

Proposed Future Land Use Map Amendment

GCS Comprehensive Plan Amendment
CR 209 South
Clay Parcel # 016513-000-00 (portion)

This application for amendment to the City's Future Land Use Map is required to reflect the Subject Property's annexation into the City of Green Cove Springs. The requested FLUM amendment will change the land use on 28.81 acres of vacant land from the Clay County Industrial Land Use to the City of GCS Mixed Use Land Use. Current Zoning is Clay County Heavy Industrial (IB).

This application for adoption of a land use designation within the City is supported by data and analysis consistent with the format and level of detail found in the data and analysis of the City's 2045 Comprehensive Plan.

Location

The Subject Property is located at the intersection of US Highway 17 South and County Road 209 South.

Adjacent Land Use

North	Mixed Use (GCS)
South	FCE right of way / proposed Mixed Use (GCS)
East	IND (GCS) / MURP (GCS) / Mixed Use (GCS)
West	CSX Railroad right of way / Recreation Preservation (Clay County)

Maximum Development Potential

Clay County Industrial Land Use

- 12) Industrial – “IND”: This designation accommodates the full range of industrial activities. The specific range and intensity for uses appropriate in a particular industrial area varies by location as a function of the availability of public services and access, and compatibility with surrounding uses shown on the *Future Land Use Map*. Through the zoning review process the use of particular sites or areas may be limited to allowable uses specified and defined by the Land Development Regulations.

Maximum Floor Area Ratio 0.50

City of Green Cove Springs Mixed Use Land Use

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

- | | | |
|-----|--------------------|----------|
| i. | Maximum Density: | 20 du/ac |
| ii. | Maximum Intensity: | 1.0 FAR |

On the 28.81 acre Subject Property, the maximum development potential for the existing land use category, IND (Clay), is 627,481 square feet (28.81 acres * 0.5 * 43,560). The maximum development potential for the proposed Mixed Use (GCS) land use category is 1,254,963 square feet of non-residential use or a maximum of 576 multi-family residential units.

This plan amendment application addresses the impacts to infrastructure that would result under the maximum development permitted in the land use category that is being requested and compares those impacts to the maximum impacts that could be generated under the existing land use designation. Actual development may be less than the maximum permitted in each land use category; the analysis looks at the most development that could occur.

The City applies levels of service (concurrency) to transportation, potable water, sanitary sewer, drainage, recreation & open space, solid waste and public school facilities. For each of these infrastructure types, the impact of the additional development (over what is permitted under the existing land use designation) is calculated and an analysis of the availability of sufficient capacity to accommodate the additional impacts is performed. This analysis of the increased development permitted under the proposed amendment concludes that there are no unmitigated deficiencies in public infrastructure that will be created by the proposed Future Land Use amendment.

Suitability

Historic Resources

There are no known historic resources on the Subject Property.

Soils

Soils on the Subject Property are Leon fine sand (72%), Sapelo fine sand (8%) and Cassis fine sand (20%). None of the soil types have restrictions on development.

Wetlands

Wetland surveys of the Property have not been performed. See Soils discussion above.

Flood Zones

According to the FEMA Flood Map Service Center, the Subject Property is located within FEMA Flood Zone X (minimal to moderate risk of flooding).

Wellfield Protection Zone

The Subject Property is not located within or adjacent to a wellfield protection zone.

Impacts to Adopted Levels of Service

The City has adopted levels of service for the following infrastructure:

Central Water

The Subject Property lies within the City's urban service area for central water and wastewater; development of the Subject Property under the County's jurisdiction would have been served by the City.

Within the City, all new development is required to connect to the City's central water system. The increased demand on central water facilities represented by the plan amendment from Industrial (Clay) to Mixed Use (GCS) is greatest under the assumption that the Subject Property is developed for residential uses at the maximum density permitted:

Industrial Land Use at 0.5 FAR	0.063 mgd
MU Land Use for residential at 20 units/acre	<u>0.229 mgd</u>
Increase in Demand	0.166 mgd

There is adequate capacity in the City's permitted system to accommodate the maximum increase in demand for central water services of 0.167 mgd.

Central Wastewater Treatment

All new development is required to connect to the City's sanitary sewer collection system. The increased demand on central wastewater facilities represented by the plan amendment from Industrial (Clay) to Mixed Use (GCS) is greatest under the assumption that the Subject Property is developed for residential uses at the maximum density permitted:

Industrial Land Use at 0.5 FAR	0.063 mgd
MU Land Use for residential at 20 units/acre	<u>0.183 mgd</u>
Increase in Demand	0.120 mgd

There is adequate capacity in the City's permitted system to accommodate the maximum increase in demand for central wastewater services of 0.120 mgd.

Stormwater Management

New development must comply with all stormwater requirements of the City and the Water Management District.

Solid Waste Disposal

The City does not provide hauling services for non-residential or multi-family development within its boundary; each development must contract with an approved franchisee for containerized collection. Solid waste collected within the City at the Rosemary Hill Waste Management Facility operated by Clay County. The Rosemary Hill Waste Management Facility has adequate capacity to accommodate the increase in solid waste disposal demand generated by the proposed change from Industrial Land Use to Mixed Use Land Use.

Parks & Recreation

If the Subject Property were to be developed with a non-residential use, there would be no impact to the City's parks & recreation levels of service.

If the Subject Property were to be developed for the maximum residential use permitted in the Mixed Use category, the housing type would be multi-family (20 units per acre) with a total of 576

dwelling units. If developed for multi-family residential use, the additional multi-family units within the City limits will provide housing diversity for the 2045 projected population and will not increase the projected population within the planning horizon. The City funds parks and recreation infrastructure on a City-wide basis from general and sales tax revenues to maintain its adopted level of service based on population projections. Residential developments are required to provide amenities to serve the development in the site plan review process.

Transportation

The City adopted Mobility Fees pursuant to Section 163.3108, Florida Statutes in February 2023 to replace transportation concurrency. With the repeal of transportation concurrency, proportionate share mitigation is eliminated as the method of mitigating impacts to the transportation system. The application of a mobility fee to new development is based on the impacts of those future developments (type and quantity) and the cost of the improvements necessary to accommodate the increased traffic associated with future development; the adopted mobility fee will be applied to those priority transportation improvements identified in the City's CIP.

At the maximum development potential for the Property, the proposed Mixed Use land use is likely to generate similar or fewer PM peak Hour Trips as the existing Industrial land use:

Existing Land Use

ITE 10th Ed. Trip Generation for General Light Industrial (110), Industrial Park (130) and manufacturing (140) are all potential uses under the existing land use category. The PM Peak Rate for these uses ranges from 0.40 to 0.67/ 1,000 SF GFA. An average of these rates is applied :

Heavy Industrial @ 0.50 FAR = 627,482 SF @ 0.56 PM Peak Trips/1000 SF =

351 PM Peak Hour Trips

Proposed Land Use

The Mixed Use land use permits multi-family residential at 20 units per acre. This equates to a Mid-Rise Multi-family use (ITE 221) with a PM peak hour trip generation rate of 0.44 / unit.

576 Multi-family midrise units * 0.44 = *253 PM Peak Hour Trips*

The Mixed Use land use also permits general retail, classified as Shopping Center (ITE 820). Shopping Center development averages an FAR of 0.20; for this projection of potential traffic, an FAR of 0.25 is applied (recognizing limited 2nd story development). This use at the an FAR of 0.25 would represent an increased trip generation over the existing Industrial Use:

Shopping Center @ 0.25 FAR = 313,741 SF @ 3.81 PM Peak Hour Trips/1000 SF=

1,195 PM Peak Hour Trips

The Mixed Use land use also permits professional office uses (ITE 710). The 1.0 FAR permitted in the land use category would equate to 1.25 million square feet of office use

(potentially 6-8 stories). This use at the maximum permitted would represent an increased trip generation over the existing Industrial Use:

Professional Office @ 1.0 FAR = 1,254,964 SF * 1.15 PM Peak Trips/ 1000 SF=

1,443 PM Peak Hour Trips

Development will be subject to the Mobility Fee adopted by the City. Access improvements required by a specific development would be constructed and funded by the developer.

Public School Facilities

If the Subject Property were to be developed with a non-residential use, there would be no impact to the public school system.

If the Subject Property were to be developed for the maximum residential use permitted in the Mixed Use category, the housing type would be multi-family (20 units per acre) with a total of 576 dwelling units. This is a new impact as the current land use designation (IND) does not permit residential units). The FY 2022/23 EFP for the Clay School District establishes the following generation rate for multi-family units, which when applied to the maximum number of dwellings permitted, would result in the number of student stations identified below:

Elementary	0.105 students/ MF unit * 576 units	=	60 student stations
Junior High	0.021 students / MF unit * 576 units	=	12 student stations
Senior High	0.063 students/ MF unit * 576 units	=	36 student stations

The Subject Property lies within the attendance boundary for the following public schools:

Charles E. Bennett , Elementary
Green Cove Springs Jr High
Clay High School

The FY 2022/23 EFP for the Clay School District identifies that capacity is available in the 2022/23 school year in each impacted school and is also projected to be available in 2026/27 (five years).

Impact Mitigation

The City has applies proportionate share mitigation to address the impacts of new development that negatively affect the adopted level of service; if a negative impact is identified at the time of development, the City requires an executed Proportionate Share Mitigation Agreement to be in place prior to the approval of a final development order. Community Facilities Policy 4.6.2 provides:

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

As annexed land, Policy 1.2.10 also applies to the Subject Property:

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.

Justification for Proposed FLUM Amendment

Upon annexation into the City, the City is required to approve an appropriate land use category from those in the City's comprehensive plan. The most appropriate category for the Subject Property is Mixed Use, the land use category the City applied under its 2021 update to the comprehensive plan to all properties within the City that front on US Highway 17 or State Road 16 and are not located within the Downtown or publicly owned.

Consistency with Comprehensive Plan

The current land use for the Subject Property is reflective of Clay County's land use decisions from the early 1990's. At that time, the vision for development of lands south of the City of Green Cove Springs was based on proximity to the CSX Railroad line and US Highway 17 and industrial uses along State Road 16 east (Reynolds Park, Huntley pipe manufacturing, general water front industrial/ Mobro Marine); at this time residential development was just beginning on Fleming Island, 4-5 miles north of the City. The City was dominated by industrial uses (Reynold's Park at 1,700 acres, pipe manufacturing on 100 acres at the corner of US 17 and SR 16 South) and the County designated light and heavy industrial uses on the east and west side of US 17, south of the City limits. Development in this area started in the early 1990's with Trinity Fabricators, with adjacent distribution and light fabrication uses following in the mid- 90's, early 2000's and through 2012. Hanson Pipe, established in 1985 and located north of the Subject Property on US 17, and the pipe extruder company at US 17 and SR 16 South, established in 1964, established this area of the County for industrial use.

Since the designation of industrial land uses in the 1991 Clay Comprehensive Plan, industrial development occurred south of Hanson Pipe on the west side of US 17, north of the CR 209 intersection. On the east side of US 17, industrial designated lands north of Hanson Pipe were developed, but south of Hanson Pipe, in the vicinity of the Subject Property, the industrial designated lands east of US 17 remain undeveloped.

With the construction and imminent opening of the First Coast Expressway from SR 21 to the St Johns River scheduled for late 2024, this area of the County has experienced development pressure for residential uses; a new interchange on the FCE is located at US 17, approximately 2,000 feet south of the Subject Property. This increase in regional and statewide access was anticipated by the Governor's Park DRI, entitled for 6,000 residential units and over 2 million square feet of non-residential uses and located immediately west of the City in the unincorporated County. The land use for Reynolds Park was changed from the industrial land use category (City) to a new category of Mixed Use (MURP) within the City. More recently, in 2020 the annexation of 560+ acres of

land south of SR 16 and west of US 17 into the City is currently entitled for 2,000 single family units.

The Data and Analysis on page I-16 of the Future Land Use Element of the 2045 Plan summarizes the changes anticipated by the City in the short term:

Community Character

The growth of Green Cove Springs has remained relatively steady over the last several decades, but the introduction of the First Coast Expressway with an interchange at US 17 will undoubtedly change the pace of development. Recent development proposals hint at large subdivisions being planned for this part of town. The character of the Reynolds Park property may also change and past plans to convert the site into a mixed-use development may start to realize. While the residential growth and the additional jobs that new mixed-use development may bring are welcome in the community, special attention needs to be given to the character of the community. This section addresses various components of the City and the possibilities for improvement and preservation.

The City undertook community workshops to gather input into its recent (early 2022) update to its Comprehensive Plan. Extended the planning horizon to 2045, the City identified its plan to create community character at its north and south limits on US 17 and at the westerly limit of State Road 16 (page I-17, Data and Analysis of the Future Land Use Element):

Gateway Corridors

In addition to the focus on downtown, the City will also need to address the future of the US 17 and SR 16 corridors as they represent gateways into the City. Most of the development along these corridors includes commercial uses, some of which have preserved an urban pattern (closer to downtown), but others are starting to adopt a suburban pattern that relies heavily on vehicular transportation for access and visibility. If that trend is allowed to continue, the City will start losing its character and start resembling the endless suburban commercial corridors that are seen throughout the state, flanked by expansive parking lots and big box behind the sea of parking, with very little to no regard for pedestrians and bicyclists.

In the future, development along the City's major transportation corridors should consist of a mix of uses, ranging from commercial to office and even multi-family residential, which can all take advantage of the accessibility and connectivity with other parts of the City and surrounding jurisdictions. Strip development should and services, such as parking and stormwater, encouraged.

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.

To implement its stated intent to create mixed use corridors along US 17 and SR 16, in its 2021/22 update the City combined four of the previous land use designations to create a single Mixed Use category applicable to all privately owned properties fronting on the major state roads within the City that do not lie within the Downtown.. During the update, the City adopted a new FLUM, designating private properties not located within the Downtown that were previously in the Commercial Low Intensity (CLI), Commercial Medium Intensity (CMI), Commercial High Intensity (CHI) and Mixed Use High (MUH) as Mixed Use Land Use on the 2045 Future Land Use Map.

Mixed-Use

This category represents areas of the City lining up the major transportation corridors (US 17, SR 16) and Martin Luther King Jr. Boulevard. Just like the Downtown category, Mixed-Use will include a variety of uses such as retail commercial, heavy commercial, lodging, office, high density residential, recreation, schools and public/semi-public uses. The Zoning Map and land development regulations will determine where these uses would be most appropriate. The intensity of development and urban form along the corridors will, however, be different than the Downtown category as there will most likely be a predominance of single uses. Regulations will need to account for the fact that these corridors are flanked by residential uses and will require adequate separation and buffering. Similarly, the zoning and land development regulations will determine where the more intensive commercial uses (auto sales, service and repair, warehousing, and similar uses) are appropriate based on proximity to residential, façade continuity and accessibility. Zoning regulations will incentivize the horizontal or vertical integration of uses, internal trip capture, and an overall high-quality environment for living, working, and visiting.

Located on US Highway 17 at its intersection with County Road 209, the appropriate land use designation for the Subject Property is Mixed Use.

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

The permitted uses within this land use category support the City's goal to create a gateway image/character at the First Coast Expressway. The Subject Property's proximity to the FCE interchange with US 17 supports commercial, office and multi-family residential uses. Development will be subject to site plan approval and compliance with the design standards established by the City for its gateway locations.

Balance of Uses

Table I-1 of the Future Land Use Element's Data & Analysis identifies the existing land use composition of land within the City limits as of 2021. Use of land in the City in 2021 is dominated by two categories: Low-Density residential at 19.2 % and Industrial at 31.5%. 13% of the lands in the City are vacant and 11% are classified as Agriculture use (reflecting the recent annexation of 560+ acres into the City). The Mixed Use Land Use designation permits High Density Residential

use (currently at 0.8% of the land in the City), Commercial uses (currently at 1.6% of the land in the City) and Office uses (currently at 0.5% of the land in the City).

The City projects a population increase from the adjusted 2020 population of 9,786 to 18,768 in 2045. The demand for housing, retail services and office/jobs to serve this increase of almost 9,000 new residents is best met with the high intensity uses permitted in the Mixed Use Land Use. The Subject Property's location on the major transportation corridor of the City and adjacent to the new FCE interchange at US 17 located (2,000 feet from the Subject Property) reduces trip length to work outside the City, diverts trips off the City's road network and onto the adjacent FCE and increases the capture of sales tax from those living outside the City.

Compatibility with Adjacent Uses

The City has elected to designate all of the land/ parcels fronting on US 17 and State Road 16 within its jurisdiction under the Downtown, Mixed Use, Mixed Use Reynolds Park, or Public Land Use designations. Parcels that have access to US 17 or State Road 16 that are not in public ownership are designated as Downtown Land Use if the property is located within the boundary of the downtown; Mixed Use Reynolds Park if the property is within the boundary of the land use application that created the MURP Land Use; or Mixed Use. This approach allows flexibility in developing a future mix of uses of similar intensity; the City will apply the Zoning Map (through approval of zoning designations) and land development regulations to designate the appropriate uses, intensity/density and mix for a specific parcel within the Downtown and Mixed Use land use categories. The MURP land use requires a Small Area Plan approval prior to development.

Adjacent Uses

The specific uses adjacent to the Subject Property are described below. The uses and maximum density/intensity permitted in the proposed Mixed Use Land Use designation are such that one or more permitted uses are compatible with the adjacent uses and a one or more densities /intensities equal to or less than the maximum permitted are compatible with the adjacent uses.

North

Located at the intersection of the US 17 and CR 209 (the point), there is no developable land immediately north of the Subject Property. To the northeast lies the recently annexed 13 ± acre property; land use was approved as Mixed Use and under PUD Zoning, multi-family apartments are permitted.

South

South of the Subject Property is the 300+ foot right of way for the First Coast Expressway.

East

East of the Subject Property is the right of way for CR 209. Immediately east of the CR 209 right of way is a 5 acre developed industrial parcel (Hammer & Steel) and a cleared 1.4 acre parcel owned by the FDOT (underground utilities); the majority of the land east of the CR 209 right of way is in the MURP land use designation of the City.

Within the 1,700 acre MURP land use designation, the land adjacent to CR 209 at the Subject Property is vacant and could be developed under the MURP land use designation which permits a mix of uses.

Mixed-Use Reynolds Park

This category is established to implement the redevelopment of Reynolds Park. Allowable uses include residential, commercial, office, lodging, health care, education, industrial, public/semi-public, recreation, and water-dependent uses. The Three Mile Swamp (approximately 142 acres) is an exception as only passive recreation uses are allowed in that portion of Reynolds Park.

The MURP lands east of the Subject Property, across CR 209 are undeveloped. The maximum FAR permitted in the MURP adjacent to the Subject Property is likely to be 0.4-0.5 (up to 4.0 FAR is allowed on the waterfront within the MURP). The maximum residential density within the MURP land use is 40 units per acre. The closest existing use within the MURP land use is Reynolds Airpark, a private airport with a runway oriented toward the US 17 and CR 209 intersection.

Compatibility between potential uses on the Subject Property under the Mixed Use land use category and the private Reynolds Airpark located approximately 3,100 feet to the east, within the MURP land use has been determined based on the following:

Reynolds Airpark is a private airpark operated by a tenant of the landowner, Clay Port, Inc. The airpark is not open to the public and the proposed plan amendment to Mixed Use is not subject to the compatibility review requirements of Section 163.3177 (6)(a) because the airpark is not a public use airport as defined in Section 330.35, Florida Statutes, which states that:

- (2) Airports licensed for public use under the provisions of s. 330.30 are eligible for airport zoning protection, as prescribed in chapter 333.

The airport zoning protection is afforded public use airports in the statute for the same reason the Federal government is involved in airport land use compatibility planning: to protect the federal grant funding upon which public airports rely. The expanded protection afforded public airports in the area of land use compatibility is reflective of the public investment made in their infrastructure and the service to the public they provide. (*Increasing Airport Land Use Compatibility, Volume 1, TRB*). As a private airpark Reynold's Airpark is not eligible for airport protection zoning pursuant to the Florida Statute.

While the City 's future land use element is not required to include criteria to be used to achieve the compatibility of lands adjacent to an airport as defined by Section 330.35, Florida Statutes, a compatibility analysis between this existing use and potential uses within the Mixed Use land use on the Subject Property is appropriate. Even though not applicable, Public Airport compatibility criteria demonstrates that potential uses on the Subject Property are compatible with these criteria:

Runway Protection Zone

Attachment A is a drawing submitted as an exhibit in DOAH CASE NO.: 22-1985GM identifying the Part 77 Approach Surface and Runway Protection Zones for Runway 5 (Runway 5 is the Reynolds Airpark runway). This exhibit depicts the limit of the Existing Approach and Existing Departure Runway Protection Zones; both are located wholly within the Reynolds Park MURP lands, with the longest RPZ terminating approximately 1,500 feet from the westerly boundary of the Reynolds Park MURP lands.

As depicted in Attachment A, development on the Subject Property is in excess of 2,000 feet from the end of the longest RPZ (Departure) for Runway 5.

Permitted Uses with 2,500 feet of the Active Runway

The end of the 5,000 foot active runway is approx. 3,100 feet from the Subject Property. When required of a local government for a public airport within its jurisdiction, the use restrictions applicable to public-use airports under local government ordinances include the prohibition of education and residential uses within a specified distance of the end of the runway. For the purposes of limiting population density proximate to a public runway, in the case where an airport authority or other governing body operating a public-use airport has not conducted a noise study, this distance is equal to one half the length of the runway; for the 5,000 foot active runway at Reynolds Park, this standard results in a 2,500 foot setback for these uses. (Subsection 333.03(2)(c), Florida Statutes). The Subject Property permits residential uses; if residential uses are developed on the Subject Property, they would be located outside of this setback.

Landfills serve as a wildlife attractant and are also limited as to their location near a public use airport. Waste disposal facilities tend to attract many birds, which create a strike hazard for aircraft and in many instances, small rodents which in turn, often attract raptors. The Mixed Use land use category does not permit landfills. Wildlife attractants include wetlands and open water; Reynolds Airpark currently operates in immediate proximity to both large wetland systems (Bayard Conservation Area and Three Mile Swamp) and to the St Johns River.

Visual Obstructions

Dust, glare, light emissions and smoke, steam and fog can impact public airport operations. The proposed change from industrial land use and the existing heavy industrial zoning applicable to the Subject Property to a less intense Mixed Use land use category reduces the opportunity for development on the Subject Property to generate visual obstructions.

Tall Structures

The location of tall structures near a runway can present a hazard based on the height and the proximity to the end of the runway. Height of structures is not regulated by the Green Cove Springs Comprehensive Plan.

For a public use airport, the FAA requires notice for the construction of a structure that meets established criteria; it then performs specific review of the potential obstruction to determine the impact to the public airport.

Attachment A is also the specific review of Runway 5 within Reynolds Park MURP lands to identify the height at which a structure would be considered a hazard if the Reynolds Airpark were a public use airport. The labeled contours indicated on Attachment A are the elevation (height) relative to ground level at the end of Runway 5. Attachment A identifies that the minimum height of a structure located immediately adjacent to the westerly boundary of the Reynolds Park MURP lands that would be considered an obstruction to Runway 5 is 120 feet. Structures on the Subject Property would be located an additional 500+ feet from the westerly boundary of the Reynolds Park MURP lands; Attachment A identifies the height of structures on the Subject Property that could be considered an obstruction to a public use airport operating in the location of Runway 5; this height is 150-170 feet.

Attachment B is a tree survey submitted as an exhibit in DOAH CASE NO.: 22-1985GM. The tree survey identifies that the height of trees within the 2600+ feet from the end of Runway 5 to the westerly boundary of the Reynolds Park MURP lands are in excess of 90 feet above grade. The tree survey identifies an existing tree located on private property to the east of the intersection of CR 209S and US 17 (northern most point of the Subject Property) and approximately 500 feet closer to the end of Runway 5 than the Subject Property with a height of 73+ feet, representing a 6+ story building.

Noise

Section 8. Airport Noise Zones of ACRP Report 27 *Enhancing Airport Land Use Compatibility* prepared by the Transportation Research Board (TRB) provides:

If an airport has not completed a Part 150 study or otherwise mapped noise contours, noise impacts can be roughly correlated to the airport safety zones where overflights are common. Although this approach is somewhat imprecise, it is relatively easy to administer. Within these zones, noise sensitive land uses, such as single-family homes, schools, hotels, places of worship, and medical and social care facilities may be restricted or regulated to mitigate noise impacts. The FAA gives guidance on land use compatibility and airport noise.

In the absence of a noise study performed by an airport authority or other governing body operating a public-use airport, the safety zone restrictions for residential and education facilities acts as surrogate to protect against noise incompatibilities. The noise impact zone is created by outlining an area beneath the standard VFR traffic pattern and buffer airspace established by measuring one-half the length of the longest runway on either side and at the end of each runway. The Subject Property is located outside the area with restrictions on residential uses that would be applicable to Reynolds Airpark if the standards for public use airports were applicable (one half the length of Runway 5, or 2,500 feet).

The permitted uses in the proposed MU land use designation are compatible with and generally less intense than the uses permitted in the MURP land use designation to the east. Development on the Subject Property is buffered by the CR 209 right of way from potentially higher intensity uses within the MURP lands.

West

To the west of the northerly half of the Subject Property, industrial development is located across US Highway 17, a 4 lane divided principal arterial with an 180 foot wide right of way in this location. Existing industrial developments on the west side of US 17 do not directly access US 17 in the vicinity of the Subject Property; development driveways are located off short local roads that intersect with US 17. In the vicinity of the Subject Property, the area on the west side of US 17 (in the County) and north of the Subject Property is developed with light industrial uses (trucking and inside light manufacturing); the largest building is 60,000 square feet while the average is close to 35,000 square feet.

Predominantly constructed in the late 1990's, the industrial developments adjacent to US 17 are distribution uses with buffers to US 17 that average 100 feet. West of and immediately adjacent to the Subject Property across the US 17 right of way the industrial parcel is developed with buildings and pavement area to the north of the Subject Property; stormwater facilities and buffering (trees) are located on the industrial use parcel adjacent to US 17 immediately west of the Subject Property.

Permitted uses within the Mixed Use land use category are less intense than existing Industrial uses to the west. Development of the northerly half of the Subject Property is separated from the adjacent low intensity, distribution uses /industrial uses in the County by the US 17 right of way and buffered from adjacent uses west of US 17.

West of the southern half of the Subject Property is the CSX Railroad right of way; across the RR right of way to the west is the Clay County Recreation/Preservation Land Use category (Clay). The permitted uses within the Mixed Use land use category are separated from the adjacent conservation area by the CSX RR right of way. The Mixed Use land use permits development of less intensity than the existing Industrial land use and Heavy Industrial Zoning applicable to the Subject Property.

Compatibility with Adjacent Uses

The Subject Property is located in a compact area between US Highway 17, CR 209 and the FCE that has been created by the location of the FCE and its interchange with US 17. Designated for industrial uses under the Clay County Comprehensive Plan, the proposed change to Mixed Use, a less intense land use within the City, represents increased compatibility with adjacent uses. In addition, the Mixed Use land use designation will reduce the land available for heavy industrial development in immediate proximity to Three Mile Swamp, the Bayard Conservation Area and other Recreation/Preservation land use within Clay County and the City.

To the north of the Subject Property is property designed with the Mixed Use land use (recently annexed into the City). To the south is the FCE, a toll interstate facility. Development of the Subject Property is compatible with these adjacent uses.

To the west, on the west side of the US 17 right of way, land is developed with industrial distribution use within Clay County; buffered with trees and stormwater facilities at the location of the Subject Property, the existing industrial uses to the west and potential Mixed Use development on the Subject Property are not incompatible.

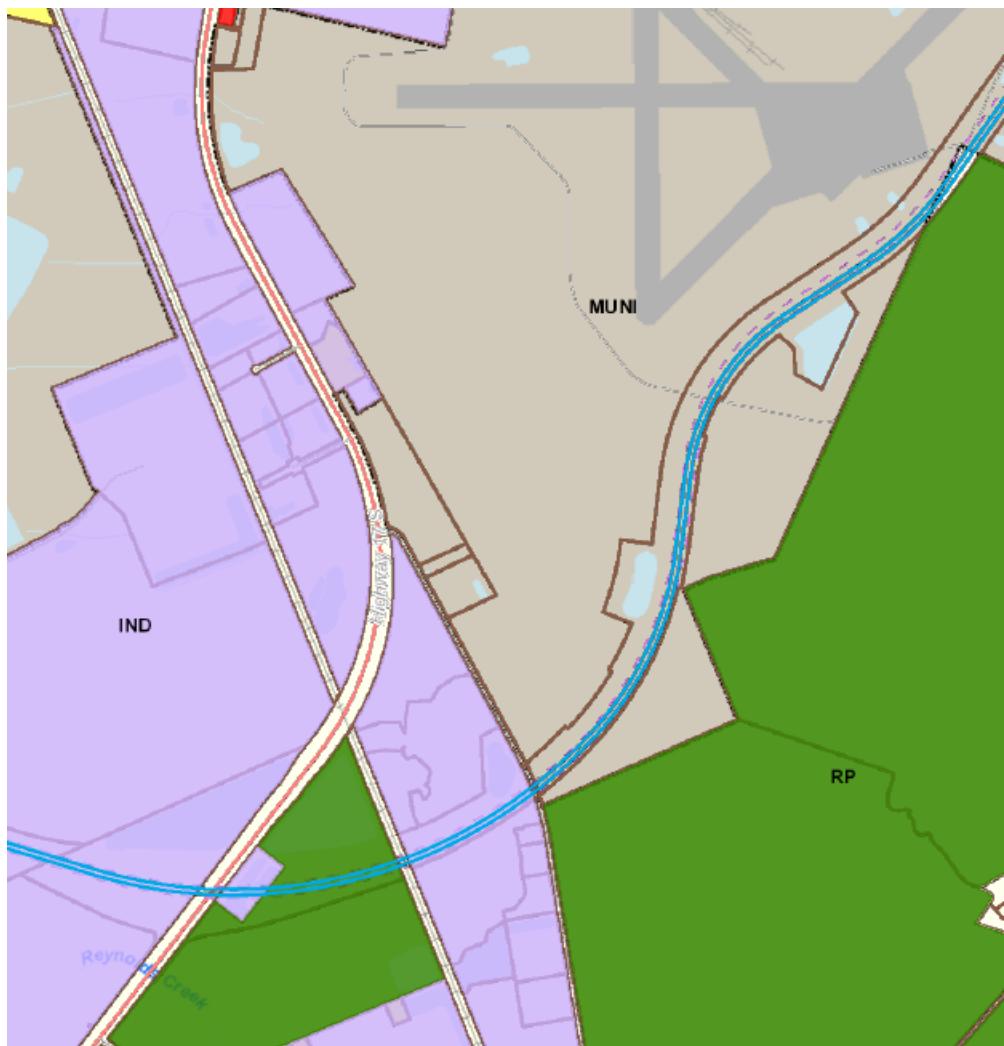
To the east, across the CR 209 right of way, uses permitted in the Mixed Use category on the Subject Property are compatible with the light manufacturing use (Hammer & Steel) and future MURP land uses. Potential uses within the Mixed Use category are also compatible with the existing airpark runway located within the MURP lands to the east; the end of Runway 5 is more than 3,100 feet from the Subject Property.

Vicinity Map Aerial Photo



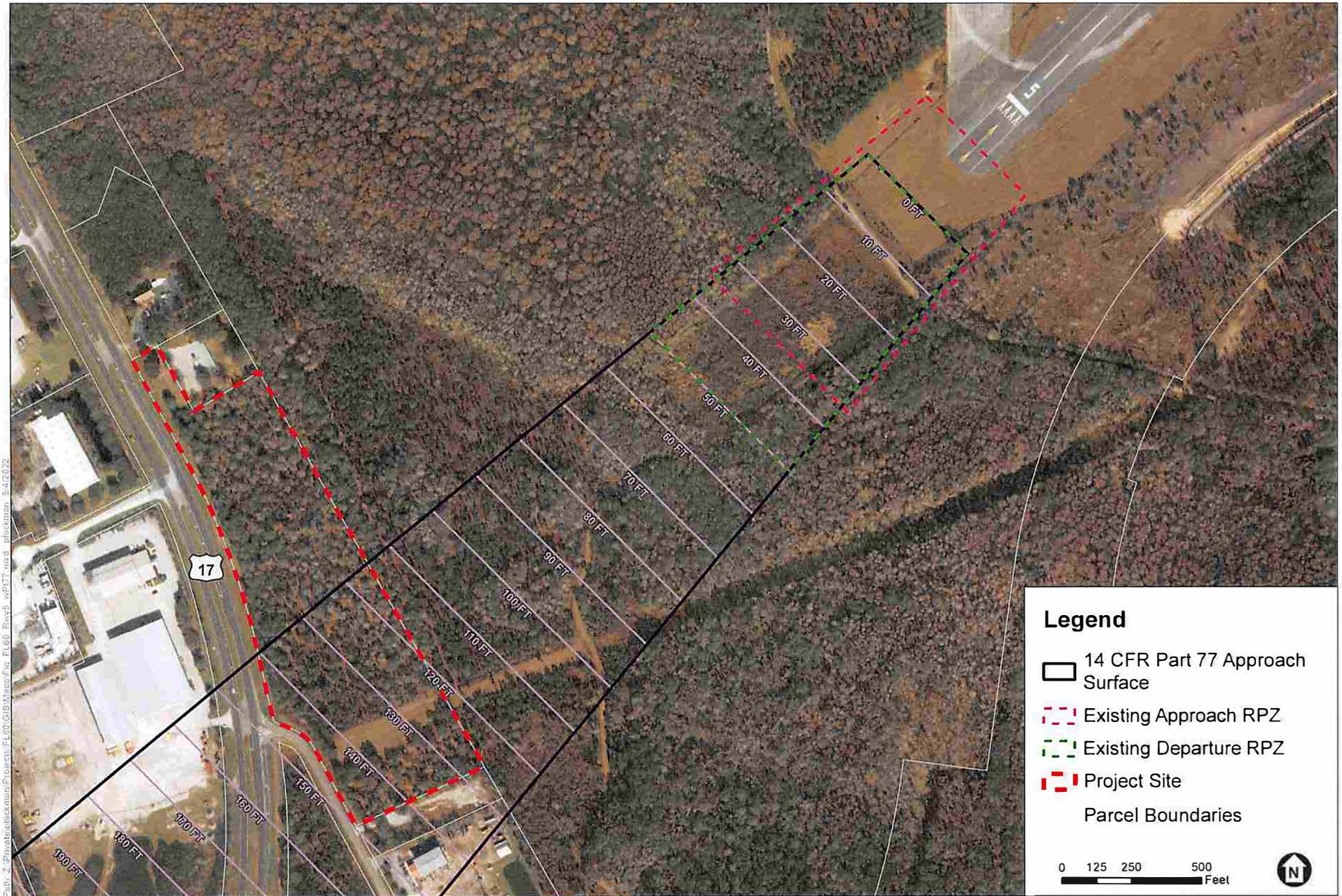
*City of Green Cove Springs
CPA – CR 209 South
28.81 acres*

Existing Land Use



Attachment A

Runway 5 Part 77 Approach Surface and Runway Protection Zones



SOURCE: ESA, September 2022; USGS, August 2022; Clay County Property Assessor, September 2022.

NOTE: Labeled contours are indicative of elevation relative to ground level at runway end.

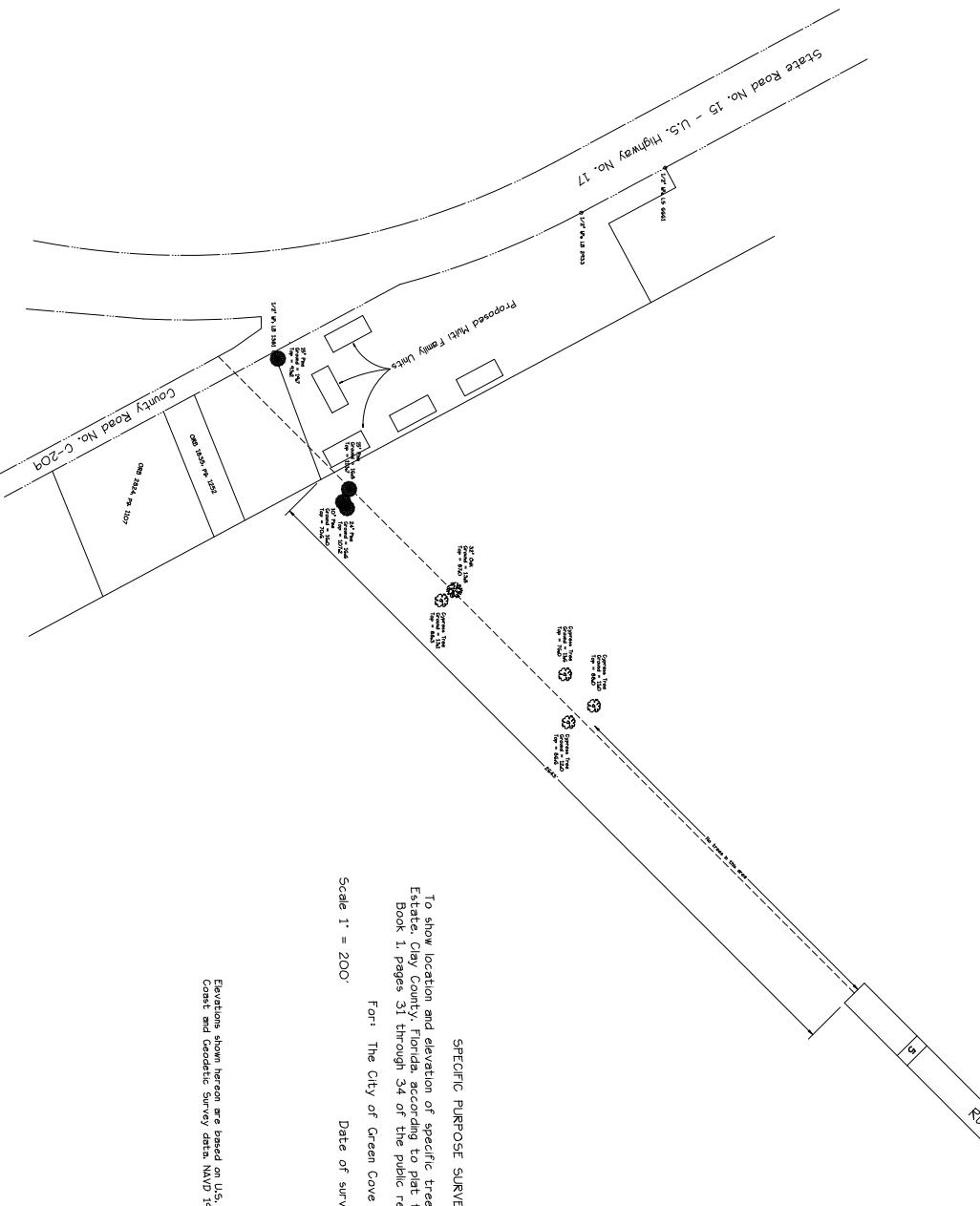
Reynolds Airpark

Figure A
Runway 5 Part 77 Approach Surface and Runway Protection Zones

Attachment B

Tree Survey

SHEET 1 OF 2 SHEETS



SPECIFIC PURPOSE SURVEY

To show location and elevation of specific trees situated in the Clinch Estate, Clay County, Florida, according to plat thereof recorded in Plat Book 1, pages 31 through 34 of the public records of said county.

For: The City of Green Cove Springs

Scale 1" = 200'

Date of survey: August 24+25, 2022

Elevations shown herein are based on U.S. Coast and Geodetic Survey data, NAD 1988

GENERAL NOTES

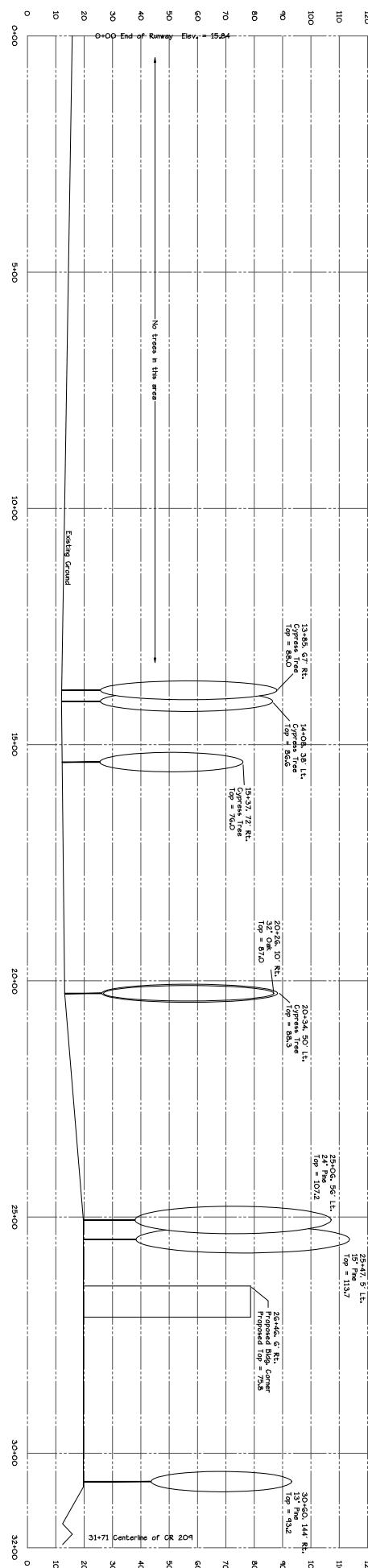
1. Boundaries shown herein are based on the recorded survey of N. 430-139, for the certificate of Survey No. 5.
2. This survey was made on documents provided by the surveyor and no independent check or verification was made by the surveyor.
3. All dimensions are in feet and inches and are recorded in the order of feet first, then inches.
4. Property lines have not been located or shown.
5. Buildings shown hereon are for descriptive purposes only and do not represent actual locations.
6. This survey depicts visible improvements only; no underground improvements or features were located.

FF No. 40-40A
Field Book 16449

Job No. 430222-B

Note: While making the surveyor and his or her crew observed no signs of damage and no evidence of damage to property.

Mark W. Elford
LIC# 0071111
Elford & Associates, Inc.
Professional Surveyors
Certified by Surveyor Nation No B-351
615 Building Boulevard
Orange Park, Florida 32065
Telephone 904-732-4000



Not valid without the signature and
the original notred seal of a Florida
licensed surveyor and mapper.

Harold T. Elland
License No. L5 2518

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