

SITE ANALYSIS

August 15, 2023

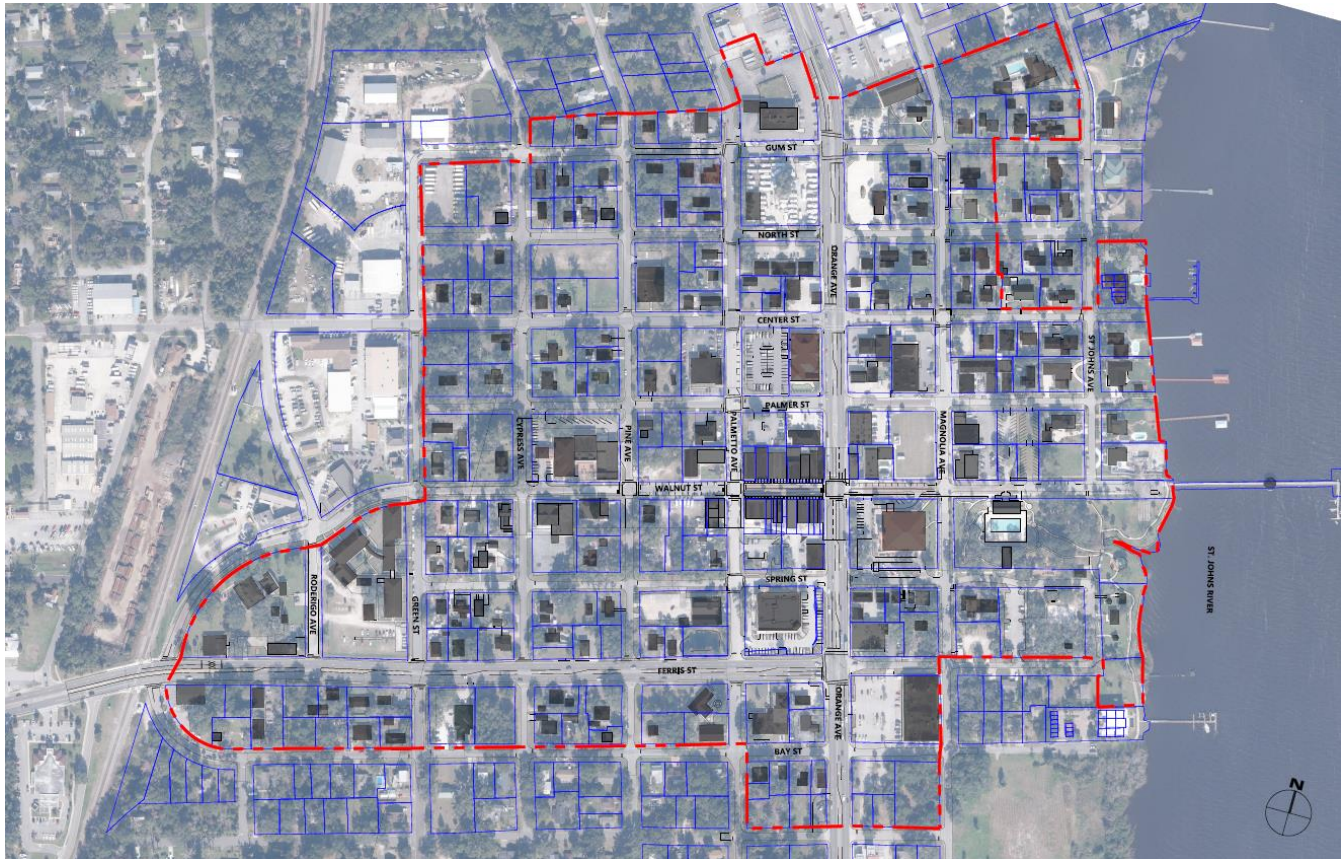
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GREEN COVE SPRINGS FORM-BASED CODE

SITE ANALYSIS

The Form Base Code (FBC) Study Area is centrally located within Green Cove Springs and encompasses approximately 110 acres—30% (33 acres) of which are dedicated rights-of-way. A map of the FBC Study Area is provided below.

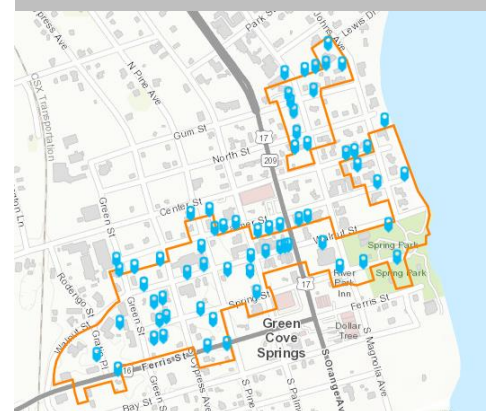


The Study Area is loosely bounded by Gum Street to the north, Green and Walnut Streets to the west, Bay Street, Cove Street, and Ferris Street (State Road 16) to the south, and the St. Johns River to the east. The Study Area includes the Downtown Historic District, which was listed on the National Register of Historic Places in 1991 due to the concentration of historically and architecturally significant resources within the area. The boundaries of this district are shown in the image to the right.

CHARACTER DISTRICT ANALYSIS

The evolution of development in Downtown Green Cove Springs through several periods in history has resulted in diverse and uncoordinated development patterns. Within the Study Area, there are three distinct, yet symbiotic, 'Character Districts': The Downtown Core, The Gateway, and the Neighborhood. By understanding the conditions within each of these Districts individually, a stronger understanding of the Study Area can be developed as a whole.

Green Cove Springs Historic District



THE DOWNTOWN CORE

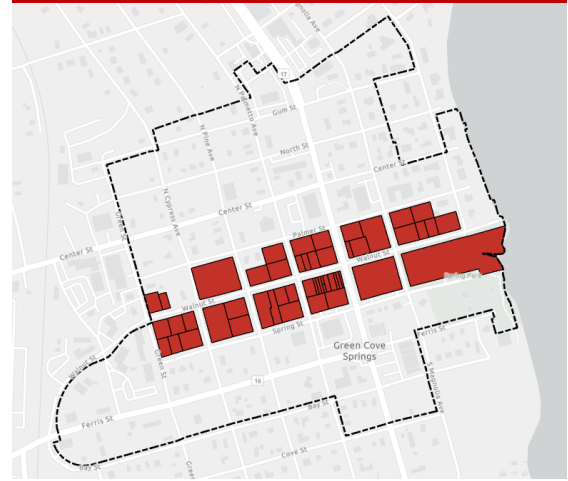
The Downtown Core Character District can generally be defined as the northern and southern blocks surrounding the Walnut Street corridor from Green Street to the St. Johns River. This District includes the largest concentration of historic structures within the Study Area and the City as a whole. Today, Walnut Street functions as the City's primary hub for dining, retail, and recreational experiences. As such, uses within the District are predominately nonresidential in nature and include commercial, professional office, and institutional activities, yet some residential uses can be found at the western end of the District as well. Although several lots within the Downtown Core appear vacant, many of these properties are currently being utilized as unpaired surface parking lots.

Regulatory Context

The Downtown Core is designated exclusively as Downtown (DT) on the Green Cove Springs Future Land Use Map (FLUM). The DT FLU category is intended to permit a mix of medium-to-high density residential activities (not to exceed 30 dwelling units per acre (du/ac)) and nonresidential development inclusive of commercial uses, lodging, professional offices, and public/semipublic facilities limited to a maximum Floor Area Ratio (FAR) of 2.0. Three zoning districts are located within the Downtown Core (see **Zoning Map**): Recreation (REC) for Spring Park, Institutional (INS) for City Hall and the property at the corner of Walnut Street and St. Johns Avenue, and Central Business District (CBD), for all other properties [NOTE: The site on the NW corner of Walnut Street and Cypress Avenue (excluded from this Character District) has two Future Land Use classifications (Neighborhood (NEIGH) on the north half and DT on the south half), but the entire site is zoned Central Business District].

Details about the requirements of each district are listed in **Table 1** below. The CBD district provides flexibility but focuses on maintaining the current urban form by requiring new construction to respect setbacks and development intensity surrounding the site.

Character District Boundaries



Zoning Map

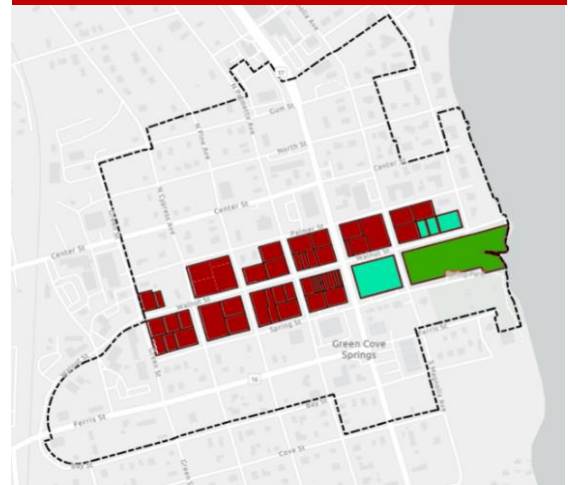


Table 1. Zoning Districts within the Downtown Core

	CBD ¹	INS	REC
Primary Uses Permitted	Commercial, dining and office uses as well as residential dwellings	A range of educational, recreational, social, health care, and civic uses	Recreational uses
Min. Lot Area	None	None	None
Min. Lot Width (ft)	None	None	None
Min. Yard Requirements (ft)			
Front	Consistent with adjacent structures	20	None
Side Corner	None	15	None
Side Interior	None	None ²	None
Rear	None	10 ³	None
Min. Living Area (sf)	None	None	None
Max. Lot Coverage (%)	None	None	None

	CBD ¹	INS	REC
Max. Height (ft)	None	55 ⁴	None
Max. FAR	None	0.3	0.2

¹ New development within the CBD shall conform to the density requirements of the adjacent structures when deemed practical.

² 15' when abutting a residential zone.

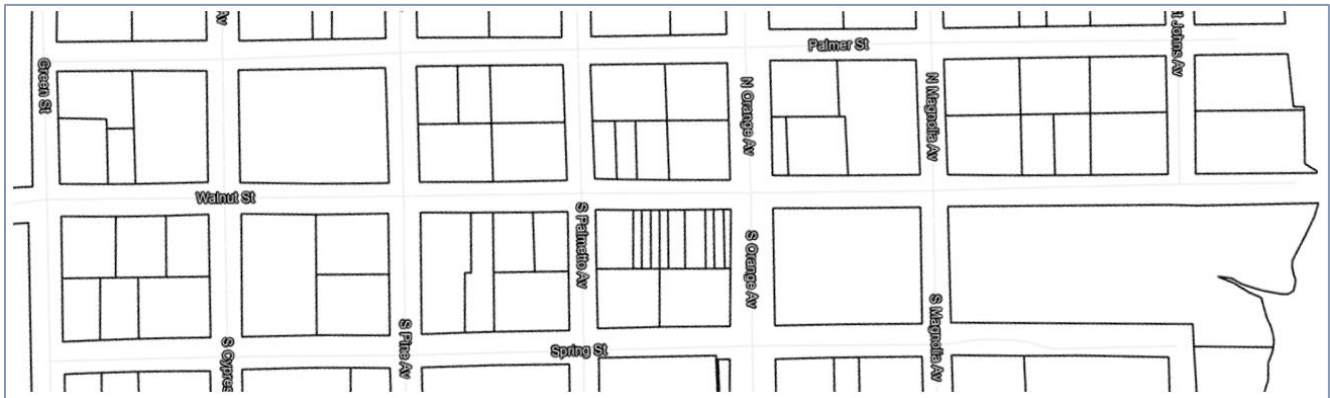
³ 5' if abutting a dedicated alley.

⁴ Mirrors industrial height for utility structures i.e., elevated water storage tanks.

Blocks and Lots

Block sizes within the Downtown Core Character District range from 250 to 310 lineal feet along east-west streets, except for the easternmost blocks, between Magnolia Avenue and St. Johns Avenue on the north side (approximately 406 ft.) and Spring Park (684 ft.). Blocks fronting the north-south streets range in length between 208 and 230 lineal feet. The smaller the block, the more walkable an area can be. However, such small dimensions result in numerous lots with frontage on multiple streets creating issues with the application of building setbacks.

The smallest lot within the Downtown Character District is approximately 850 sf and is located along Walnut Street between Palmetto and Orange Avenue, where it is surrounded by other similarly sized lots. Alternatively, the largest lot is 53,187 sq. ft. (County-owned site between Palmer and Walnut, Cypress and Pine), not including Spring Park. Lot widths within the Core vary between 13 ft and 280 ft and depths fluctuate between 50 ft to over 200—the smallest of which are also located within the historic Walnut Street commercial area.



Site Design

Site design varies within the Downtown Core depending on the use. Commercial and professional office uses within the Character District often possess minimal front and side setbacks, provide primary access from the sidewalk, and maintain parking on the side or rear of the building—often within shared facilities.



There are a few single and multi-family home sites in the Downtown Character District. They feature typical single-family residential setbacks with grassed yards around the house. These homes do not have any protection from demolition and could be demolished/redeveloped if the owners decided to do so.



Most Institutional uses within the District feature larger front and side setbacks or front courtyards, which is an acceptable practice for institutional buildings as the space around the building is intended for public gathering. In the case of City Hall, however, the front setback is used for parking. Recognizing that City Hall's front setback should also be used as a public gathering space, especially considering its prominent location within the Downtown Core, the Green Cove Springs Downtown Master Plan (published in 2022) identified that this parking area should be repurposed as a public plaza.

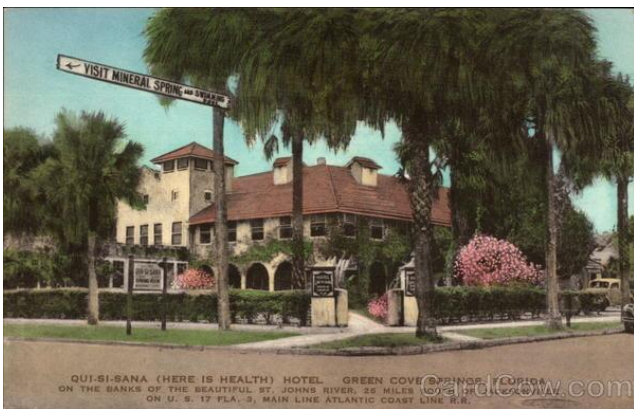


Building Design

Structures within the District generally feature one or two stories. The architectural styles vary widely. Walnut Street from Orange Avenue to Palmetto Avenue features storefront buildings, some of which were designed to house ground floor retail with residential use above. While most of the buildings have preserved their storefronts, some modifications have occurred and now feature regular windows and wood doors. Others have hidden the parapet behind mansard roofs. A few of these storefront buildings remain west of Palmetto Avenue but seem out of place as they have lost the continuity of façade design along the street.



The variety of styles of the residential and institutional buildings reflect the time when they were built, or in the case of City Hall, inspired by the style of the original building on the site (Hotel Qui-Si-Sana).



The CBD zoning district does not have architectural design requirements. Only the Gateway Corridor Neighborhood (GCN) zoning district has them (see the Gateway Character District section).

Parking

Most of the commercial buildings in the Downtown Core Character District were built prior to parking codes. As such, older businesses and churches along Walnut Street have been relying on on-street parking and public parking areas behind the buildings to meet their parking needs. Later developments started providing onsite parking, but their facilities do not meet current parking standards (in the number of spaces provided and lot design). Some parking lots abut the sidewalk without any type of landscape buffer or screening, and others offer what looks to be on-street parking, but the spaces are located on private property (accessed directly from the street as opposed to an internal drive aisle). The churches use grass areas for parking during services.



The parking standards for the CBD Zoning district provide alternatives for complying with the current parking and loading requirements. The alternatives include allowing combined parking and loading areas which are shared by business owners, but there is no reduction in the number of spaces required; and proposing a shared parking plan which would allow for modified standards based on special conditions of the use and site. In the GCC Zoning district, developers are allowed to offset onsite parking requirements by building on-street parking, requires reduced parking space ratios for residential and commercial uses, and allows 9-ft-wide spaces instead of 10 ft.

Street Characteristics

Ten roadways run through or adjacent to the Downtown Core Character District. The roadways are described in **Table 2** below. Orange Avenue (US 17) is a State Highway and any changes in configuration or design are the responsibility of the Florida Department of Transportation (FDOT). The City has been working closely with FDOT to make some modifications that would slow down traffic in the Downtown and make the pedestrian experience safer (walking along and crossing the road). Short-term improvements proposed include installing bump-outs and pedestrian crossings at the Walnut Street intersection and removing the northbound/southbound left turn lanes at Walnut. All other roads in this Character District are local streets.

Rights-of-way have limited width in this District. Some streets have sidewalks on both sides, others on only one side, and others lack sidewalks. The Land Development Code requires developments fronting on Orange Avenue and Ferris Street to provide a 6-ft landscape strip adjacent to the curb, a 6-ft pedestrian walkway (public sidewalk), and a 6-ft landscape strip adjacent to the sidewalk.

Table 2. Transportation Infrastructure within the Downtown Core

Roadway	ROW Width	Direction	On-Street Parking	# of Lanes	Sidewalk Locations & Widths ¹
Walnut St.	54'-60'	East-West	Yes	2	6' on both sides. <i>Note: The portion of the Walnut Street right-of-way between Palmetto and the St. Johns River is being redesigned. The following are the proposed dimensions:</i> <ul style="list-style-type: none"> • Palmetto to Orange: 7'-14' (north side); 7'-15' (south side) • Orange to Magnolia: 6'-9' (both sides) • Magnolia to St. Johns Ave.: 7'-16' (both sides)
Orange Av.	78'-82'	North-South	No	5	8' on both sides. <i>Note: The City has proposed expanding the width of the sidewalks along this segment in the future in tandem with narrowing travel lanes. However, there are no specific plans to achieve this.</i>
Palmetto Av.	50'-52'	North-South	Yes	2	<ul style="list-style-type: none"> • 8' trail on the west side. • 6' on the east side.
Palmer St.	52'-58'	East-West	Yes	2	6' on both sides, east of Palmetto Ave.
Spring St.	54'-60'	East-West	Yes	2	<ul style="list-style-type: none"> • 5' on the south side between Green St. and Cypress Ave. • 5' on the south side between Pine and Palmetto Ave. • 6' on the north side between Palmetto and Orange Ave. • 6' on both sides between Orange Ave. and Spring St.
Green St.	48'-60'	North-South	No	2	6' on the west side between Palmer and Ferris St.
Cypress Av.	58'-60'	North-South	No	2	5' on the west side between Walnut and Spring St.
Pine Av.	58'-60'	North-South	No	2	6' on the west side between Palmer and Walnut St.
Magnolia Av.	50'-54'	North-South	Yes	2	6' on both sides.
St. Johns Av.	50'-54'	North-South	Yes	2	6' on both sides.

¹ Dimensions listed include just the sidewalk (excluding the parkway). Sidewalks are listed within the table if they extend for more than 50% of the block length.

THE GATEWAY

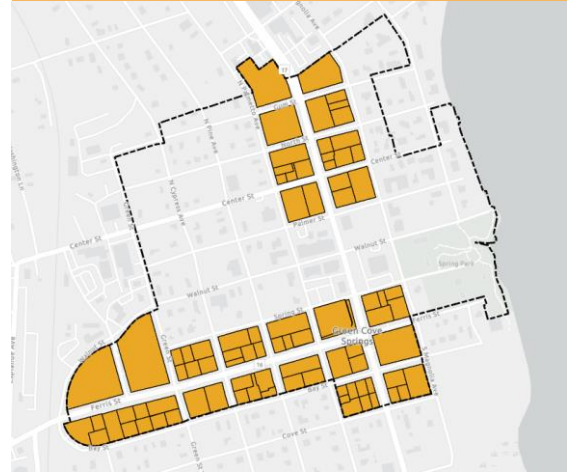
The Gateway Character District encompasses the blocks surrounding the two (2) major roadways which intersect the Study Area (Ferris Street and Orange Avenue), with the exclusion of the properties included within the Downtown Core. True to its namesake, this Character District is inclusive of the primary gateways into the Study Area, and as such, facilitates large volumes of automobile traffic. Properties within the Gateway are primarily nonresidential and include commercial, professional office, and institutional activities. Yet, a mix of single-family and small-scale apartments can also be found within the District as well. A concentration of unimproved vacant lots can be found west of Cypress Avenue, south of Ferris Street, interspersed between single and multi-family dwellings. Another vacant cluster is located southeast of the Bay Street and Orange Avenue intersection. A site plan for a four-story, vertical mixed-use development has been submitted for this block.

Regulatory Context

All properties within the Gateway District are currently designated as DT on the City's FLUM, which permits a mix of residential and nonresidential activities at a maximum density and intensity of 30 du/ac and 2.0 FAR, respectively. As shown in the Zoning Map, there are three concentrations of Gateway Corridor Commercial (GCC) Zoning in this Character District: the blocks between Magnolia Avenue and Palmetto Avenue, north of North Street (except for three sites along Magnolia which have Low Density Residential (R-1) zoning); two blocks on the west side of Orange Avenue south of Ferris Street; and a triangular site on Ferris and Bay Street. The remainder of blocks along Orange Avenue and the blocks along the north side of Ferris Street (except for the County and School Board properties which are zoned Institutional (INS)) are zoned CBD. The south side of Ferris is primarily zoned Gateway Corridor Neighborhood (GCN). While it is best to maintain the same zoning designation on both sides of a street, the depth of the blocks along Orange Avenue and Ferris Street have created corridors with different districts on each side.

The district regulations are detailed in **Table 3**, below. While there are very specific regulations for residential development, and to a lesser degree for the Gateway Corridor Zoning district (e.g., pervious area, height, and setbacks), the CBD does not mandate specific lot sizes, setbacks, or pervious areas. The regulations focus on ensuring new development fits into the existing character of Downtown.

Character District Boundaries



Zoning Map

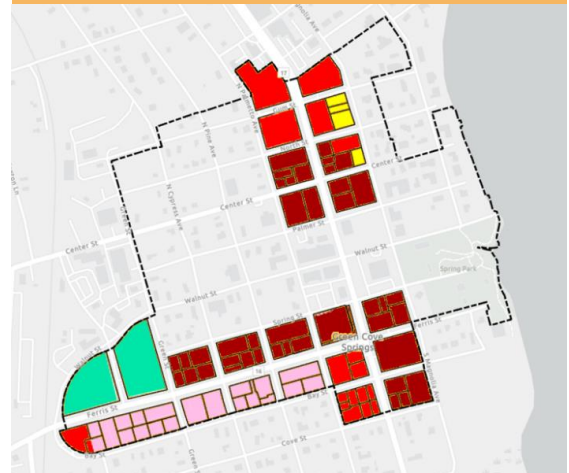


Table 3. Zoning Districts within the Gateway

	CBD ¹	GCC	GCN	R-1
Primary Use(s) Permitted	Commercial and office as well as residential	Commercial, office, repair services, gas pumps, as well as hospitals and residential	Commercial, office, repair services, gas pumps. Also, single family attached and detached dwellings	Single-family detached dwellings and golf courses
Nonresidential Standards				
FAR	None	None	None	N/A
Pervious Area	None	20% Min.	30% Min.	None
Lot Area (sf)	None	None	None	N/A
Lot Width (ft)	None	None	None	N/A
Max Height (ft)	None	54	35	N/A
Min. Yard Requirements (ft)				
Front	Consistent with adjacent structures	10	10	N/A
Side Corner	None	10	10	N/A
Side Interior	None	10	10	N/A
Rear	None	10	10	N/A
Residential Standards				
Min. Lot Area (sf)				
Detached	None	5,000	5,000	7,000
Attached		7,500	8,500 (2-family) 12,500 (3-family) 16,500 (4-family)	
Multifamily		7,500 ²	N/A	
Min. Lot Width (ft)				
Detached	None	50	50	70
Attached		100	75 (2-family) 100 (3-family) 150 (4-family)	
Multifamily		100	N/A	
Min. Living Area (sf)				
Detached	None	1,000	1,000	1,250
Attached		750		
Multifamily		750 ³		
Building Coverage (%)	None			35% Maximum
Pervious Area (Minimum)	None	Detached 40%; Attached and Multifamily 20%	Detached 40%; Attached 30%	None
Max Height	None	54	35 ⁴	35
Min. Yard Requirements (ft)				
Front	Consistent with adjacent structures	10	10	20
Side Corner	None	10	10	15
Side Interior	None	Detached 5; Attached None; Multifamily 5 ⁵	5	Detached 10; Attached 10 ⁶
Rear	None	Detached and Attached 10; Multifamily 20 ⁵	10	10

¹ New development shall conform to the density requirements of the adjacent structures when deemed practical.² 7,500 sf for the first two dwelling units and 2,700 sf for each additional unit that is added.³ 750 sf (efficiency); 800 sf (1-bedroom); 900 sf (2-bedroom); 900 sf (3-bedroom) plus 100 sf for each bedroom over 2 bedrooms.⁴ 3 stories max. Commercial and professional offices up to 50 ft but the building must be tiered back one foot for every foot over 35 ft.

⁵ For each story in excess of two, the required yard shall be increased by 5 ft.

⁶ Or 10% of lot width, whichever is greater.

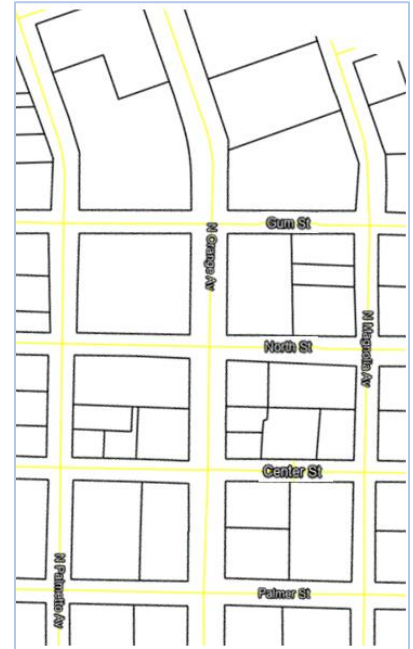
Blocks

Blocks within the Gateway Character District generally range in length from about 175 to 280 lineal feet. Yet three larger blocks can be found in the westernmost portion of the Gateway—the latter two of which are single lots. One is owned by Clay County and the other is owned by the School Board. The other large block is across Ferris Street and has a length of 760 feet. The grid system of short blocks increases the area walkability. On the other hand, the short blocks create compatibility issues such as single-family homes located behind commercial sites or commercial sites with two or more street frontages.

Lots

Excluding the two irregularly sized properties owned by the County and the School Board, individual lots within the District span from 2,000 to nearly 60,000 sf in size. Some lots occupy an entire block, and some blocks are divided into as many as eight lots. The smaller lots were most likely originally developed for residential use but now have a commercial zoning.

Lot widths range from 50 to 210 ft; and depths span from 35 to 280 ft. As noted earlier, smaller blocks help improve walkability and connectivity. However, in some instances the blocks are so short that properties end up with very shallow depths (inadequate to meet building setbacks) or with double or multiple frontages on a street. There are several lots along Ferris Street and Orange Avenue which extend to Bay Street and Palmetto Avenue, respectively. There is one very small lot at the corner of Orange Avenue and Center Street (3,800 sf), and one extremely shallow lot on Orange between Cove Street and Bay Street (approx. 45 ft.). Some of the shallow lots along Orange and Ferris abut single family sites facing Magnolia Avenue and Bay Street, respectively.



Site and Building Design

The Gateway Character District features a mix of residential and non-residential development. Nonresidential uses within this Character District were generally designed in a manner which prioritizes access to automobiles over pedestrians. Parking lots are typically located between the building and the primary building frontage, buildings are setback substantially from the street, pedestrian connections to the building are limited, and there is little pervious surface area onsite.

The character of residential development in this district is less homogenous. For example, one apartment complex along Ferris has its parking to the side of the building and its primary façade facing the street; however, no pedestrian connections to the nearby sidewalk along the street are provided. Another apartment complex along the same road provides no vehicular or pedestrian access to the street and instead is primarily oriented to the parking lot. A majority of the single-family homes, both in the residential and non-residential districts, have minimal to modest setbacks and often provide direct pedestrian access from the sidewalk to the front door.

The Orange Avenue corridor south of the downtown core features mainly commercial buildings showcasing a wide range of styles. The common feature from site to site, however, is the lack of integration with the public realm. The only exception to this is the commercial strip on the northeast corner of Orange Avenue and Ferris Street, which lacks direct



pedestrian access from the street but abuts the public sidewalk. The block between Cove Street and Bay Street (east side) is currently vacant but is proposed to be developed with a four-story mixed-use building located up to the street.

The GCN zoning district has architectural standards applicable to all new construction and to expansions of 40% of the building size. The standards address building colors and materials, façade transparency, window glass transparency, location of entryways, roof design, and service/utility features. The GCC district requires nonresidential buildings to face the street and locate parking behind or to the side of the building. It also requires non-residential buildings facing residential uses to be designed with a residential character.



The Orange Avenue corridor north of the core includes a great number of auto-related uses, such as car dealerships and gas stations. Green Cove Springs was known at one time as “Little Detroit” due to the many car dealerships located in this area. All these uses feature relatively small buildings built away from the street with parking or auto display spaces in the front. Just past the northern boundary of the study area, there is another auto related business that was built up to the street, with parking on the side of the building (image to the right).

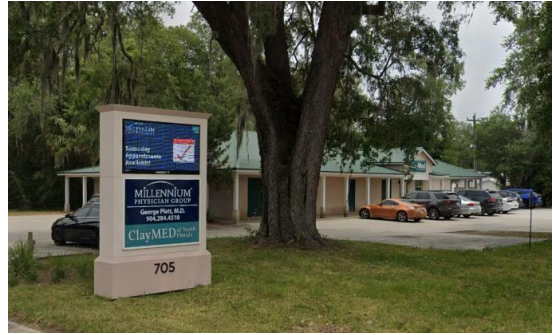




Interspersed among the auto-related uses, there are commercial and office buildings. While there are not a lot of vacant sites along Orange Avenue, a couple of buildings were recently demolished, and the land is now available for new construction.



The north side of Ferris Street is zoned CBD (intended for predominantly commercial development), but there are still numerous single-family homes on those sites. The south side has GCN Zoning and current uses include retail, office, single family, and multi-family dwellings. The character of the buildings is as diverse as the uses. There are currently three non-residential buildings within the blocks lining up Ferris Street, west of the Orange Avenue corridor: An auto parts store at Ferris Street and Bay Street, a funeral home at the corner of Palmetto Avenue and Spring Street, and a medical office at the corner of Ferris Street and Green Street. The auto parts store and the drugstore feature typical corporate design, while the funeral home preserves a residential character. There is also a church on the southwest corner and the Public Library on the southeast corner of Ferris Street and Palmetto Avenue. With very few exceptions, buildings along Ferris Street are mainly one story in height.



The Clay County and School Board properties along Ferris Street are designed unlike any other found within the District. Both of these properties are developed in a campus style, with paved pedestrian paths provided internally between multiple onsite buildings of similar use. The westernmost property, which is owned by the County, currently houses administrative offices, the teen court program, and the Historical Society. The eastern property owned by the School Board includes a professional development center and various school-board related offices.

Parking

Unlike the Downtown Core Character District, the sites in the Gateway Character District typically have onsite parking. Most of the older developments, just like in the Downtown Core Character District, do not meet current parking standards. Some have parking spaces that abut the sidewalk without any type of landscape buffer or screening, and others offer what looks to be on-street parking, but the spaces are located on private property (accessed directly from the street as opposed to an internal drive aisle).



Street Characteristics

A number of roadways flow through the Gateway Character District. Orange Avenue (US 17) and Ferris Street (SR 16) are state highways and carry heavy loads of traffic. Within the study area, there are currently four signalized intersections along Orange Avenue (Gum, Center, Walnut, and Ferris Streets), and only one along Ferris Street (at Orange Avenue).



Cross sections that include four lanes of traffic and center left turn lanes make it difficult for pedestrians to cross those streets or to walk alongside the fast-moving traffic. The City has proposed installing bump-outs and pedestrian crossings at the Center and Gum Street intersections with Orange Avenue and a pedestrian crossing at Ferris St. The roadways dimensions and design characteristics are described in **Table 4**.

Table 4. Transportation Infrastructure within the Gateway Character District

Roadway	ROW Width	Direction	On-Street Parking ¹	# of Lanes	Sidewalk Locations & Widths ²
Gum St.	48'-50'	East-West	West of Orange	2	None
North St.	48'-62'	East-West	No	2	None
Center St.	46'-48'	East-West	West of Orange	2	6' on both sides.
Palmer St.	52'-58'	East-West	Yes	2	6' on both sides.
Spring St.	52'-60'	East-West	East of Orange	2	<ul style="list-style-type: none"> • 5' on the south side between Green St. and Cypress Ave. • 5' on the south side between Pine and Palmetto Ave. • 6' on the north side between Palmetto and Orange Ave. • 6' on both sides between Orange and Magnolia Ave.
Ferris St.	56'-90'	East-West	Only in front of Spring Park Café	5	6' on both sides.
Bay St.	50'-70'	East-West	No	2	None
Cove St.	52'-58'	East-West	No	2	None
Gratio Pl.	50'-54'	North-South	No	2	6' on the west side.
Green St.	58'-62'	North-South	No	2	<ul style="list-style-type: none"> • 6' on the west side between Walnut and Ferris St. • 5' on both sides between Ferris and Bay St.
Cypress Av.	58'-62'	North-South	No	2	None
Pine Av.	58'-62'	North-South	No	2	None
Palmetto Av.	52'-56'	North-South	Yes	2	• 8' trail on west side; 6' sidewalk on the east side.
Orange Av.	76'-86'	North-South	No	5	<ul style="list-style-type: none"> • 8' on both sides between Gum and Palmer St. • 8' on both sides between Spring and Bay St. • 6' on both sides between Bay and Cove St. <p><i>Note: The City has proposed expanding the width of the sidewalks along this segment in the future in tandem with narrowing travel lanes.</i></p>
Magnolia Av.	48'-64'	North-South	No	2	<ul style="list-style-type: none"> • 6' on both sides between Gum and Palmer St. • 5' on the east side between Spring and Ferris St.

¹ Refers to marked spaces.

² Sidewalks are listed within the table when more than 50% of the block length contains a pedestrian facility.

THE NEIGHBORHOOD

The Neighborhood Character District includes all properties within the Study Area that do not fall within the Downtown Core or Gateway Character Districts. The District is composed of three *fragmented* areas located in the northwest, northeast, and southeast portion of the Study Area. The majority of the Neighborhood District is composed of single-family detached housing, sparingly interspersed with various nonresidential uses including public, commercial, and office activities. Two multifamily structures (one apartment and one condominium) are also located within the District. A handful of vacant properties are found within the Neighborhood, but they are solely located in the District's northwestern fragment.

Regulatory Context

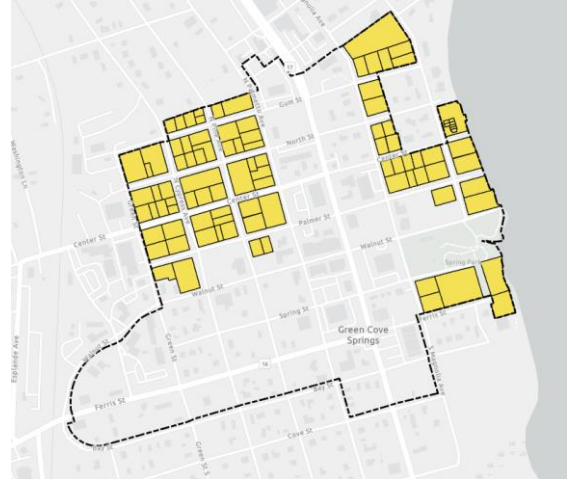
Three FLU designations are located within the Character District: DT, NEIGH, and Public (PUB). The permitted uses, along with their maximum densities and intensities, for each FLUC are described as follows:

- **DT** permits a diverse mix of residential and nonresidential activities at a maximum density and intensity of 30 du/ac and 2.0 FAR.
- **NEIGH** accommodates low-to-medium density residential uses at a density not to exceed 12 du/ac complemented by professional office and institutional activities capped at a 0.2 FAR.
- **PUB** allows for a range of public/semi-public uses including government facilities, civic/institutional uses, educational facilities, parks and recreation facilities, and conservation areas not to exceed an FAR of 0.3.

There are seven standard zoning districts in the Neighborhood Character District. As shown in the Zoning Map, the properties fronting Palmetto Avenue are zoned Gateway Corridor Neighborhood (GCN). Along Pine Avenue, the east side is zoned Commercial (C-1) and the west side Low Density Residential (R-1). A few sites along Palmer west of Palmetto, and the properties on Magnolia Avenue between Center and Palmer are zoned CBD. Along Magnolia, we also see R-1 on the east side, with some lots facing commercial zoning. There is a multi-family site on the riverside zoned High Density Residential (R-3) and a small piece of Residential Professional Office (RPO) on Pine Avenue against the northern boundary of the Character District. The development parameters of these districts are identified in **Table 5** below.

This Character District includes a great number of sites zoned for and currently used for single-family residential use. The presence of vacant residential lots is more prevalent west of Orange Avenue. While it will be important to know the character of the residential sites as the form-based code is developed, the zoning of these properties is unlikely to change.

The Neighborhood Character District



Zoning Map

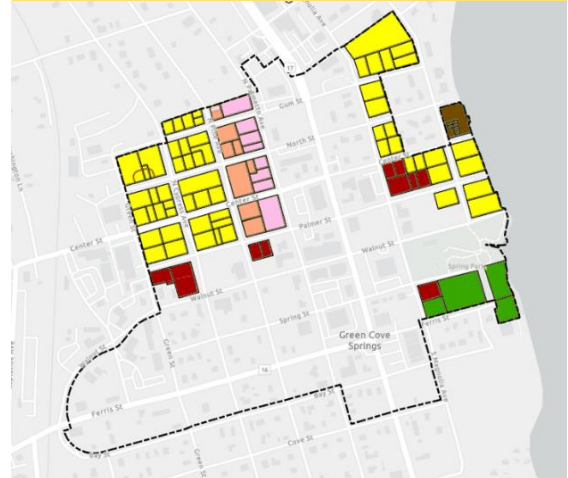


Table 5. Zoning Districts within the Neighborhood

District	CBD ⁶	GCN	C1	RPO	R3	R-1
Primary Use(s) Permitted	Commercial and office as well as residential	Commercial, office, repair services, gas pumps. Also single family attached and detached dwellings	Commercial and office. May also allow gas pumps, hospitals, restaurants, auto repair and residential	Professional offices in close proximity to single family districts. May allow hospitals, restaurants, and commercial.	Low-to-high density residential development and golf courses	Single-family detached dwellings and golf courses
Nonresidential Standards						
FAR	None	None	0.25 Max.	0.20 Max.	N/A	N/A
Pervious		30% Min.				
Lot Area (sf)	None	None	None	6,000 Min.	N/A	N/A
Lot Width (ft)	None	None	None	50 Min.	N/A	N/A
Max Height	None	35	35	35	N/A	N/A
Min. Yard Requirements (ft)						
Front	Consistent with adjacent structures	10	25	20	N/A	N/A
Side Corner	None	10	15	15 ³	N/A	N/A
Side Interior	None	10	None ⁴	7.5 ³	N/A	N/A
Rear	None	10	10 ⁵	10	N/A	N/A
Residential Standards						
Min. Lot Area (sf)	None	5,000 Det; 8,500 ¹ Att.	5,000 Det; 8,500 ¹ Att.	5,000 Det; 8,500 ¹ Att.	5,000 Det.; 7,500 Att.; 7,500 ⁸ MF	7,000
Min. Lot Width (ft)	None	50 Det.; 75 ² Att.	50 Det.; 75 ² Att.	50 Det.; 75 ² Att.	50 Det.; 75 Att.; 100 MF	70
Min. Living Area (sf)	None	1,000	1,000	1,000	1,000 Det.; 700 Att.; 800 ⁹ MF	1,250
Building Coverage (%)	None	None	35% Max.	35% Max.	35% Max.; 40% Max. MF	35% Max.
Pervious		40% Min. Det.; 30% Min. Att.				
Max Height	None	35 ⁷	35	35	35	35
Min. Yard Requirements (ft)						
Front	Consistent with adjacent structures	10	20	20	20; 30 MF	20
Side Corner	None	10	15 Det.; 15 ³ Att.	15 Det.; 15 ³ Att.	15 Det. & MF; 15 ³ Att.	15
Side Interior	None	5	7.5 Det.; 10 ³ Att.	10 Det.; 10 ³ Att.	7.5 Det.; 10 ³ Att.; 10 ¹⁰ MF	10 Det.; 10 ³ Att.
Rear	None	10	10	10	10; 20 ¹⁰ MF	10

Det.=Detached; Att.=Attached; MF=Multi-family; Min.=Minimum; Max. Maximum

¹ 8,500 sf (two-family); 12,500 (three-family); 16,500 (four-family)² 75 ft (two-family); 100 ft (three-family); 150 ft (four-family)³ Or 10% percent of lot width, whatever's greater⁴ 15 ft when abutting residential zone⁵ 5 ft if abutting a dedicated alley⁶ New development shall conform to the density requirements of the adjacent structures when deemed practical⁷ 3 stories max. Commercial and professional offices up to 50 ft, but the building must be tiered back one foot for every foot over 35 ft⁸ 7,500 sf for the first two dwelling units and 2,700 sf for each additional unit that is added⁹ 750 sf (efficiency); 800 sf (1-bedroom); 900 sf (2-bedroom); 900 sf (3-bedroom) plus an additional 100 sf for each bedroom over 2¹⁰ Plus 5 ft for each story over two

Blocks and Lots

Block sizes within the Neighborhood Character District are in line with the other character districts making it a very walkable area based on connectivity. Not including Spring Park, lot sizes span between 3,500 and 53,883 sf. The largest lots are the irregular shaped lot on the northeastern edge of the character district and a lot owned by the School Board on the northwestern tip of the district. The smallest lots are located along the northern boundary (Pine Avenue and Gum Street) but appear to be owned by the same person. There are also some very small lots near the intersection of Pine Avenue and Palmer Street and are currently used for single-family residential use. Those lots are also the narrowest in the district, with widths ranging from 35 to 58 ft.

Site and Building Design

Residential uses, the predominate activity within the Neighborhood Character District, are overwhelmingly in the form of traditional one-to-two story single-family homes. Of the two multifamily structures within the District, one is a duplex possessing the appearance of a one-story, single-family home while the other is a two-story, waterfront condominium with spanish colonial architecture.



The following images show single family homes within this Character District which are currently designated as Downtown on the Future Land Use Map and zoned Central Business District (CBD). These homes, which range widely in age and physical condition, could be demolished/redeveloped if the owners decided to do so.



The limited nonresidential uses in the District are often housed in single-use, single-story buildings some of which provide automobile parking between the street and the primary entrance and others are placed up to the street. On the north side of Palmetto Avenue, there are two relatively new buildings with large bay doors: a storage facility and an auto repair establishment, across the street from a bank. South of Gum Street, there are single family homes facing nonresidential uses across the street. The last site on this side of the street is occupied by the Post Office. There is a church at the corner of Magnolia and Palmer and a single-story, brick utilities building owned by BellSouth within the Neighborhood at the northeast corner of Pine Avenue and Center Street. The structure has no windows, no facade articulation, and is mostly surrounded by a chain link fence.



Parking

The parking accommodations for nonresidential sites within this Character District vary. While a few sites offer off-street parking, several sites use parking in front of the building that is not in the public right-of-way but is accessed directly from the street.



Street Characteristics

Streets within the Neighborhood Character District are exclusively two-lane roadways and range between 44 and 64 feet in width. No designated on street parking is found within the District except for properties located adjacent to Spring Park. In the northwest fragment of the Neighborhood District, no sidewalks are provided. Alternatively, sidewalks are provided on both sides of the street in the northeast fragment along Magnolia and St. Johns Avenues. Sidewalks are also provided within the southeastern fragment of the Neighborhood Character District, in the southern end of Spring Park.



FINDINGS

The following is a list of key findings based on the inventory and analysis outlined above.

1. **Boundaries.** Certain portions of each Character District are not suitable for inclusion in the City's initial FBC Area. For example:
 - a. Spring Park which is likely to remain undeveloped in perpetuity.
 - b. The large properties owned by the County and the School Board located within the western-most point of the Gateway District considering the institutional nature of the facilities.
 - c. Properties already developed as single-family homes classified as NEIGH on the Future Land Use Map, and zoned R-1.
2. **Small Lots.** There are numerous lots that were originally created for single family home development and don't meet lot requirements, especially for commercial use which requires the provision of parking spaces, landscape buffers, and in some cases, stormwater facilities. The regulations need to address these situations.
3. **Lot Frontage.** There are numerous lots that front on two or more streets. Many lots along Orange Avenue and Ferris Street also have frontage on Palmetto Avenue and Bay Street, respectively. The regulations will need to specify which street will be designated as the primary frontage. The primary frontage is typically where the main façade (and entrance) is located. While focusing on Palmetto as an alternative to Orange Avenue to create a more pedestrian-friendly atmosphere for businesses, most owners would still prefer to orient their businesses toward Orange Avenue to benefit from the visibility provided by the higher volume of automobile traffic.
4. **Walkability.** The Downtown area is laid out in a grid pattern with short blocks, which should make the area walkable (distance-wise). However, the more recent developments have changed the character of the area to a suburban pattern that puts a heavier emphasis on accommodating the automobile rather than the pedestrian. The CBD and GCC districts try to fix this by requiring adequate pedestrian circulation in front of the site, and requiring buildings close to the street with parking in the rear (or side). The applicability of those standards to other districts and streets should be reviewed and potentially expanded.
5. **Use Compatibility.** The area is generally zoned for a mix of uses, but there are numerous single-family homes still used for that purpose. While it is not the City's intent to make those homes non-conforming, new single-family development is not appropriate in the downtown core. The regulations will need to ensure the different uses already there can co-exist but set the stage for the possibility of those sites redeveloping into different uses in the future.
6. **Parking Requirements.** The CBD and GCC districts already make some concessions to account for the difficulty of providing parking spaces Downtown. Additional techniques, such as shared parking that considers different peak hours, need to be reviewed.
7. **Storefronts.** While Walnut Street from Orange Avenue to Palmetto Avenue has a very defined character today, it is not guaranteed that it will remain the same in the future. Specific architectural standards should be considered to maintain that storefront character.
8. **Building Height.** While most of the buildings are currently one or two stories in height, a recent development proposal included a 4-story building. Allowing more than 2 stories in height will be considered in certain areas as long as the additional height does not interfere with views of the river.