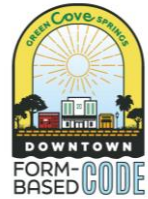


# Green Cove Springs Downtown Form Based Code

## 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](https://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

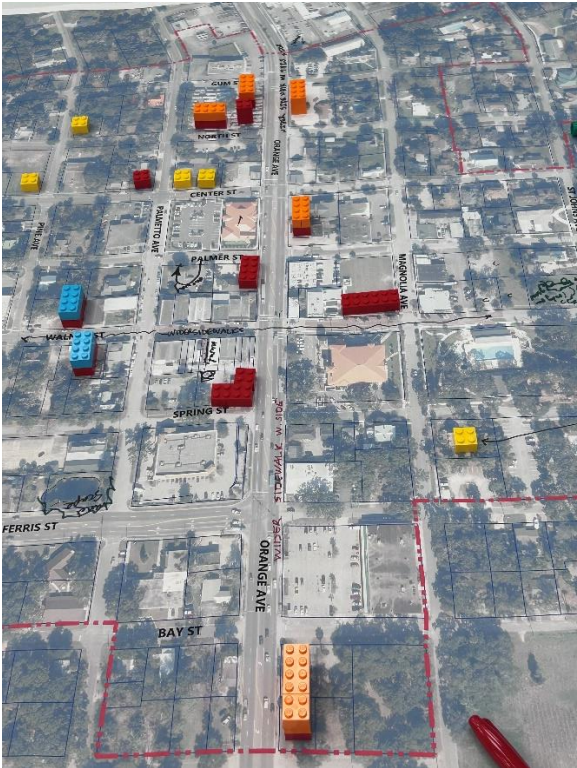
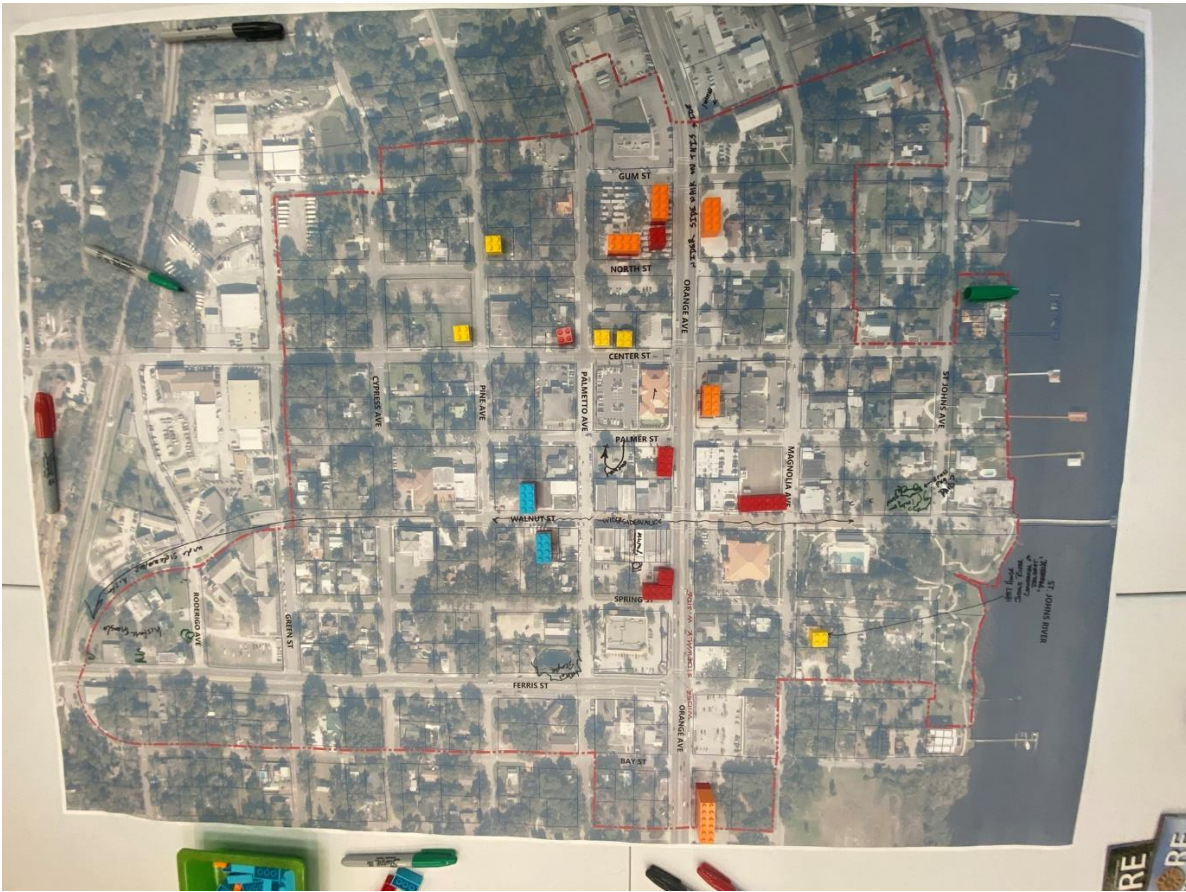
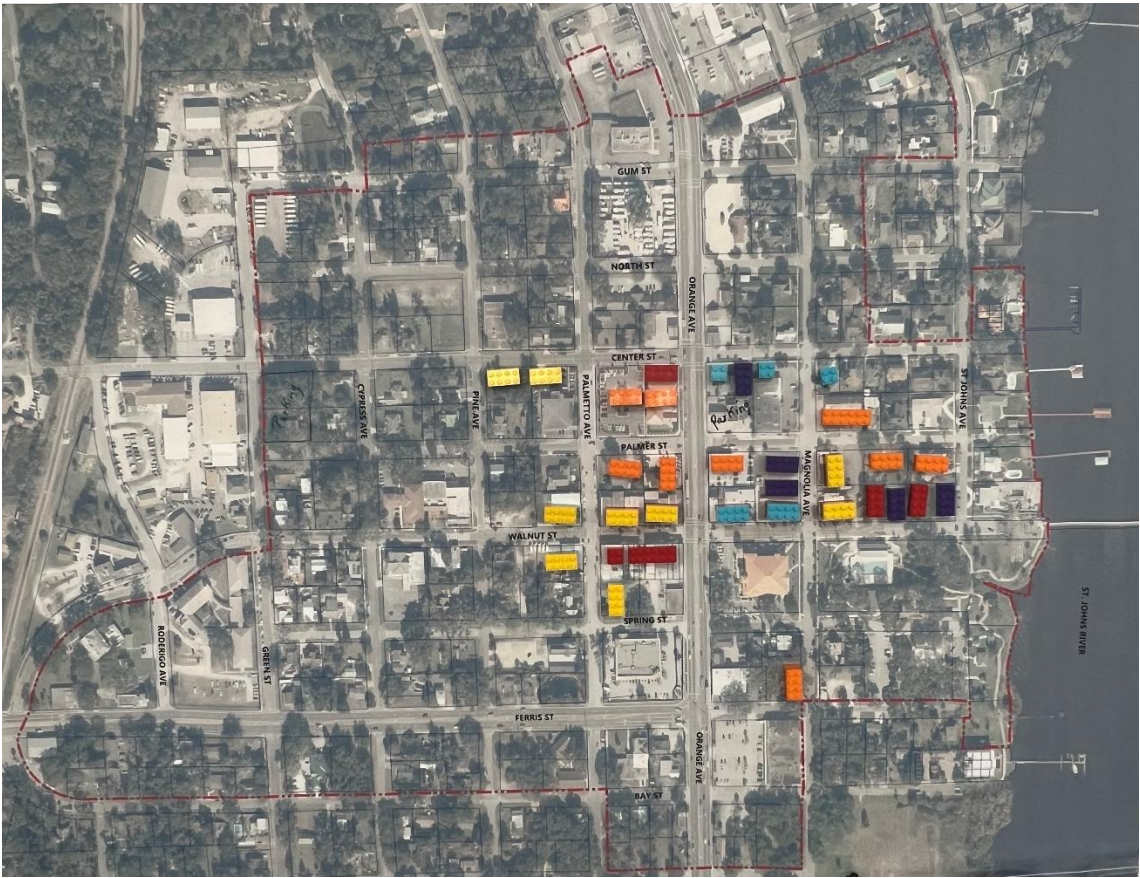


Table 3



Table 4

















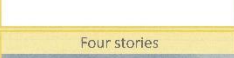


















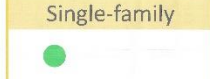
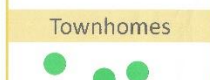


# Orange Avenue



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>Dining</p> <p>Office</p> <p>Gas stations</p> <p>Vehicle repair</p> <p>Single-family</p> <p>Townhomes</p> <p>Multi-family</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>Gas stations</p> <p>Vehicle repair</p> <p>Single-family</p> <p>Townhomes</p> <p>Multi-family</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>Vehicle repair</p> <p>Single-family</p> <p>Townhomes</p> <p>Multi-family</p>
<p>Greater than four stories</p>	<p>Far from the sidewalk (parking in front)</p>	<p>Uniform (with modern architecture)</p>	<p>Auto-Oriented</p>	<p>Vehicle repair</p> <p>Single-family</p> <p>Townhomes</p> <p>Multi-family</p>

# Palmetto Avenue



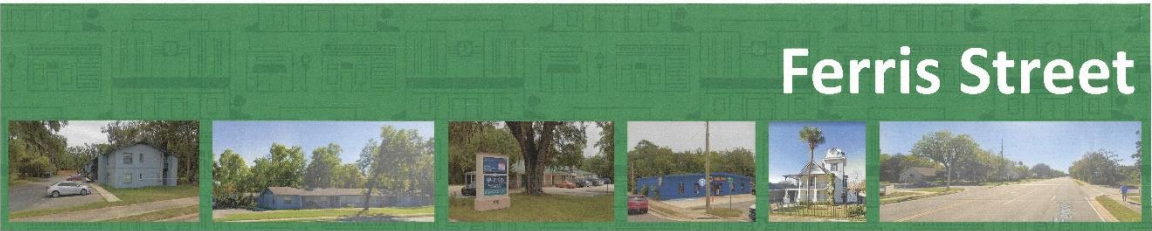
BUILDING HEIGHT	BUILDING SETBACKS	ARCHITECTURE	PUBLIC REALM	PREFERRED USES
<p>Two stories</p>  	<p>Close to the sidewalk on Palmetto</p>  	<p>Diverse (with standards)</p>  	<p>Walkable</p>  	<p>Retail</p> 
<p>Three stories</p>  	<p>Away but not too far (no parking in front)</p>  	<p>Diverse (without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












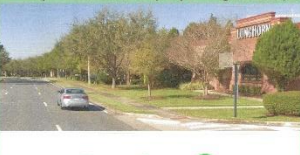
















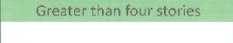













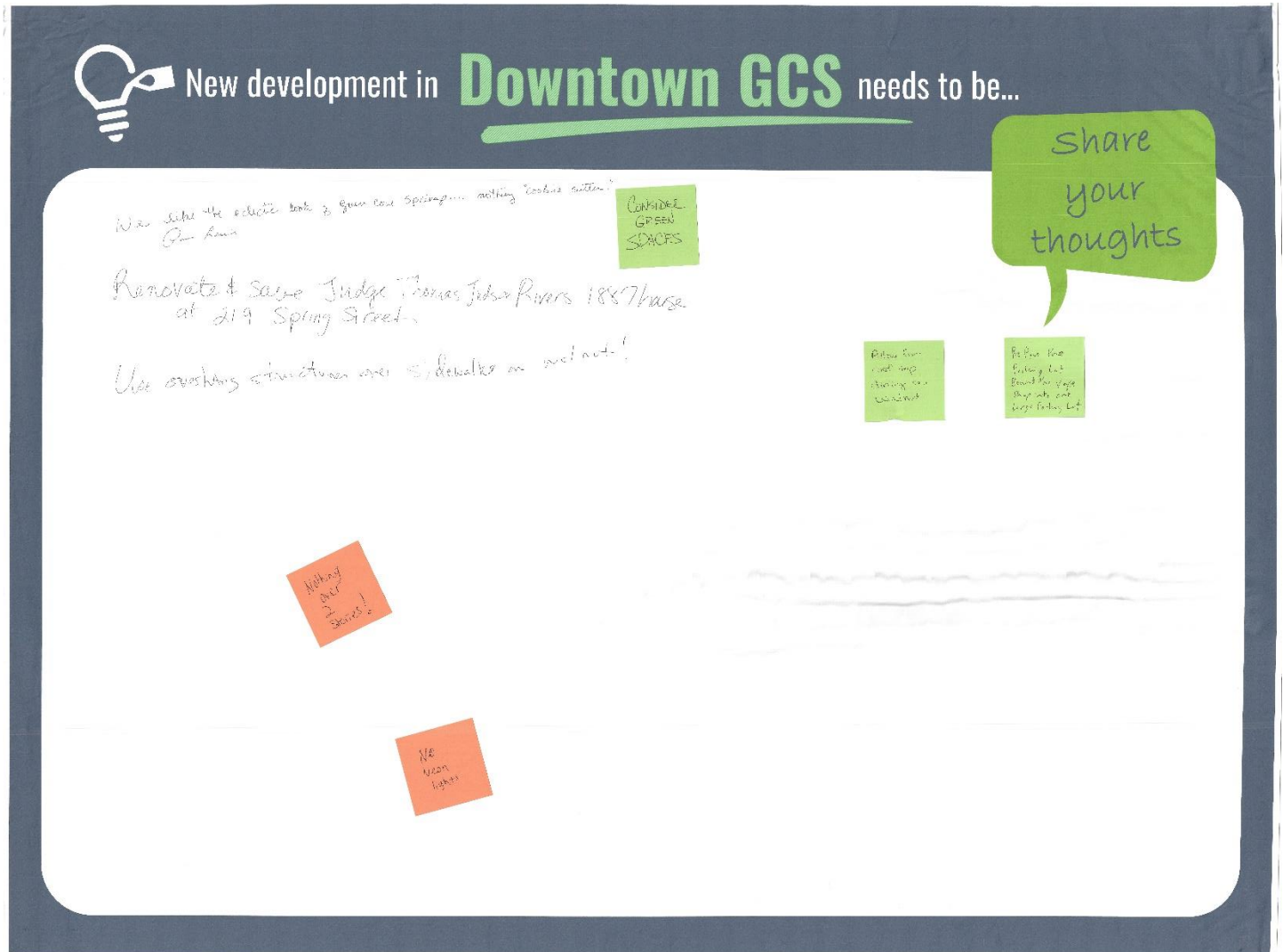
# Magnolia Avenue



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>Dining</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>Office</p> <p>Gas stations</p>
<p>Four stories</p>	<p>Far from the sidewalk (parking in front)</p>	<p>Uniform (with traditional architecture)</p>	<p>Vehicle repair</p> <p>Single-family</p>	
<p>Greater than four stories</p>	<p>Uniform (with modern architecture)</p>	<p>Multi-family</p>	<p>Multi-family</p>	



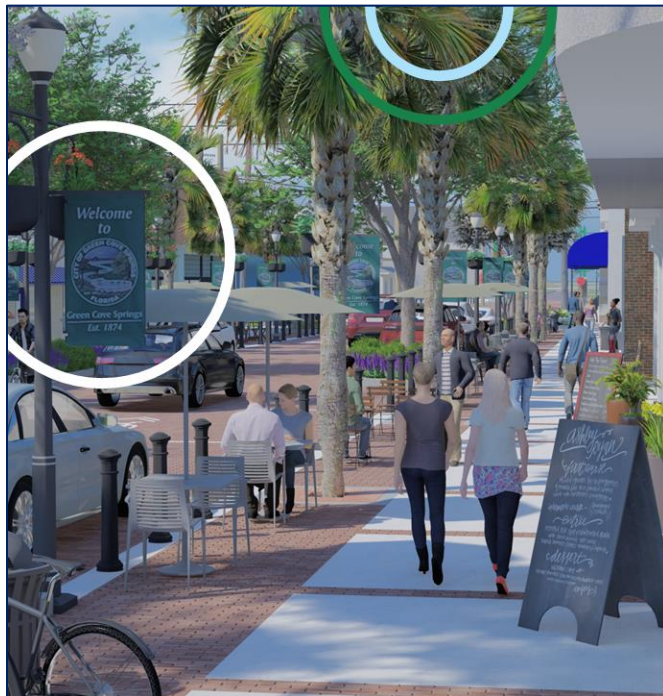
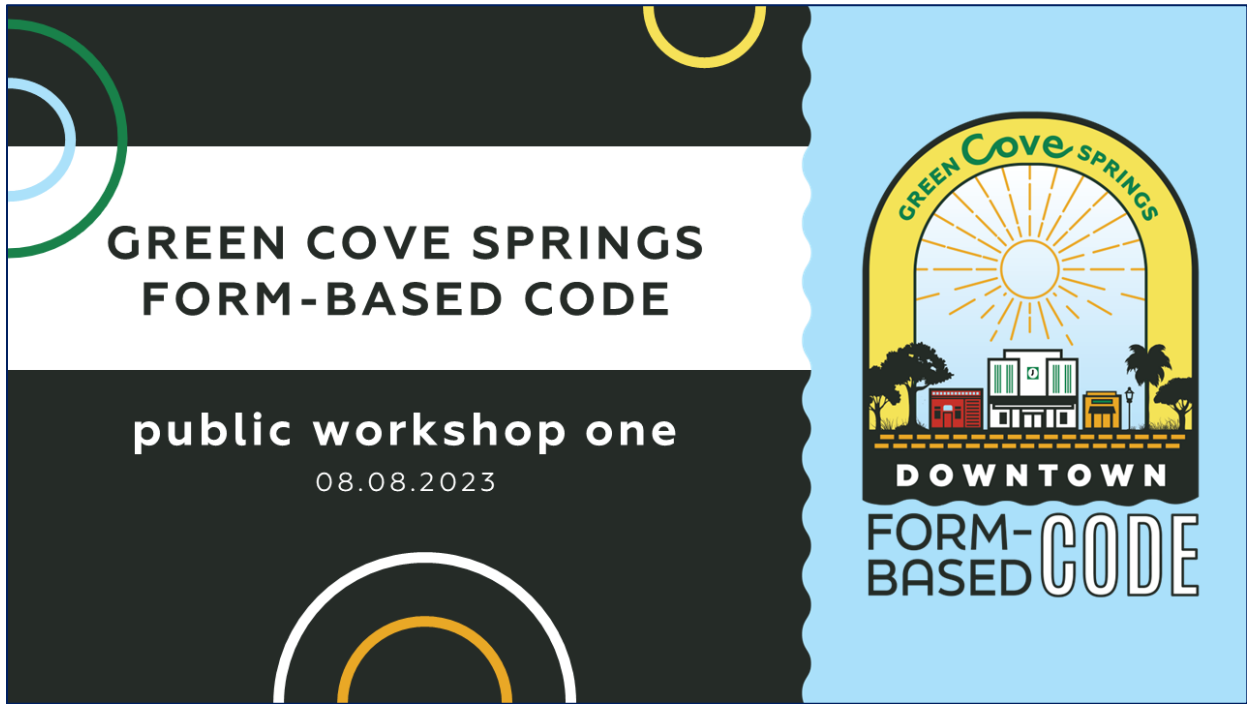
BUILDING HEIGHT	BUILDING SETBACKS	ARCHITECTURE	PUBLIC REALM	PREFERRED USES
Two stories  	Close to the sidewalk  	Diverse (with standards)  	No change  	Retail 
Three stories  	Away but not too far (no parking in front)  	Diverse (without standards)  	Wider sidewalk and landscaping strip  	Dining 
Four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



## 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





FUTURE LAND

TO DEVELOP AND MAINTAIN LAND TO PROVIDE FOR THE MOST APPROPRIATE DIRECT GROWTH TO SUSTAINABLE HEALTH, SAFETY AND WELFARE OF THE COMMUNITY

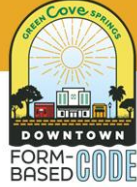
Future development and redevelopment projects shall protect the City's unique character, historic neighborhoods, and high quality of life.


**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





DOWNTOWN  
GREEN COVE SPRINGS

4. Establish & Adopt Form-Based Code

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



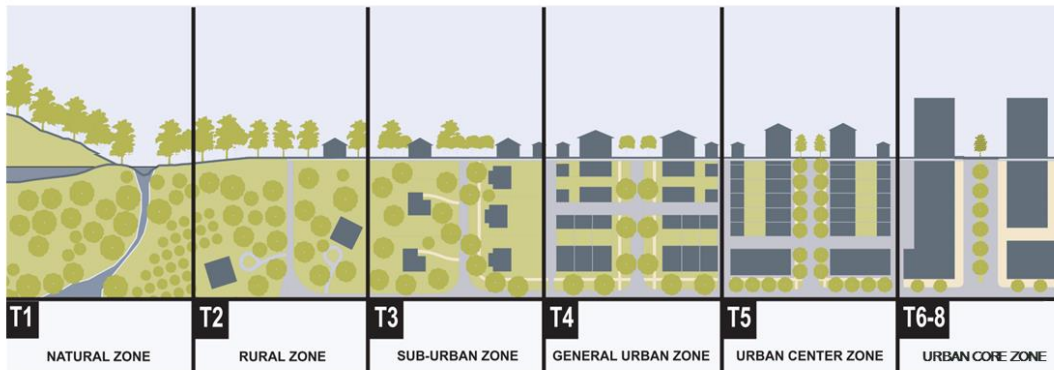
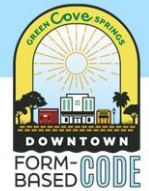
## FORM-BASED CODE



### 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

block layout

list of uses

site design

buildingform

building  
architecture

public space  
design

definitions



# FORM-BASED CODE

## COMPONENTS

regulating plan

block layout

list of uses

site design

buildingform

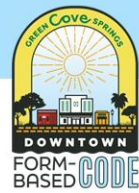
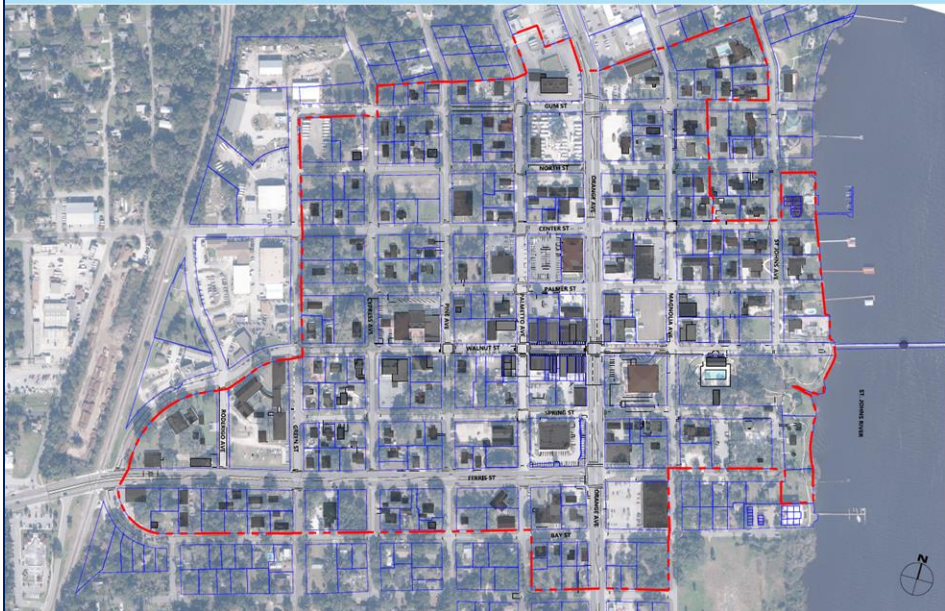
building  
architecture

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](https://tinyurl.com/GCSFBC)



## 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



# ENGAGEMENT ACTIVITIES



# ENGAGEMENT ACTIVITIES



**Walnut Street**



**Orange Avenue**



**Ferris Street**




**Palmetto Avenue**


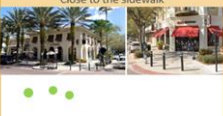













**Magnolia Avenue**



# ENGAGEMENT ACTIVITIES



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>Walkable</p> 	Retail
<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>Auto-Oriented</p> 	Dining
<p>Four stories</p>  <p>••</p>	<p>Far from the sidewalk (parking in front)</p>  <p>••</p>	<p>Uniform (with traditional architecture)</p> 		Office
<p>Greater than four stories</p>  <p>•</p>		<p>Uniform (with modern architecture)</p> 		Gas stations
				Vehicle repair
				Single-family
				Townhomes
				Multi-family



## NEXT STEPS



1 Visit [tinyurl.com/GCSFBC](https://tinyurl.com/GCSFBC)

2 Attend Workshop #2 (Dec. 2023)

# THANK YOU!

