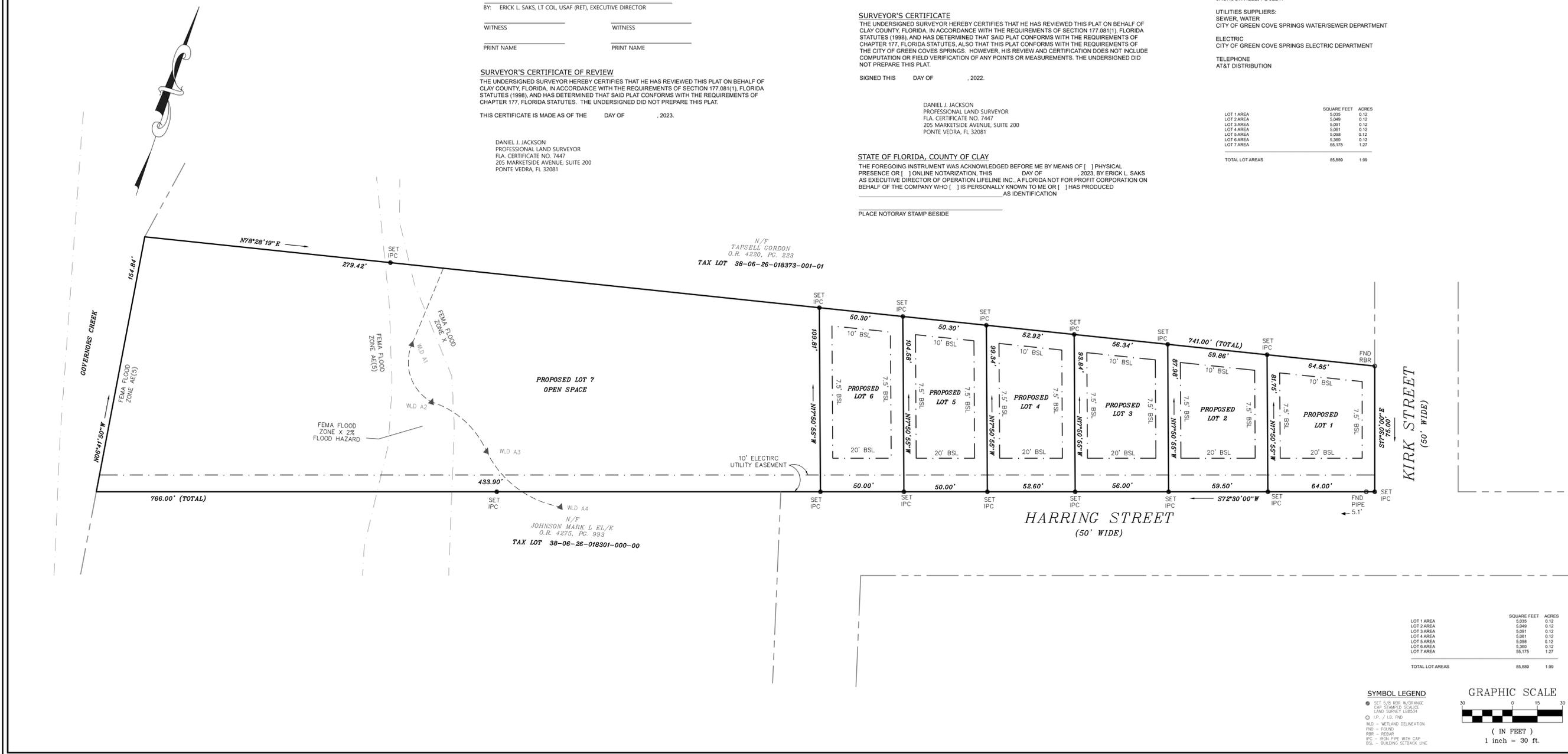
UTILITIES SUPPLIERS:
SEWER, WATER
CITY OF GREEN COVE SPRINGS WATER/SEWER DEPARTMENT

ELECTRIC
CITY OF GREEN COVE SPRINGS ELECTRIC DEPARTMENT

TELEPHONE
AT&T DISTRIBUTION

LOT AREA	SQUARE FEET	ACRES
LOT 1 AREA	5,035	0.12
LOT 2 AREA	5,049	0.12
LOT 3 AREA	5,091	0.12
LOT 4 AREA	5,081	0.12
LOT 5 AREA	5,098	0.12
LOT 6 AREA	5,390	0.12
LOT 7 AREA	55,175	1.27
TOTAL LOT AREAS	85,889	1.99

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LOT 7 AREA	55,175	1.27
TOTAL LOT AREAS	85,889	1.99

SYMBOL LEGEND
● SET IRON PIPE WITH CAP
○ SET IRON PIPE WITH CAP
○ I.P. / I.B. FND.
--- METAL DELINEATION
--- FOUND
--- REBAR
--- SET IRON PIPE WITH CAP
--- BUILDING SETBACK LINE

GRAPHIC SCALE
0 15 30
(IN FEET)
1 inch = 30 ft.

PRELIMINARY

REV	DATE	DESCRIPTION	BY	CHKD
2	3/21/24	CLIENT COMMENTS	CM	JDL
1	2/15/24	CLIENT COMMENTS	CM	JDL

SCALICE land surveying
mjslandsurveying.com P:904-413-9355
205 Marketside Avenue, Suite 200
Ponte Vedra, FL 32081

FIRM LB8534
JOB No. S123-2870
DATE SURVEYED: 08/14/2023
DR. CM
SCALE: 1" = 30'

LIFELINE LANDING
0 KIRK STREET
SECTION 38, TOWNSHIP 6 SOUTH, RANGE 26 EAST
NORTHWEST OF HARRING STREET & KIRK STREET
GREEN COVE SPRINGS, FLORIDA 32045

SHEET 1
1

LIFELINE LANDING

0 KIRK SREET

SECTION 38, TOWNSHIP 6 SOUTH, RANGE 26 EAST
 NORTHWEST OF HARRING ST & KIRK ST, GREEN COVES SPRINGS, FL 32043
 CLAY COUNTY, FLORIDA



Digitally signed by Tim Adkinson
 DN: C=US, O=Florida, dnQualifier=A01410C00000182
 FA1052FA00045AAA, CN=Timothy L Adkinson
 Reason: I am the author of this document
 Location: This item has been digitally signed and sealed by Timothy L. Adkinson on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.
 Date: 2024-02-14 10:18:54
 Foxit PhantomPDF Version: 9.9.0

ADKINSON ENGINEERING
 6550 ST. AUGUSTINE ROAD, SUITE 203
 JACKSONVILLE, FLORIDA 32217
 PHONE (904) 881-4206
 LICENSE NUMBER 28982

LOCATION MAP



Sheet List Table	
Sheet Number	Sheet Title
GN-000	COVER SHEET
GN-001	GENERAL NOTES
C-001	EXISTING CONDITIONS
C-002	PRE DEVELOPMENT DRAINAGE MAP
C-003	POST DEVELOPMENT DRAINAGE MAP
C-100	GENERAL SITE PLAN
C-200	PAVING GRADING AND DRAINAGE PLAN
C-300	UTILITY PLAN
C-301	ELECTRICAL EXHIBIT

FOR:

OPERATION LIFELINE INC.
 107 BROADLEAF LANE
 SAINT JOHNS, FL 32259
 (904) 404-9977

BY:

ADKINSON ENGINEERING

6550 ST. AUGUSTINE RD., SUITE 203
 LICENSE #28982
 JACKSONVILLE, FL 32217
 (904) 881-4206

GENERAL	
Property Appraiser Number (RE #)	38-06-26-018373-001-00
Zoning Designation	R-2
Zoning Application(s) (if any)	
PUD Ordinance Number	
FIRM – Community – Panel	12019C0277E
Flood Zones (Show in Plans)	AE, X
Base Flood Elev. (Show in Plans)	
Vertical Datum Used for Project	NAVD 88

LIFELINE LANDING

NO.	DATE	REVISION DESCRIPTION
1	01/09/2024	REVISED PER CITY OF GREEN COVE SPRINGS COMMENTS

COVER SHEET

JOB NO.	JOB 2316
DATE	January 23, 2024
SCALE	AS SHOWN
SHEET	GN-000

ADKINSON ENGINEERING

6550 ST. AUGUSTINE ROAD, SUITE 203
 JACKSONVILLE, FLORIDA 32217
 PHONE (904) 881-4206

LICENSE NUMBER 28982

LIFELINE LANDING

NO.	DATE	REVISION DESCRIPTION
1	01/09/2024	REVISED PER CITY OF GREEN COVE SPRINGS COMMENTS

GENERAL NOTES

JOB NO. **JOB 2316**

DATE **January 23, 2024**

SCALE **AS SHOWN**

SHEET **GN-001**

UTILITY COMPANIES

UTILITY OWNERS	CONTACT
ELECTRIC CITY OF GREEN COVE SPRINGS ELECTRIC DEPT. STEVE TYE	(904) 860-9411
SEWER, WATER CITY OF GREEN COVE SPRINGS WATER/SEWER DEPT. SCOTT SCHULTZ	(904) 219-7540
TELEPHONE AT&T DISTRIBUTION DINO FARRUGGIO	G27896@ATT.COM (800) 247-2020
AT&T NETWORK OPERATIONS CENTER	

CONTACTS

OWNERS:
OPERATION LIFELINE INC.
ERICK SAKS, EXECUTIVE DIRECTOR
107 BROADLEAF LANE
SAINT JOHNS, FL 32259
(904) 404-9977

ENGINEER:
ADKINSON ENGINEERING
6550 ST. AUGUSTINE RD., SUITE 203
LICENSE #28982
JACKSONVILLE, FL 32217
(904)525-5634

SURVEYOR:
SCALICE LAND SURVEYING
205 MARKETSIDE AVENUE, SUITE 200
PONTE VEDRA, FL 32081
MJSLANDSURVEY.COM
(904) 413-9355

WATER AND SANITARY NOTES

- SANITARY SEWERS OR STORM SEWER CROSSING UNDER WATER MAINS SHALL BE INSTALLED TO PROVIDE A MINIMUM VERTICAL SEPARATION OF 18 INCHES BETWEEN OUTSIDE OF PIPE TO OUTSIDE OF PIPE. CROSSINGS SHALL BE CONSTRUCTED SO THAT THE SEWER JOINTS AND WATER JOINTS WILL BE EQUIDISTANT FROM THE POINT OF CROSSING WITH NO LESS THAN 10 FEET BETWEEN ANY TWO JOINTS, WHERE THE MINIMUM 18 INCH SEPARATION CANNOT BE MAINTAINED, THE SEWER SHALL BE PLACED IN A SLEEVE FOR 20 FEET CENTERED ON THE POINT OF CROSSING.
- SANITARY SEWERS OR STORM SEWERS SHALL BE INSTALLED AT LEAST 10 FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED WATER MAINS. THE DISTANCE SHALL BE MEASURED FROM EDGE TO EDGE. IN CASES WHERE IT IS NOT PRACTICAL TO MAINTAIN A 10 FOOT SEPARATION, THE WATER MAIN SHALL BE INSTALLED IN A SEPARATE TRENCH OR ON AN UNDISTURBED EARTH SHELF LOCATED ON ONE SIDE OF THE SEWER AND AT AN ELEVATION SO THAT THE BOTTOM OF THE WATER MAIN IS AT LEAST 18 INCHES ABOVE THE TOP OF THE SEWER, AND THE WATER AND SEWER JOINTS SHALL BE STAGGERED.
- ALL SEWER AND WATER SERVICE LATERALS ARE TO BE MARKED WITH PAINT ON THE EDGE OF PAVEMENT AND WITH WOOD STAKES AT THE END OF SERVICE LATERALS (BLUE PAINT FOR WATER, GREEN PAINT FOR SEWER).
- CONFLICTS OF WATER LINES WITH SANITARY SEWER AND STORM SEWER SYSTEMS TO BE RESOLVED BY ADJUSTING WATER LINES AS NECESSARY.
- WATER LINES AND SANITARY FORCE MAINS ARE TO HAVE A MINIMUM OF 5-FEET OF COVER FROM PROPOSED GRADE.
- THE CONTRACTOR SHALL PROVIDE ALL FITTINGS REQUIRED FOR COMPLETE SYSTEMS IN ACCORDANCE WITH GOOD CONSTRUCTION PRACTICE.
- THE LOCATION OF EXISTING UTILITIES ARE APPROXIMATE AS SHOWN AND IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT LOCATION OF THE UTILITIES PRIOR TO CONSTRUCTION IN THEIR VICINITY.
- THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES IN THE AREA BEFORE BEGINNING CONSTRUCTION.
- ALL UNDERGROUND UTILITIES MUST BE INSTALLED BEFORE BASE & SURFACE ARE CONSTRUCTED.
- SPECIAL CARE IS TO BE TAKEN SO TREES THAT ARE TO REMAIN ARE UNHARMED DURING CONSTRUCTION.
- ALL WATER MAINS ARE TO BE PVC OR AS NOTED ON PLANS. PIPE SIZES FROM 4" TO 12" SHALL CONFORM TO AWWA C-900 SPECIFICATIONS. (4" PIPE SHALL BE DR-18; 6"-12" SHALL BE DR-18.)
- ALL SANITARY SEWER LINES ARE PVC (SDR-26) OR AS NOTED ON PLANS.
- SANITARY SEWER PIPE MEASUREMENTS ARE TO CENTER OF MANHOLES.
- WATER MAINS WILL NOT BE INSTALLED PRIOR TO INSTALLATION OF THE SANITARY AND STORM SEWER SYSTEMS.
- WATER MAIN: ALL INSTALLED UNDERGROUND WATER MAINS SHALL BE MARKED WITH A CONTINUOUS TAPE LOCATED DIRECTLY OVER THE PIPE 12 INCHES TO 18 INCHES BELOW GRADE. SAID TAPE SHALL BE A MINIMUM OF TWO INCHES IN WIDTH AND SHALL BE METALLIC-BACKED, BLUE, AND MARKED "WATER MAIN BURIED BELOW".
- ALL UTILITY MATERIAL AND WORKMANSHIP MUST COMPLY WITH THE STANDARDS FOR DESIGN AND CONSTRUCTION OF WATER, WASTEWATER AND RECLAIMED FACILITIES FOR CCUA, CURRENT EDITION.
- ALL ABOVE NOTES APPLY TO ALL SANITARY SEWER AND WATER DISTRIBUTION PLAN SHEETS.
- CCUA STANDARDS, SPECIFICATIONS, AND DETAILS SHALL TAKE PRECEDENCE.

- CLAY COUNTY ENGINEERING DIVISION REQUIRES TWENTY-FOUR HOURS (24-HR) NOTICE ON ALL MEETINGS AND OR TESTING PROCEDURES.
 - CONSTRUCTION WARNING SIGNS ARE TO BE POST MOUNTED AND ERECTED BEFORE CONSTRUCTION CAN COMMENCE. THESE AND ALL TRAFFIC CONTROL DEVICES SHALL FOLLOW THE STANDARDS SET FORTH BY THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AND DETAILS.
 - ALL CONSTRUCTION PROJECTS 1 ACRE OR MORE IN SIZE SHALL BE REQUIRED TO ABIDE BY THE PROVISIONS OF THE NATIONAL POLLUTANT DISCHARGE ELIMINATION (NPDES) PERMIT. THE OWNER OR CONTRACTOR IS RESPONSIBLE FOR PREPARING THE STORM-WATER POLLUTION PREVENTION PLAN (SWPPP) AND SUBMITTING THE NPDES "NOTICE OF INTENT" (NOI) AND "NOTICE OF TERMINATION" (NOT) TO THE EPA OR LOCAL STATE AGENCY HAVING JURISDICTION OVER THE NPDES PROGRAM. THE CONTRACTOR SHALL KEEP ONSITE COPIES OF THE SWPPP, NOI, AND WATER MANAGEMENT DISTRICT PERMITS.
 - IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO RECOGNIZE AND ABIDE BY ALL OSHA SAFETY STANDARDS.
 - ALL DISTURBED CLAY COUNTY RIGHT-OF-WAY SHALL BE SODDED TO THE DISCRETION AND APPROVAL OF THE CLAY COUNTY ENGINEERING DIVISION.
 - THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO EXCAVATION AND TAKE ALL MEASURES NECESSARY TO PROTECT UTILITIES DURING CONSTRUCTION. SHOULD ANY UTILITY LINE OR COMPONENT BECOME DAMAGED OR REQUIRE RELOCATION THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE RESPONSIBLE UTILITY COMPANY, THE ENGINEER, AND CLAY COUNTY. CALL BEFORE YOU DIG 1-800-432-4770 & 904-269-6359
 - CALL 800-432-4770 TWO FULL BUSINESS DAYS BEFORE DIGGING. CALL 10 DAYS BEFORE DIGGING WHEN DIGGING UNDER WATER.
 - CALL 904-284-6335 (CLAY COUNTY SIGNAL & MAINTENANCE DIVISION) TWO FULL BUSINESS DAYS BEFORE DIGGING - WAIT THE REQUIRED TIME FOR BURIED UTILITIES TO BE LOCATED AND MARKED.
 - PROTECT THE MARKS DURING YOUR PROJECT. IF MARKS ARE DESTROYED, CALL AGAIN.
 - DIG SAFELY, USING EXTREME CAUTION WHEN DIGGING WITHIN 24 INCHES ON EITHER SIDE OF THE MARKS TO AVOID HITTING THE BURIED UTILITY LINES.
 - BEFORE WORKING IN EXISTING CLAY COUNTY RIGHT-OF-WAY, THE CONTRACTOR SHALL BE REQUIRED TO OBTAIN A RIGHT-OF-WAY PERMIT.
 - A COPY OF THE CONTRACTORS' GENERAL LICENSE AND THE UNDER GROUND UTILITY LICENSE SHALL BE PROVIDED AT THE TIME OF THE PRE-CONSTRUCTION CONFERENCE.
 - THERE SHALL BE A MINIMUM FIVE (5) DAYS NOTICE GIVEN FOR SCHEDULING THE FINAL INSPECTION.
 - AT THE FINAL INSPECTION A LETTER OF COMPLIANCE WILL NEED TO BE FILLED OUT AND SIGNED BY THE STATE OF FLORIDA REGISTERED PROFESSIONAL ENGINEER OF RECORD FOR THE PROJECT. THE LETTER SHALL STATE THAT THE PROJECT HAS BEEN BUILT IN ACCORDANCE OF THE APPROVED DESIGN PLANS AND OTHER AGENCY PERMITS.
 - ALL SOIL AND DEBRIS TRACKED OUT OF THE PROJECT SHALL BE CLEANED IN ACCORDANCE WITH THE APPROVED SWPPP OR AT THE DISCRETION OF THE CLAY COUNTY ENGINEERING DIVISION.
 - PRIOR TO ANY INSPECTION OR TESTING, ALL PIPE LINE, STRUCTURES, ROADWAY, ETC. SHALL BE CLEANED.
 - ELEVATIONS SHOWN ARE NAVD 88.
- DEPOSITION OF SEDIMENT ON ADJACENT AND DOWNSTREAM PROPERTIES.
- ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO COMMENCEMENT OF CONSTRUCTION. SEDIMENT CONTROL CONSISTS OF SILT FENCING, HAY BALES, AND FLOATING TURBIDITY BARRIERS PER FDOT INDEX NO. 102 & 103. EROSION CONTROL CONSISTS OF SEEDING AND MULCHING, SODDING, WETTING SURFACES, PLACEMENT OF COARSE AGGREGATE, TEMPORARY PAVING.
 - THE CONTRACTOR SHALL RESPOND TO EROSION AND SEDIMENT CONTROL MAINTENANCE WITHIN 24-HOURS OF BEING INFORMED BY CLAY COUNTY, UNLESS THE SITUATION REQUIRES AN IMMEDIATE RESPONSE. THE CONTRACTOR WILL THEN RESPOND IMMEDIATELY AFTER NOTIFICATION BY CLAY COUNTY. THE CONTRACTOR'S EROSION CONTROL INSPECTOR SHALL BE A QUALIFIED STORM WATER MANAGEMENT INSPECTOR BY THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION. THE CONTRACTOR SHALL BE REQUIRED TO INCORPORATE PERMANENT EROSION CONTROL MEASURES AT THE EARLIEST PRACTICAL TIME SO AS TO MINIMIZE THE NEED FOR TEMPORARY CONTROLS.
 - THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE MINIMUM REQUIREMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADDITIONAL EROSION CONTROL MEASURES AS DETERMINED BY CLAY COUNTY OR THE CONTRACTOR TO INSURE QUALITY CONTROL.
 - ALL DISTURBED AREAS SHALL BE GRASSED WITHIN 7 DAYS OF THE INITIAL DISTURBANCE. TYPES OF GRASSING SHALL BE AS FOLLOWS: SODDING IS REQUIRED AROUND ALL DRAINAGE STRUCTURES, RETENTION/DETENTION AREAS, SWALES, DITCHES, AND WHERE 4:1 SLOPES ARE EXCEEDED. SEED AND MULCH MAY BE USED AT ALL OTHER LOCATIONS UNLESS SPECIFICALLY CALLED OUT FOR ON THESE DRAWINGS. THERE SHALL BE A STANDING ROW OF GRASS AT THE TIME OF FINAL ACCEPTANCE. IF SEED AND MULCH HAS BEEN USED AND HAS NOT TAKEN, SOD WILL BE REQUIRED FOR ESTABLISHED GRASS.
 - THE CONTRACTOR SHALL INSPECT AND REPORT EROSION AND SEDIMENT CONTROL METHODS EVERY WEEK AND AFTER 1/4 INCH OF RAIN DURING CONSTRUCTION. THE CONTRACTOR SHALL REMOVE ANY SEDIMENT BUILD UP, REPAIR OR REINSTALL ANY CONTROL MEASURES.

GENERAL AS-BUILT

- SUBMIT TWO (2) SIGNED AND SEALED SETS OF PRINTS AND ONE DIGITAL COPY (AUTO CAD FORMAT; PLEASE DO NOT USE REFERENCE FILES) WITH THE DESIGN INFORMATION (ELEVATIONS, PIPE LENGTHS, STATIONING, ETC.) LINED THROUGH AND THE AS-BUILT INFORMATION PLACED ADJACENT TO IT.
NOTE: THE FIRM OR LICENSED SURVEYOR SHALL USE THE ORIGINAL PAVING AND DRAINAGE SHEET(S) SPECIFICALLY FOR AS-BUILT INFORMATION. THE DRAWING(S) ARE TO BE ON 24" X 36" SHEET(S) AND CONTAIN THE FOLLOWING IN ADDITION TO THE AS-BUILT INFORMATION:
 - PROJECT NAME AS IT APPEARS ON THE PLAT
 - PROJECT/DEVELOPMENT NUMBER
 - STREET NAMES
 - PHYSICAL SITE ADDRESS IN THE TITLE BLOCK
 - LINE THROUGH DESIGN INFORMATION FOR ALL AS-BUILT INFORMATION PROVIDED
 - NORTH ARROW AND SCALE
 - SHOW AND LABEL ALL SURVEY-LINES USED FOR LOCATIONS
- THE WORDS "AS-BUILT" IN AT LEAST ONE-INCH HIGH LETTERS
- MATERIALS CERTIFICATION STATEMENT SIGNED BY THE CONTRACTOR
- SIGNED ENGINEER'S CERTIFICATION STATEMENT
- INFORMATION PERTAINING TO BENCHMARK(S) (LOCATION, ELEVATION, AND REFERENCE TYPE)
- SHOW STATE PLANE COORDINATE (NAD 83) REFERENCES ON AT LEAST FOUR (4) BOUNDARY CORNERS (ONE POSITION, TO BE KNOWN AS THE "NORTHING," SHALL GIVE THE POSITION IN A NORTH AND SOUTH DIRECTION; THE OTHER, TO BE KNOWN AS THE "EASTING," SHALL GIVE THE POSITION IN AN EAST AND WEST DIRECTION, REF. F.S CH. 177.151) FOR PLATS AND AS-BUILTS.
- PERMANENT BENCHMARKS ARE TO BE SITUATED AS TO FACILITATE LOT GRADING (I.E. TOP OF METAL CURB HOODS, MANHOLE RIMS, ETC.). AT LEAST TWO (2) PERMANENT BENCHMARKS SHALL BE ESTABLISHED WITHIN A SUBDIVISION OR IN EACH PHASE OF A SUBDIVISION AND LOCATED SO THAT NO LOT IS MORE THAN ONE THOUSAND FEET (1,000') FROM A BENCHMARK. PLEASE REFERENCE EACH BENCHMARK BY STATION.

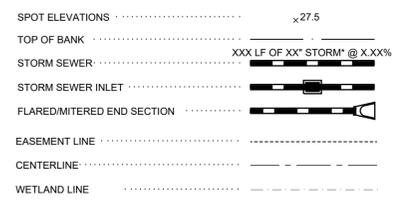
GENERAL NOTES

- CLAY COUNTY ENGINEERING DIVISION REQUIRES TWENTY-FOUR HOURS (24-HR) NOTICE ON ALL MEETINGS AND OR TESTING PROCEDURES.
- CONSTRUCTION WARNING SIGNS ARE TO BE POST MOUNTED AND ERECTED BEFORE CONSTRUCTION CAN COMMENCE. THESE AND ALL TRAFFIC CONTROL DEVICES SHALL FOLLOW THE STANDARDS SET FORTH BY THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AND DETAILS.
- ALL CONSTRUCTION PROJECTS 1 ACRE OR MORE IN SIZE SHALL BE REQUIRED TO ABIDE BY THE PROVISIONS OF THE NATIONAL POLLUTANT DISCHARGE ELIMINATION (NPDES) PERMIT. THE OWNER OR CONTRACTOR IS RESPONSIBLE FOR PREPARING THE STORM-WATER POLLUTION PREVENTION PLAN (SWPPP) AND SUBMITTING THE NPDES "NOTICE OF INTENT" (NOI) AND "NOTICE OF TERMINATION" (NOT) TO THE EPA OR LOCAL STATE AGENCY HAVING JURISDICTION OVER THE NPDES PROGRAM. THE CONTRACTOR SHALL KEEP ONSITE COPIES OF THE SWPPP, NOI, AND WATER MANAGEMENT DISTRICT PERMITS.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO RECOGNIZE AND ABIDE BY ALL OSHA SAFETY STANDARDS.
- ALL DISTURBED CLAY COUNTY RIGHT-OF-WAY SHALL BE SODDED TO THE DISCRETION AND APPROVAL OF THE CLAY COUNTY ENGINEERING DIVISION.
- THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO EXCAVATION AND TAKE ALL MEASURES NECESSARY TO PROTECT UTILITIES DURING CONSTRUCTION. SHOULD ANY UTILITY LINE OR COMPONENT BECOME DAMAGED OR REQUIRE RELOCATION THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE RESPONSIBLE UTILITY COMPANY, THE ENGINEER, AND CLAY COUNTY. CALL BEFORE YOU DIG 1-800-432-4770 & 904-269-6359
 - CALL 800-432-4770 TWO FULL BUSINESS DAYS BEFORE DIGGING. CALL 10 DAYS BEFORE DIGGING WHEN DIGGING UNDER WATER.
 - CALL 904-284-6335 (CLAY COUNTY SIGNAL & MAINTENANCE DIVISION) TWO FULL BUSINESS DAYS BEFORE DIGGING - WAIT THE REQUIRED TIME FOR BURIED UTILITIES TO BE LOCATED AND MARKED.
 - PROTECT THE MARKS DURING YOUR PROJECT. IF MARKS ARE DESTROYED, CALL AGAIN.
 - DIG SAFELY, USING EXTREME CAUTION WHEN DIGGING WITHIN 24 INCHES ON EITHER SIDE OF THE MARKS TO AVOID HITTING THE BURIED UTILITY LINES.
- BEFORE WORKING IN EXISTING CLAY COUNTY RIGHT-OF-WAY, THE CONTRACTOR SHALL BE REQUIRED TO OBTAIN A RIGHT-OF-WAY PERMIT.
- A COPY OF THE CONTRACTORS' GENERAL LICENSE AND THE UNDER GROUND UTILITY LICENSE SHALL BE PROVIDED AT THE TIME OF THE PRE-CONSTRUCTION CONFERENCE.
- THERE SHALL BE A MINIMUM FIVE (5) DAYS NOTICE GIVEN FOR SCHEDULING THE FINAL INSPECTION.
- AT THE FINAL INSPECTION A LETTER OF COMPLIANCE WILL NEED TO BE FILLED OUT AND SIGNED BY THE STATE OF FLORIDA REGISTERED PROFESSIONAL ENGINEER OF RECORD FOR THE PROJECT. THE LETTER SHALL STATE THAT THE PROJECT HAS BEEN BUILT IN ACCORDANCE OF THE APPROVED DESIGN PLANS AND OTHER AGENCY PERMITS.
- ALL SOIL AND DEBRIS TRACKED OUT OF THE PROJECT SHALL BE CLEANED IN ACCORDANCE WITH THE APPROVED SWPPP OR AT THE DISCRETION OF THE CLAY COUNTY ENGINEERING DIVISION.
- PRIOR TO ANY INSPECTION OR TESTING, ALL PIPE LINE, STRUCTURES, ROADWAY, ETC. SHALL BE CLEANED.
- ELEVATIONS SHOWN ARE NAVD 88.

EROSION CONTROL

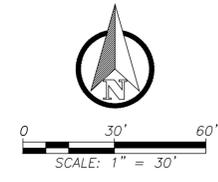
- THE GOVERNING PUBLICATIONS FOR EROSION CONTROL ARE CURRENT FDOT ROADWAY AND TRAFFIC DESIGN STANDARDS, INDEX 100-105, CURRENT FDOT STD. SPEC. FOR ROADWAY & BRIDGE CONST., SECTION 104, AND THE NPDES STORM-WATER AND EROSION CONTROL MANUAL LATEST EDITION.
- THE CONTRACTOR SHALL CHECK EACH DAY TO INSURE THAT ALL EROSION CONTROL DEVICES ARE IN PLACE AND WORKING PROPERLY.
- ALL EROSION CONTROL MEASURES SHALL BE IN COMPLIANCE WITH THE RULES, REGULATIONS AND STANDARDS OF THE SAINT JOHNS RIVER WATER MANAGEMENT DISTRICT, THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION, AND THE UNITED STATES ARMY CORP OF ENGINEERS AND CLAY COUNTY REGULATIONS AND ORDINANCES.
- THE CONTRACTOR SHALL TAKE WHATEVER MEANS NECESSARY TO PREVENT THE EROSION OF SOIL AND

PROPOSED LEGEND



HATCH DESCRIPTION





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ADKINSON ENGINEERING
 6550 ST. AUGUSTINE ROAD, SUITE 203
 JACKSONVILLE, FLORIDA 32217
 PHONE (904) 881-4206
 LICENSE NUMBER 28982

LIFELINE LANDING

NO.	DATE	REVISION DESCRIPTION
1	01/09/2024	REVISED PER CITY OF GREEN COVE SPRINGS COMMENTS

EXISTING CONDITIONS

JOB NO.	JOB 2316
DATE	January 23, 2024
SCALE	AS SHOWN
SHEET	C-001

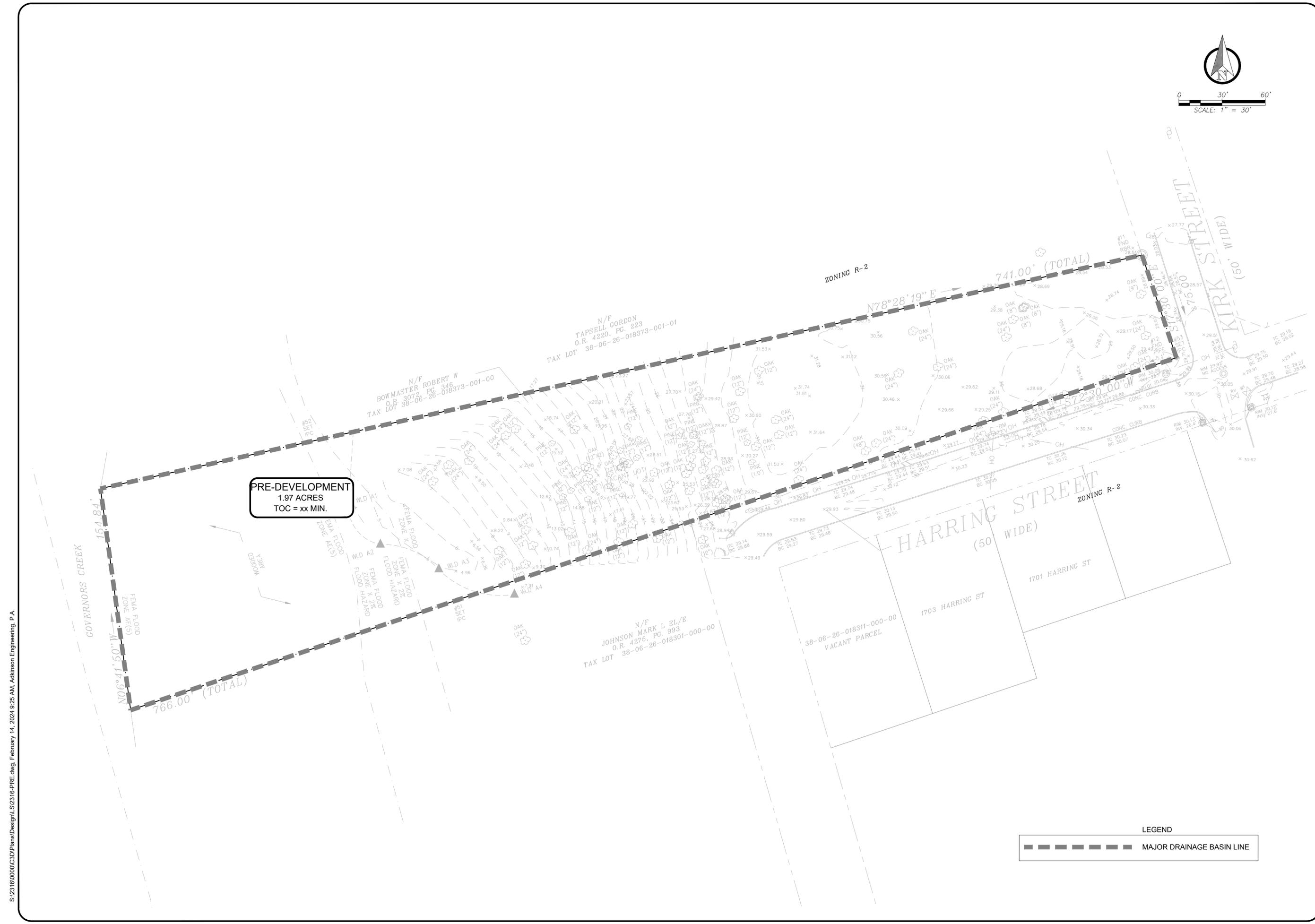
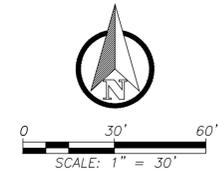
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 JACKSONVILLE, FLORIDA 32217
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LIFELINE LANDING

NO.	DATE	REVISION DESCRIPTION
1	01/09/2024	REVISED PER CITY OF GREEN COVE SPRINGS COMMENTS

PRE DEVELOPMENT DRAINAGE MAP

JOB NO.	JOB 2316
DATE	January 23, 2024
SCALE	AS SHOWN
SHEET	C-002



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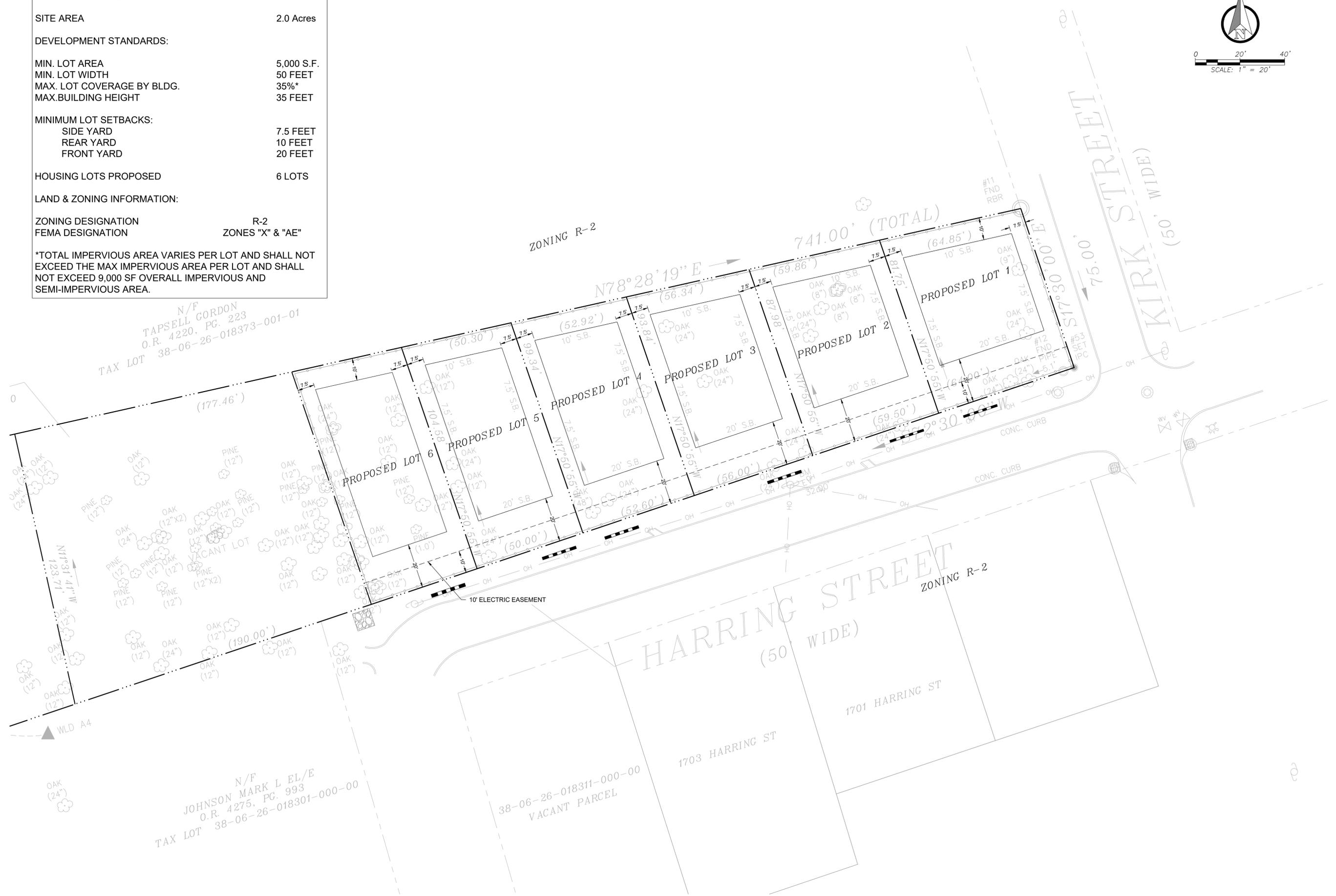
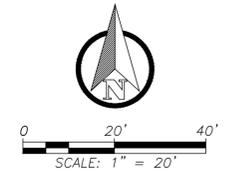
GENERAL SITE PLAN

JOB NO.	JOB 2316
DATE	January 23, 2024
SCALE	AS SHOWN
SHEET	C-100

LIFELINE LANDING:

SITE AREA	2.0 Acres
DEVELOPMENT STANDARDS:	
MIN. LOT AREA	5,000 S.F.
MIN. LOT WIDTH	50 FEET
MAX. LOT COVERAGE BY BLDG.	35%*
MAX. BUILDING HEIGHT	35 FEET
MINIMUM LOT SETBACKS:	
SIDE YARD	7.5 FEET
REAR YARD	10 FEET
FRONT YARD	20 FEET
HOUSING LOTS PROPOSED	6 LOTS
LAND & ZONING INFORMATION:	
ZONING DESIGNATION	R-2
FEMA DESIGNATION	ZONES "X" & "AE"

*TOTAL IMPERVIOUS AREA VARIES PER LOT AND SHALL NOT EXCEED THE MAX IMPERVIOUS AREA PER LOT AND SHALL NOT EXCEED 9,000 SF OVERALL IMPERVIOUS AND SEMI-IMPERVIOUS AREA.



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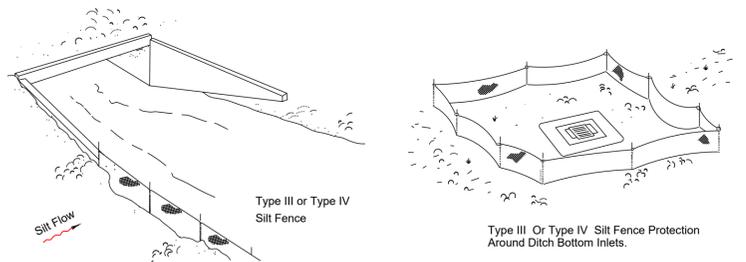
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LIFELINE LANDING

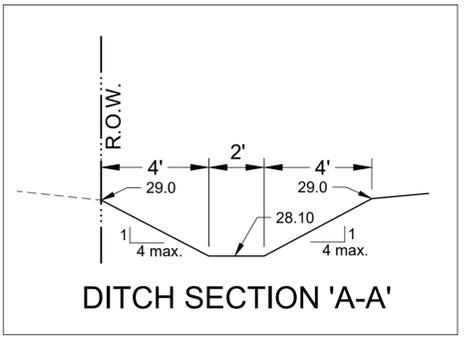
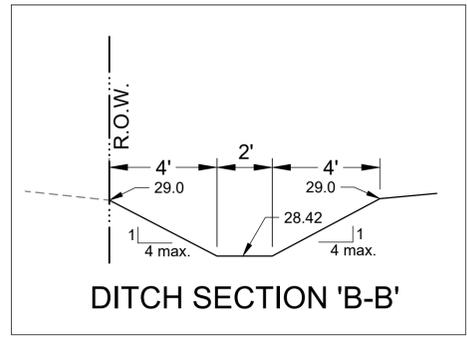
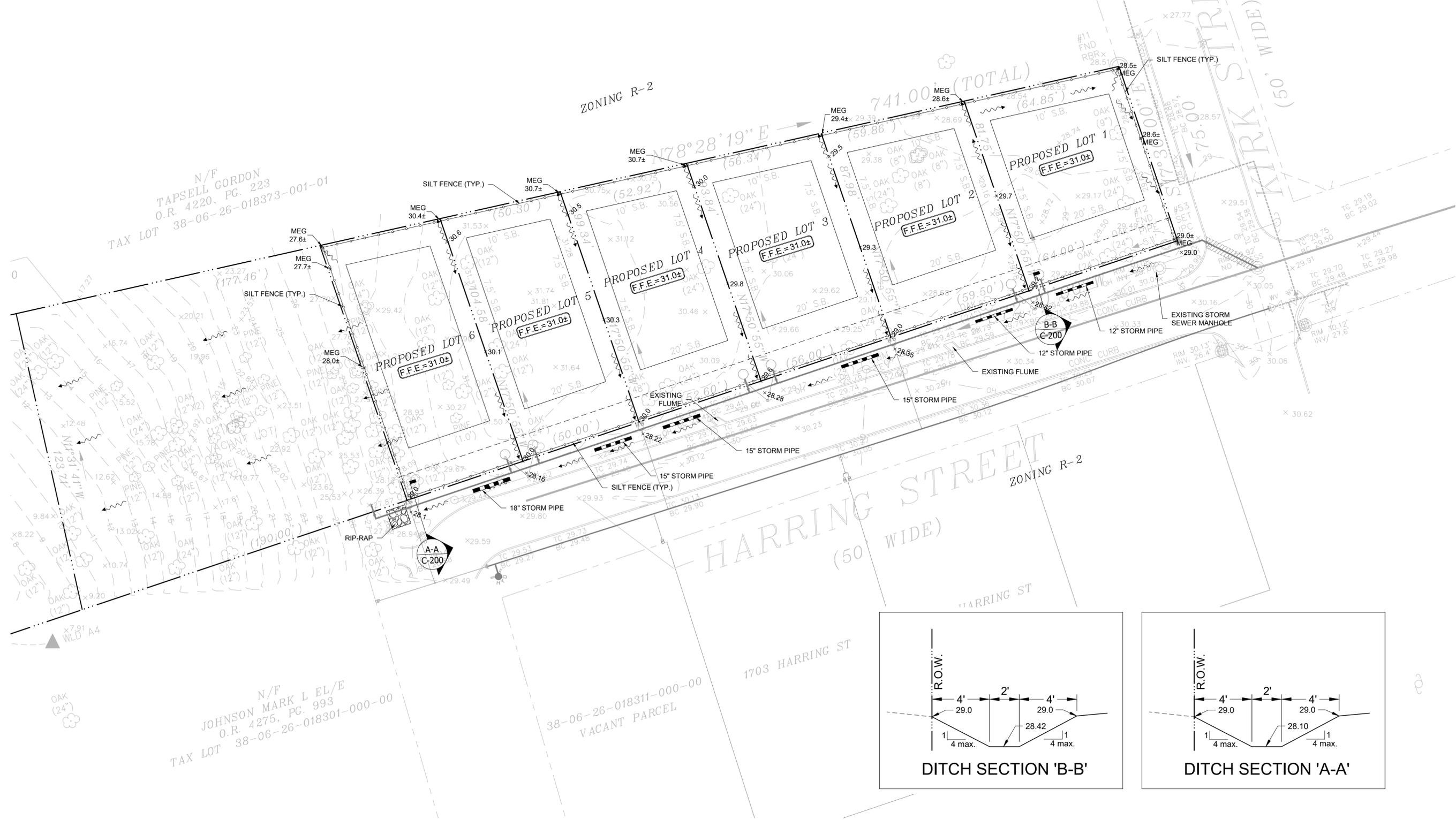
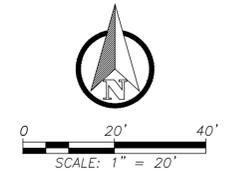
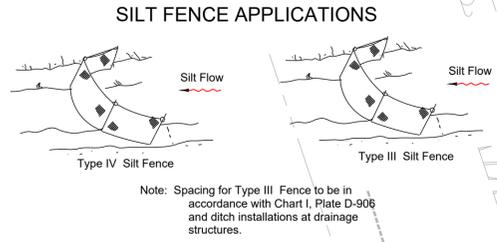
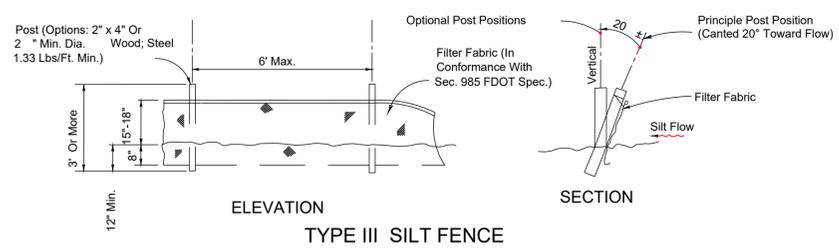
NO.	DATE	REVISION DESCRIPTION
1	01/09/2024	REVISED PER CITY OF GREEN COVE SPRINGS COMMENTS

PAVING GRADING AND DRAINAGE PLAN

JOB NO. **JOB 2316**
 DATE **January 23, 2024**
 SCALE **AS SHOWN**
 SHEET **C-200**



Do not deploy in a manner that silt fences will act as a dam across permanent flowing watercourses. Silt fences are to be used at upland locations and turbidity barriers used at permanent bodies of water.



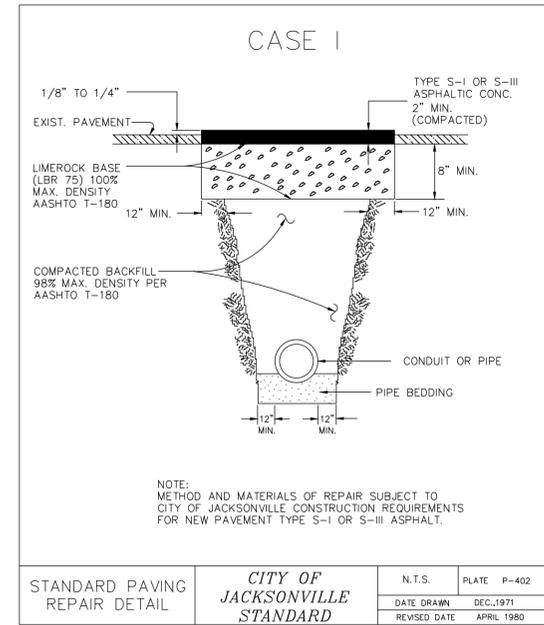
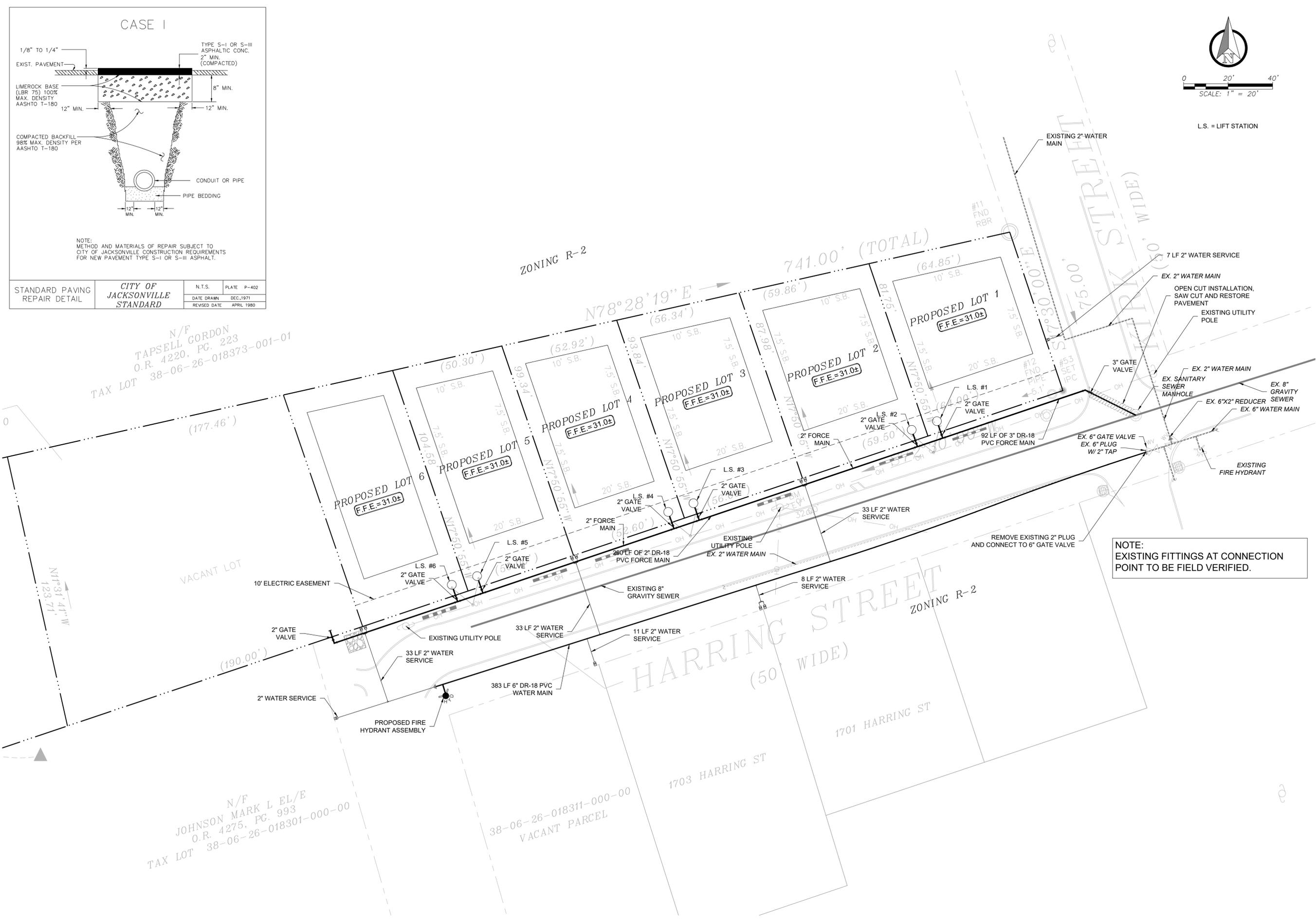
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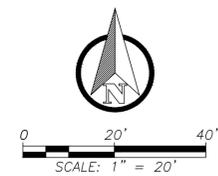
NO.	DATE	REVISION DESCRIPTION
1	01/23/2024	REVISED PER CITY OF GREEN COVE SPRINGS COMMENTS

UTILITY PLAN

JOB NO.	JOB 2316
DATE	January 23, 2024
SCALE	AS SHOWN
SHEET	C-300



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PHONE (904) 881-4206
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LIFELINE LANDING

NO.	DATE	REVISION DESCRIPTION
1	01/23/2024	REVISED PER CITY OF GREEN COVE SPRINGS COMMENTS

ELECTRICAL EXHIBIT

JOB NO.	JOB 2316
DATE	January 23, 2024
SCALE	AS SHOWN
SHEET	C-301

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N/F
TAPSELL GORDON
O.R. 4220, PG. 223
TAX LOT 38-06-26-018373-001-01

N/F
JOHNSON MARK L EL/E
O.R. 4275, PG. 993
TAX LOT 38-06-26-018301-000-00

38-06-26-018311-000-00
VACANT PARCEL

HARRING STREET
(50' WIDE)

KIRK STREET
(50' WIDE)

ZONING R-2

ZONING R-2

1701 HARRING ST

1703 HARRING ST

741.00' (TOTAL)

PROPOSED LOT 1
F.F.E.=31.0±

PROPOSED LOT 2
F.F.E.=31.0±

PROPOSED LOT 3
F.F.E.=31.0±

PROPOSED LOT 4
F.F.E.=31.0±

PROPOSED LOT 5
F.F.E.=31.0±

PROPOSED LOT 6
F.F.E.=31.0±

PROPOSED GCSE POLE
FOR NEW UNDERGROUND
ELECTRIC SERVICES

PROPOSED GCSE POLE
FOR NEW UNDERGROUND
ELECTRIC SERVICES

PROPOSED GCSE POLE
FOR NEW UNDERGROUND
ELECTRIC SERVICES

190.00'

52.92'

50.30'

59.86'

64.85'

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