



Preserve at Green Cove Springs Site Development Plan

Property and Applicant Information

SUBJECT:	A request for approval of the Site Development Plan for the Preserve at Green Cove Springs
APPLICANT/AGENT:	Eric Conkright PC Acquisition, LLC 1 Concourse Pkwy, Ste 800 Atlanta Ga 30328
PROPERTY OWNER:	Virginia S Hall Trust, JP Hall Trust, CHS LLC, Lyman G Hall
LOCATION:	US Hwy 17 and CR 209
ACREAGE:	±13.92 acres (Per application and Clay County Property Appraiser)

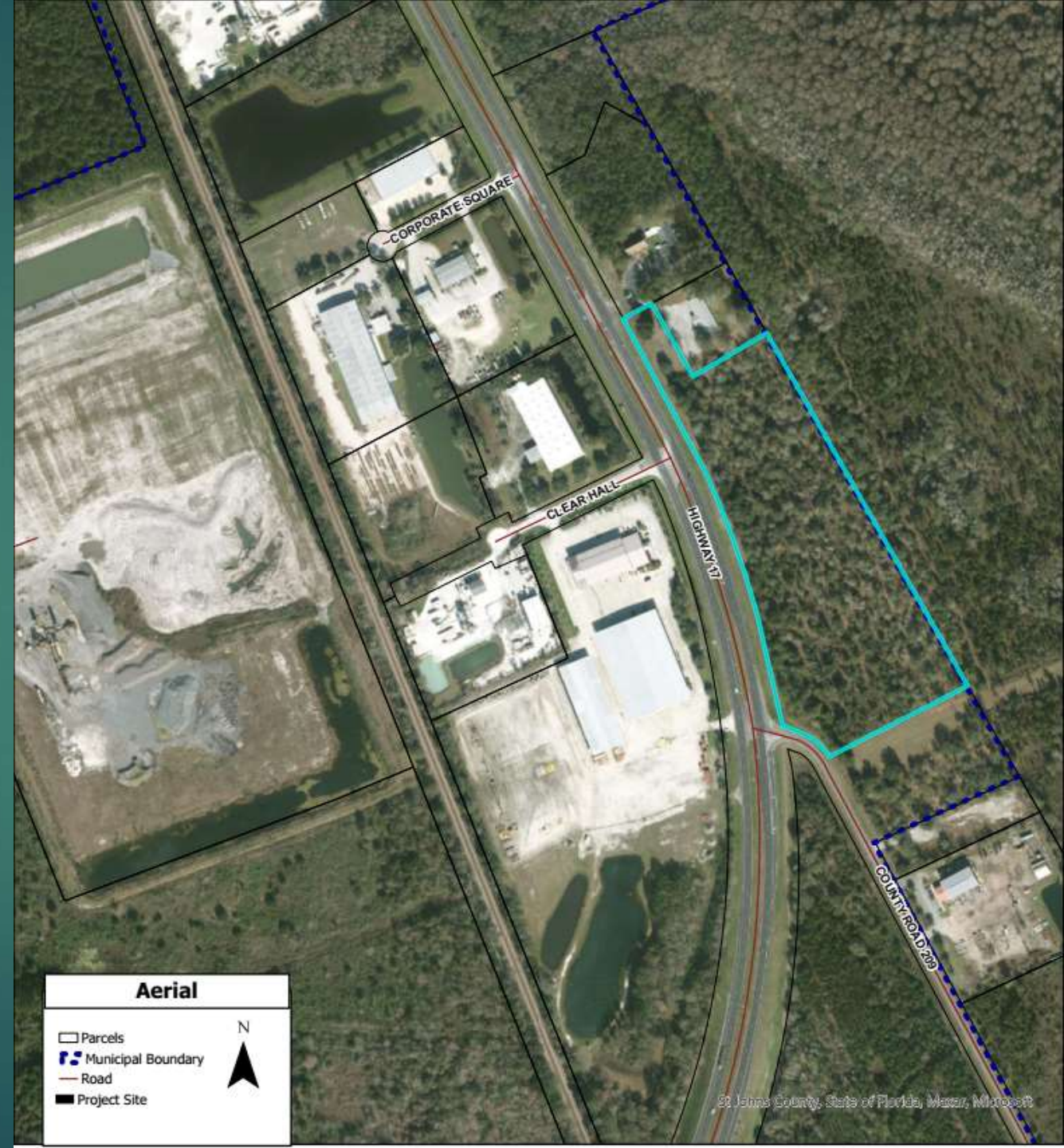
Background:

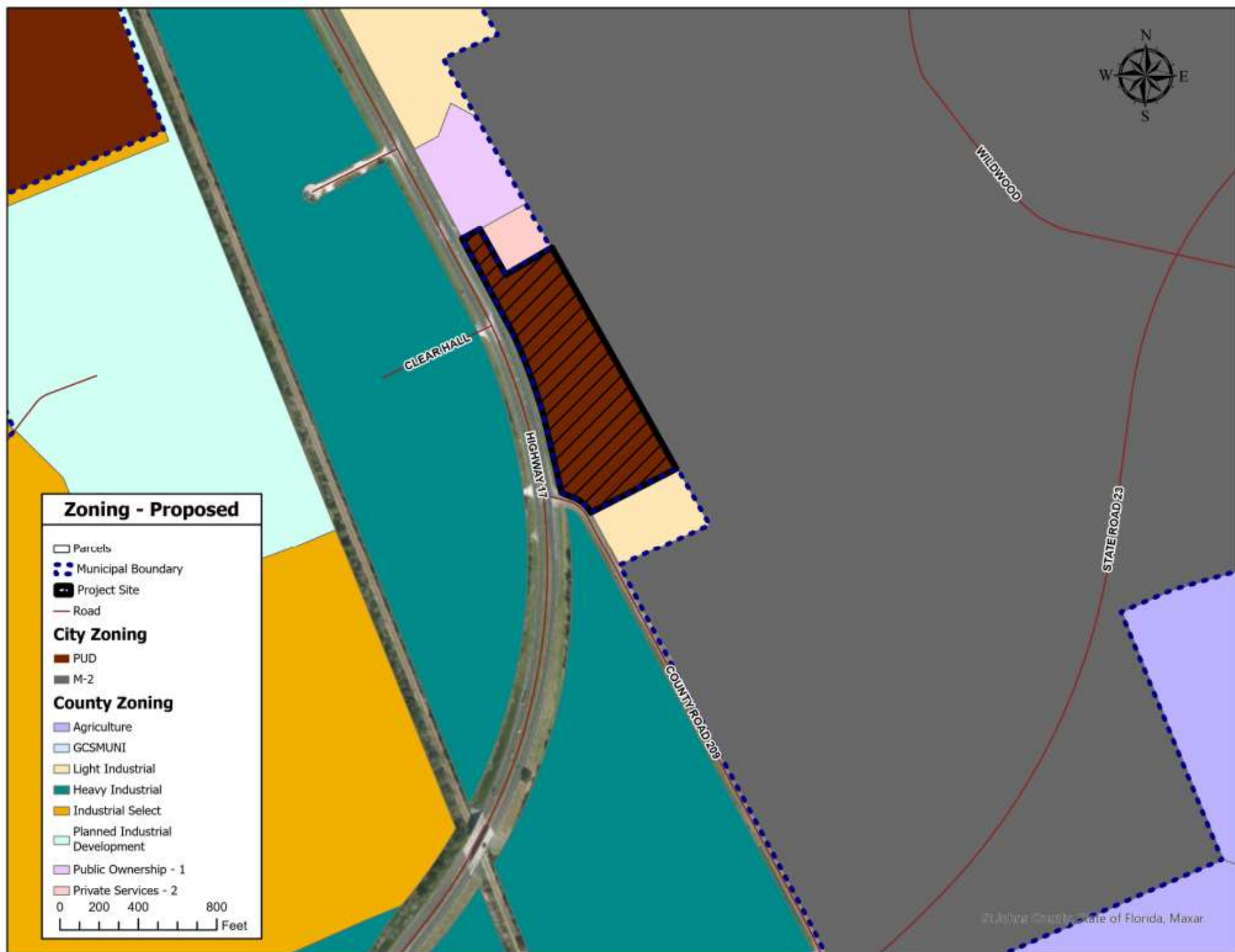
- ▶ In June 2022, the property was annexed into the city and had the FLU/Zoning changed to Mixed Use/PUD
- ▶ In July 2022, a lawsuit was filed by Pegasus Technologies Inc. against the City of Green Cove Springs challenging consistency with the comprehensive plan
- ▶ In January 2025 a lawsuit was resolved in favor of the City allowing the project to move forward

City Council approval conditions

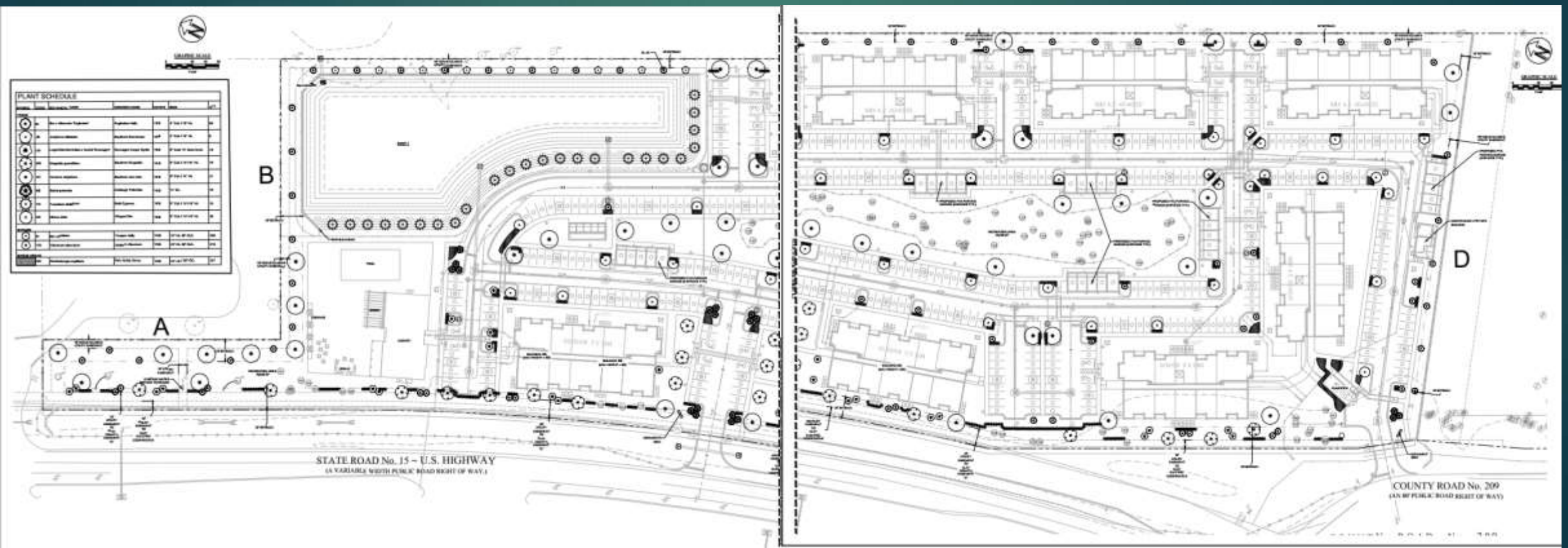
1. The applicant shall be required to comply with tree preservation requirements set forth in Sec. 113-279. Due to the proposed amount of onsite development and potential grade changes, an ISA certified arborist or equivalent horticulture professional shall be hired to evaluate trees, ensure adequate root area is provided and grade changes are not altered within critical root area, prescribe treatments to preserve the trees and oversee tree protection during the construction process and ensure compliance set forth in City Code Sec. 113-248.
2. Traffic Study pursuant to the requirements set forth in the City's Traffic Impact Analysis Guidelines shall be approved concurrent with the approval of the site development plan.
3. Dumpster shall be screened with landscaping and concrete enclosure as required during the site plan submittal.
4. A disclosure notification shall be provided within the lease agreements for the multifamily units located on the property informing the tenants that the proposed development is located in close proximity to the runway for the Reynolds Airpark.

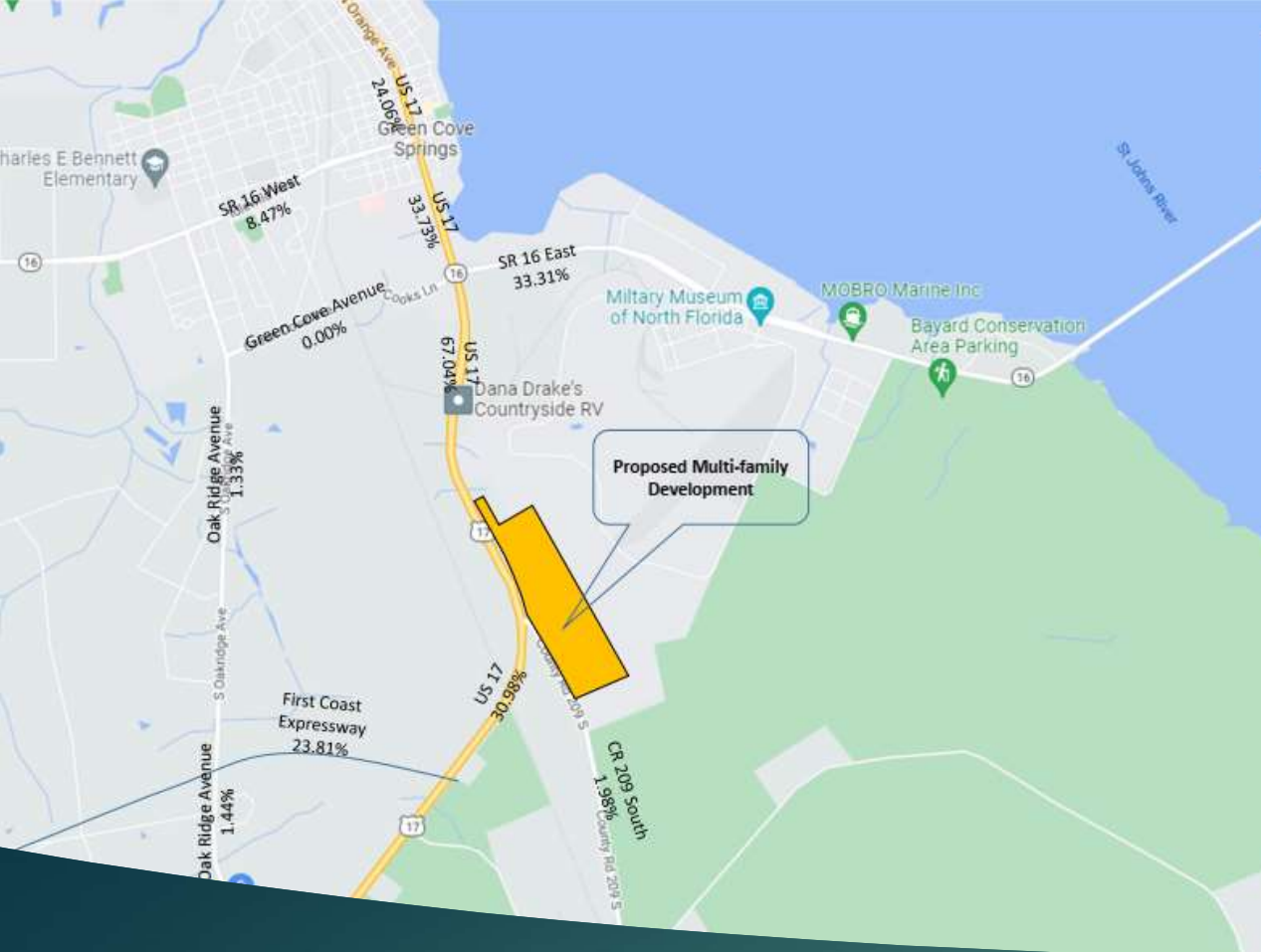
Property Location





Landscape Plan





TIA, The City of Green Cove Springs, FL

	Quantity	Units	Time Period	Rate or Equation
Potential	260	Dwelling Units	Daily AM Peak PM Peak	$T = 6.41(X) + 75.31$ $T = 0.31(X) + 22.85$ $T = 0.43(X) + 20.55$

, 11th Edition, ITE

ing allows for a maximum of 278 dwelling units.
 site plan a maximum of 260 dwelling is proposed for construction.

Traffic Study

Traffic Study Conditions

- The need for a northbound right turn lane on US 17 at the proposed project access drive
- Adequacy of the existing southbound left turn lane on US 17 at CR 209
- Segment and intersection analysis did not show failures at the 2027 buildout condition
- Applicant shall be required to pay mobility fees to address future needed mobility improvements

Traffic Study Segment Analysis

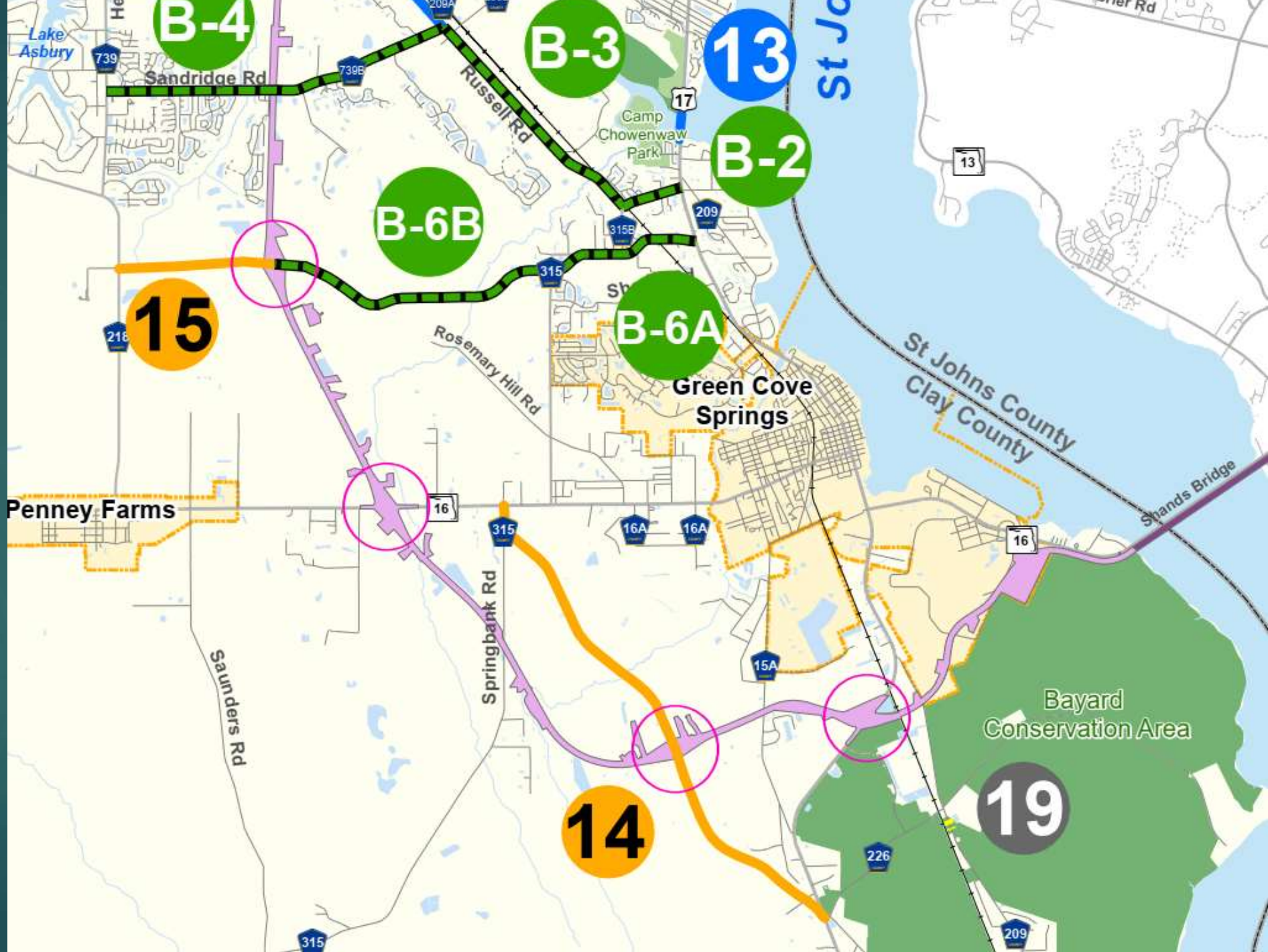
Roadway	Segment	Agency	Speed Limit	Adopted LOS	Adopted LOS Peak Hour MSV	Growth Rate	Year 2022 Peak Hour Traffic Volumes	Existing Conditions V/C Ratio	Year 2027 Background Peak Hour Traffic Volumes	Year 2027 Background Peak Hour V/C Ratio	Year 2027 Background LOS	Residential Project Traffic Assignment	Project Traffic % of MSV	Roadway Segment Impacted	Year 2027 Build-Out Peak Hour Traffic Volumes	Year 2027 Build-Out Traffic % of MSV	Roadway Segment Adversely Impacted	Year 2027 Build-Out LOS
US 17	Green Cove Springs to SR 16 West	FDOT	35	D	2,920	4.07%	2,435	83.39%	2,973	101.82%	F	32	1.10%	No	3,005	102.91%	No	F
US 17	SR 16 West to SR 16 East	FDOT	55	D	3,580	3.93%	2,172	60.67%	2,634	73.58%	D	45	1.26%	No	2,679	74.83%	No	D
US 17	SR 16 East to CR 209	FDOT	55	D	3,580	5.37%	1,485	41.48%	1,929	53.88%	D	88	2.46%	No	2,017	56.34%	No	D
US 17	CR 209 to CR 226	FDOT	55	D	3,580	2.00%	1,015	28.35%	1,121	31.31%	C	41	1.15%	No	1,162	32.46%	No	C
US 17	CR 226 to Putnam County Line	FDOT	60	B	4,460	6.01%	1,372	30.76%	1,837	41.19%	C	9	0.20%	No	1,846	41.39%	No	C
SR 16	Oak Ridge Avenue to US 17	FDOT	35	D	2,774	4.13%	1,169	42.14%	1,431	51.59%	D	11	0.40%	No	1,442	51.98%	No	D
SR 16	US 17 to Slow Tide Road	FDOT	45	E	3,070	5.92%	2,106	68.60%	2,808	91.47%	D	44	1.43%	No	2,852	92.90%	No	D
Oak Ridge Avenue	SR 16 to Green Cove Avenue	GCS	35	D	1,161	5.26%	231	19.90%	298	25.67%	C	2	0.17%	No	300	25.84%	No	C
Oak Ridge Avenue	Green Cove Avenue to US 17	GCS	35	D	1,161	5.26%	231	19.90%	298	25.67%	C	2	0.17%	No	300	25.84%	No	C
Green Cove Avenue	US 17 to Oak Ridge Avenue	GCS	25	D	1,161	3.85%	161	13.87%	194	16.71%	C	-	0.00%	No	194	16.71%	No	C
First Coast Expressway	SR 16 to US 17	FDOT	65	D	6,700	2.00%	-	0.00%	-	0.00%	C	31	0.46%	No	31	0.46%	No	C
CR 209	East of US 17	Clay County	55	D	2,110	2.00%	174	8.25%	192	9.10%	C	3	0.14%	No	195	9.24%	No	C

Traffic Study Intersection Analysis

Table 05
Intersection Capacity Analysis - HCM Delay and LOS Summary
Preserve at Green Cove Springs TIA, The City of Green Cove Springs, FL

Intersection	Approach	Traffic Control	AM Peak			PM Peak		
			Delay	LOS	95th Percentile Queue (Feet)	Delay	LOS	95th Percentile Queue (Feet)
Year 2022 Existing Conditions								
US 17 at Clear Hall Lane	NBL	Yield	8.60	A	0	0.00	A	0
	EB	Stop	15.9	C	0	17.5	C	25
US 17 at CR 209 South	NBL	Yield	0.00	A	0	0.00	A	0
	SBL	Yield	9.9	A	25	9.5	A	25
	EB	Stop	18.80	C	0	0.00	A	0
	WB	Stop	12.5	B	25	11.4	B	25
Year 2027 Background Conditions								
US 17 at Clear Hall Lane	NBL	Yield	9.10	A	0	0.00	A	0
	EB	Stop	19.6	C	0	22.6	C	25
US 17 at CR 209 South	NBL	Yield	0.00	A	0	0.00	A	0
	SBL	Yield	11.2	B	25	10.8	B	25
	EB	Stop	26.70	D	25	0.00	A	0
	WB	Stop	15.5	C	50	13.1	B	25
Year 2027 Build-Out Conditions								
US 17 at Clear Hall Lane	NBL	Yield	11.60	B	25	18.70	C	25
	EB	Stop	20.7	C	25	24.4	C	25
US 17 at Proposed Project Access Driveway	WBR	Stop	15.40	C	25	13.90	B	25
US 17 at CR 209 South	NBL	Yield	0.00	A	0	0.00	A	0
	SBL	Yield	12.3	B	25	12.8	B	50
	EB	Stop	29.00	D	25	0.00	A	0
	WB	Stop	19.1	C	75	16.3	C	50
CR 209 South at Project Access Driveway	EBL	Yield	7.60	A	0	7.60	A	25
	SB	Stop	9.4	A	25	9.2	A	0

Major County/ State Road Projects



Impact Fees

MULTI FAMILY RESIDENCE

Impact Fees

Must be paid at Building Permit Issuance

Electric	TBD
Water	\$260,000 (\$1,000 per ERU)
Sewer	\$520,000 (\$2,000 per ERU)

To be paid BEFORE equipment check

County Parks	\$235,000 (\$905 per unit)
County Fire	\$244,920 (\$942 per unit)
County Jails	\$107,640 (\$414 per unit)
County Library	\$67,860 (\$261 per unit)
Transportation Mobility	\$184,800 (\$3080 per unit)
Transportation Mobility	\$415,000 (\$2075 per unit)
School	\$841,360 (\$3236 per unit)

Tree Preservation Mitigation payment
\$223,250 to be paid prior to equipment
check

Reynolds Airpark



A DISCLOSURE NOTIFICATION SHALL BE PROVIDED WITHIN THE LEASE AGREEMENTS FOR THE MULTIFAMILY UNITS LOCATED ON THE PROPERTY INFORMING THE TENANTS THAT THE PROPOSED DEVELOPMENT IS LOCATED IN CLOSE PROXIMITY TO THE RUNWAY FOR THE REYNOLDS AIRPARK.

Outstanding Staff Comments

1. Fire#1 Review NFPA 1:18.4.5.3. Fire Flow requirements. Provide adequate fire hydrants as required based on the needed fire flow.

Fire#2 Provide Autoturn analysis for fire truck apparatus be sure to include a vehicle clearance envelope and display. NFPA 1141:5.2 and NFPA 1:18. Access required to be provided with no impediment into parking, landscape features or structures.

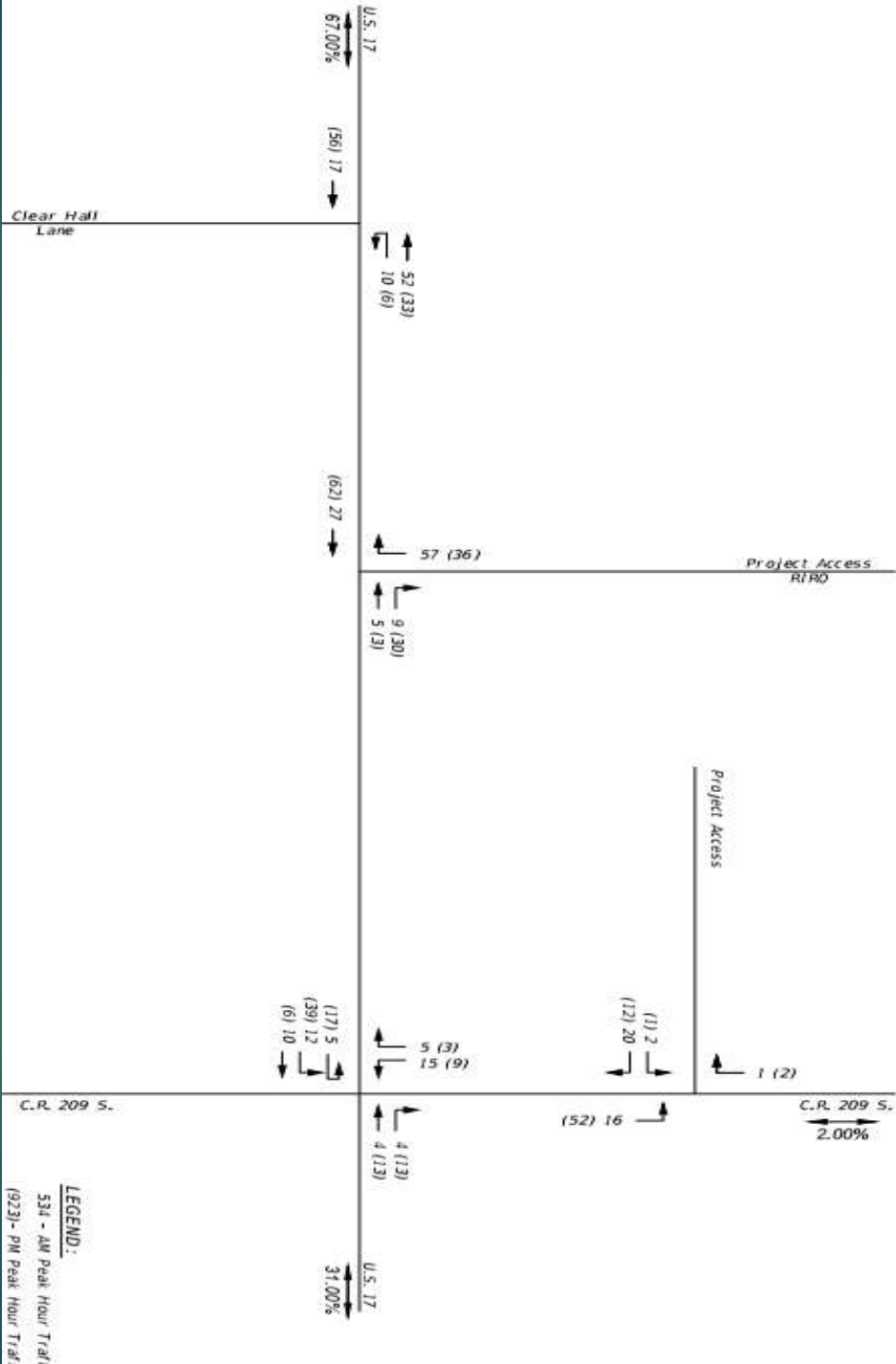
Stormwater: Approved with Conditions: Show rip rap apron for outfall pipe on plans. Also ensure outfall MES and apron are either on subject parcel or have a drainage easement from the neighboring property

Electric: All electric requirements for all buildings needed to build required UG electric system

Staff Recommendation

- ▶ Motion to recommend approval of the Preserve at Green Cove Springs Site Development Plan subject to outstanding staff comments.

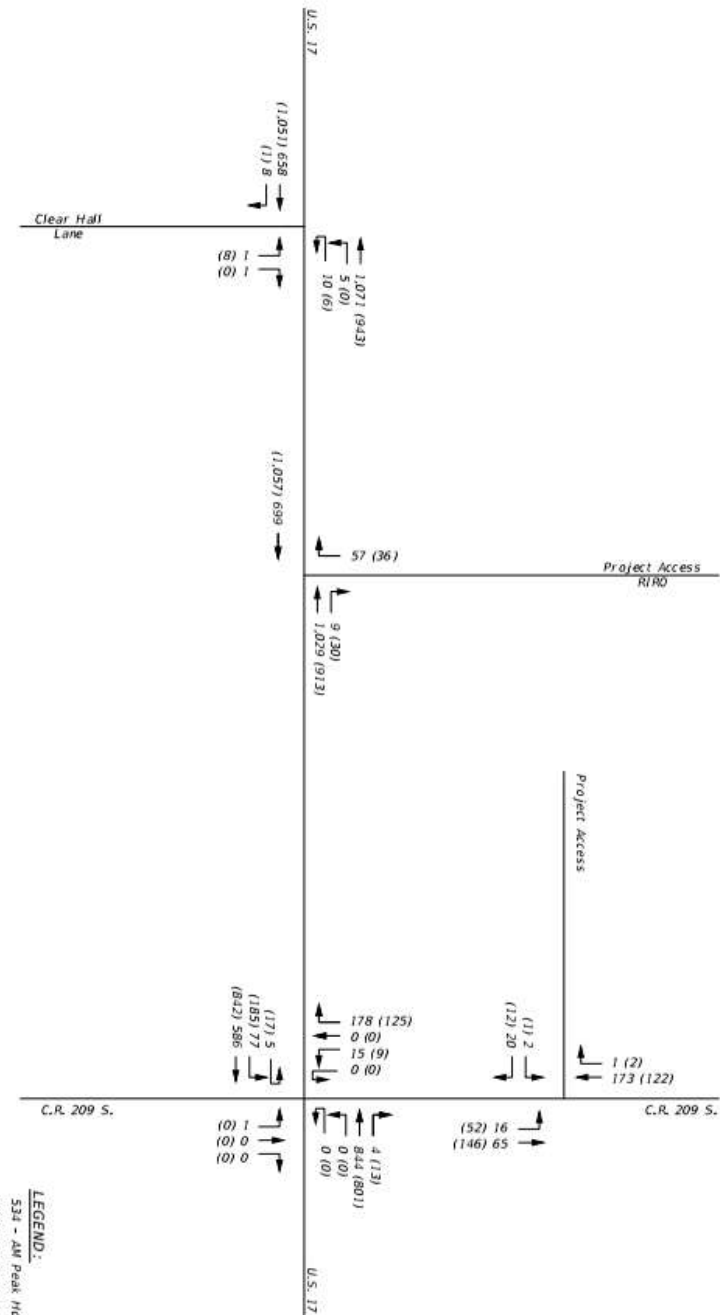
2027 Project Traffic District Distribution



2027 Build Out Traffic Conditions

CHANDLER TRAFFIC SOLUTIONS, INC.
8833 PERIMETER PARK BOULEVARD

Figure 07 - Year 2027 AM and PM Peak Hour Build-Out Traffic Volumes



HCM Intersection analysis US 17/CR 209

4: Highway 17 South & Private Drive/CR 209 South

Timing Plan: All Peak

Intersection													
Int Delay, s/veh	2.8												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕	
Traffic Vol, veh/h	1	0	0	15	0	178	0	844	4	5	77	586	1
Future Vol, veh/h	1	0	0	15	0	178	0	844	4	5	77	586	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	150	-	325	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	25	25	25	90	90	90	89	89	89	92	86	86	86
Heavy Vehicles, %	0	0	0	0	0	4	0	14	0	2	14	15	0
Mvmt Flow	4	0	0	17	0	198	0	948	4	5	90	681	1

Major/Minor	Minor2		Minor1		Major1		Major2						
Conflicting Flow All	1346	1824	341	1479	1820	474	682	0	0	948	952	0	0
Stage 1	872	872	-	948	948	-	-	-	-	-	-	-	-
Stage 2	474	952	-	531	872	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.98	4.1	-	-	6.44	4.38	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.34	2.2	-	-	2.52	2.34	-	-
Pot Cap-1 Maneuver	112	78	661	89	78	531	920	-	-	359	648	-	-
Stage 1	316	371	-	284	342	-	-	-	-	-	-	-	-
Stage 2	545	341	-	505	371	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	62	65	661	78	65	531	920	-	-	590	590	-	-
Mov Cap-2 Maneuver	154	155	-	189	178	-	-	-	-	-	-	-	-
Stage 1	316	311	-	284	342	-	-	-	-	-	-	-	-
Stage 2	342	341	-	424	311	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	29		19.1		0		1.5	
HCM LOS	D		C					

Minor Lane/Minor Mvmt	NBL	NBT	NBR	EBL+1	WBL+1	SBL	SBT	SBR
Capacity (veh/h)	920	-	-	154	466	590	-	-
HCM Lane V/C Ratio	-	-	-	0.026	0.46	0.161	-	-
HCM Control Delay (s)	0	-	-	29	19.1	12.3	-	-
HCM Lane LOS	A	-	-	D	C	B	-	-
HCM 95th %ile D(veh)	0	-	-	0.1	2.4	0.6	-	-