COLUMBIA COUNTY BOARD OF COUNTY COMMISSIONERS
POST OFFICE BOX 1529
LAKE CITY, FLORIDA 32056-1529

COLUMBIA COUNTY SCHOOL BOARD ADMINISTRATIVE COMPLEX
352 WEST DUVAL STREET
LAKE CITY, FLORIDA 32055

AGENDA

&

FINAL BUDGET HEARING

SEPTEMBER 20, 2012

7:00 P.M.

Invocation (Commissioner Scarlet P. Frisina)
Pledge to U.S. Flag
Staff Agenda Additions/Deletions
Adoption of Agenda
Public Comments

Scarlet P. Frisina, Chairperson

(1) Final Budget Hearing

Brian J. Burrell, Regional Business Director

(1) C.O.P.C.N. – Med-Trans Corporation (Trauma One)

Brian Kepner, County Planner

PUBLIC HEARINGS:

Zoning Amendment (continued from July 19, 2012 meeting):

(1) Z0529 – Espenship Investments Group, LLC – District 3 – Commissioner DuPree
Text Amendment to the Land Development Regulations (1st
Hearing):

(1) LDR 12-02 – Plum Creek Land Company, Adding a New
Zoning District of MIXED USE DISTRICT-
INTERMODAL (MUD-1)

Marlin Feagle, County Attorney

(1) Gary Cleveland Property – Herlong Road Project

(2) William Brinson – Old Wire Road Project – Phase #2

STAFF MATTERS:

HONORABLE SCARLET P. FRISINA, CHAIRPERSON

(1) Consent Agenda

COMMISSIONERS COMMENTS

ADJOURNMENT
FY 2012-2013 Budget
Final Budget Hearing

September 20, 2012
County Budget Process

In accordance with Florida Law, two (2) Public Hearings are required to set the millage rates and adopt the final budget. The first of these two hearings was held on Thursday, September 13th, 2012.
FY2012-2013 Budget

Requested Changes
(Subject to approval of FY12-13 Budget as presented)
FY12-13 Requested Changes

- Increased Agency Funding
  - Meridian Behavioral Healthcare $ 9,750
  - CARC $40,000
  - Senior Services $66,667
FY12-13 Requested Changes

- **Personnel Additions/Changes**
  - Division Manager Adjustments (subject to salary survey) $50,000
  - Assistant County Manager (salary + benefits) $90,000
  - Drainage Crew (10 positions + benefits) $352,000
FY12-13 Requested Changes

Non Recurring (Year End):

The following were approved by the Board as non recurring expenditures (will require year end budget amendments):

- Overtime – CCSO $179,114
- Equipment Purchases – Operations $450,000
- Equipment Purchases – Safety $46,000
- Museum Grant Match $25,000
County Budget Highlights
FY 2012-2013
FY2012-2013
County Budget Highlights

- Total Ad Valorem Revenue Shortfall Approximately $510,000
- No increase in Millage Rate. (4.54% Reduction)
- No Increase in Non-ad Valorem Assessments for Fire or Solid Waste (Public Hearing was held on Thursday, September 6, 2012)
- No Fee Increases
FY 2012-2013
Budget Review
General Fund

<table>
<thead>
<tr>
<th>Department</th>
<th>FY 07-08</th>
<th>FY 08-09</th>
<th>FY 09-10</th>
<th>FY 10-11</th>
<th>FY 11-12</th>
<th>FY 12-13</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Fund</td>
<td>$37,759,153</td>
<td>$36,334,883</td>
<td>$37,134,787</td>
<td>$36,020,042</td>
<td>$35,091,962</td>
<td>$38,915,625</td>
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<tr>
<td>Clerk to BOCC</td>
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<td>Property Appraiser</td>
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<td>Tax Collector</td>
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<td>County Auditor</td>
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<tr>
<td>Data Processing</td>
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<tr>
<td>County Attorney</td>
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<tr>
<td>Supervisor of Elections</td>
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<td>Non-Departmental</td>
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<td>Facilities Management</td>
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<tr>
<td>Courthouse Annex</td>
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<tr>
<td>Montgomery Building</td>
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<tr>
<td>Sheriff</td>
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<tr>
<td>General Government</td>
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<td>Watertown</td>
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<td>Code Enforcement</td>
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<tr>
<td>Recreation</td>
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<td>Emergency Mgt.</td>
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<tr>
<td>Safety</td>
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<td>Autopsies</td>
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<td>Judicial</td>
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<tr>
<td>County Extension</td>
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<tr>
<td>Landscaping and Parks</td>
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<tr>
<td>Central Communications</td>
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<tr>
<td>Soil Conservation</td>
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<tr>
<td>Veterans Services</td>
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<tr>
<td>Mosquito Control</td>
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<tr>
<td>Health Services</td>
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<tr>
<td>Welfare</td>
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<tr>
<td>Library</td>
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<tr>
<td>City of Lake City – Tax Increment Fund</td>
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</tr>
</tbody>
</table>
## Funds Not Levying Ad-Valorem Taxes

<table>
<thead>
<tr>
<th>Fund</th>
<th>(FY08-09)</th>
<th>(FY09-10)</th>
<th>(FY10-11)</th>
<th>(FY 11-12)</th>
<th>(FY 12-13)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Trust</td>
<td>$11,617,670</td>
<td>$9,524,580</td>
<td>$9,329,426</td>
<td>$10,607,477</td>
<td>$10,652,489</td>
</tr>
<tr>
<td>Road Improvement Debt Service</td>
<td>860,000</td>
<td>960,000</td>
<td>960,000</td>
<td>1,160,000</td>
<td>2,261,425</td>
</tr>
<tr>
<td>Municipal Services Fund</td>
<td>4,241,402</td>
<td>13,487,952</td>
<td>13,821,637</td>
<td>13,017,637</td>
<td>13,878,587</td>
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<tr>
<td>Court Services</td>
<td>756,350</td>
<td>699,600</td>
<td>656,850</td>
<td>719,675</td>
<td>916,350</td>
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<td>Special Law Enforcement</td>
<td>47,000</td>
<td>65,500</td>
<td>50,500</td>
<td>30,100</td>
<td>30,100</td>
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<tr>
<td>Tourist Development Tax – Operating</td>
<td>854,225</td>
<td>887,790</td>
<td>949,350</td>
<td>1,033,425</td>
<td>1,293,500</td>
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<tr>
<td>Landfill Enterprise</td>
<td>4,163,150</td>
<td>4,350,098</td>
<td>4,274,376</td>
<td>4,780,551</td>
<td>7,405,301</td>
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<tr>
<td>Library Enhancement</td>
<td>2,229,763</td>
<td>2,130,730</td>
<td>2,119,861</td>
<td>1,729,174</td>
<td>1,043,802</td>
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<td>Local Housing Assistance</td>
<td>523,500</td>
<td>551,000</td>
<td>200,000</td>
<td>350,000</td>
<td>0</td>
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<tr>
<td>Economic Development</td>
<td>1,691,400</td>
<td>2,693,185</td>
<td>2,594,385</td>
<td>4,943,708</td>
<td>3,466,095</td>
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<tr>
<td>Connector Roads</td>
<td>9,075,073</td>
<td>8,304,168</td>
<td>10,707,600</td>
<td>10,727,600</td>
<td>8,477,600</td>
</tr>
<tr>
<td>Road Improvement</td>
<td>17,637,078</td>
<td>7,230,928</td>
<td>10,484,200</td>
<td>4,523,978</td>
<td>6,423,978</td>
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<tr>
<td>Utilities</td>
<td>-</td>
<td>-</td>
<td>177,617</td>
<td>435,740</td>
<td>391,988</td>
</tr>
<tr>
<td>Community Development Block Grant</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>520,701</td>
</tr>
<tr>
<td>Neighborhood Stabilization Program</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,029,454</td>
</tr>
</tbody>
</table>
The proposed operating budget expenditures of the Columbia County Board of County Commissioners are 8.3% more than last year’s operating expenditures.

<table>
<thead>
<tr>
<th>CASH BALANCE BROUGHT FORWARD</th>
<th>GENERAL FUND</th>
<th>ENTERPRISE FUNDS</th>
<th>SPECIAL REVENUE/CAPITAL PROJECTS FUNDS</th>
<th>TOTAL BUDGET</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$13,000,000</td>
<td>$5,550,000</td>
<td>$19,925,000</td>
<td>$38,475,000</td>
</tr>
</tbody>
</table>

**ESTIMATED REVENUES:**

**TAXES:** Millage per $1,000

<table>
<thead>
<tr>
<th>Item</th>
<th>General Fund</th>
<th>Enterprise Funds</th>
<th>Special Revenue/Capital Projects Funds</th>
<th>Total Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ad Valorem Taxes 8.015</td>
<td>17,667,999</td>
<td>-</td>
<td>-</td>
<td>17,667,999</td>
</tr>
<tr>
<td>Non-Ad Valorem Assessments</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Sales &amp; Use Taxes</td>
<td>3,322,000</td>
<td>-</td>
<td>5,500,000</td>
<td>8,822,000</td>
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<tr>
<td>Intergovernmental Revenues</td>
<td>4,536,138</td>
<td>70,580</td>
<td>9,242,885</td>
<td>13,849,603</td>
</tr>
<tr>
<td>Charges for Services</td>
<td>821,418</td>
<td>1,921,500</td>
<td>-</td>
<td>2,742,918</td>
</tr>
<tr>
<td>Licenses &amp; Permits</td>
<td>-</td>
<td>-</td>
<td>281,000</td>
<td>281,000</td>
</tr>
<tr>
<td>Fines &amp; Forfeitures</td>
<td>331,500</td>
<td>-</td>
<td>154,000</td>
<td>485,500</td>
</tr>
<tr>
<td>Franchise Fees</td>
<td>-</td>
<td>-</td>
<td>70,000</td>
<td>70,000</td>
</tr>
<tr>
<td>Interest Earned/Other</td>
<td>600,550</td>
<td>60,000</td>
<td>163,820</td>
<td>824,370</td>
</tr>
<tr>
<td><strong>TOTAL REVENUES</strong></td>
<td>27,279,605</td>
<td>2,052,080</td>
<td>22,127,705</td>
<td>51,459,390</td>
</tr>
<tr>
<td>Less 5% of Estimated revenue</td>
<td>(1,363,980)</td>
<td>(104,791)</td>
<td>(1,028,623)</td>
<td>(2,497,394)</td>
</tr>
<tr>
<td>Transfers in</td>
<td>-</td>
<td>300,000</td>
<td>4,500,000</td>
<td>4,800,000</td>
</tr>
<tr>
<td>Loan Proceeds</td>
<td>-</td>
<td>-</td>
<td>4,470,000</td>
<td>4,470,000</td>
</tr>
<tr>
<td><strong>TOTAL ESTIMATED REVENUES AND BALANCES</strong></td>
<td>$38,915,625</td>
<td>$7,797,289</td>
<td>$49,994,082</td>
<td>$96,706,996</td>
</tr>
</tbody>
</table>

**EXPENDITURES/EXPENSE**

<table>
<thead>
<tr>
<th>Category</th>
<th>General Fund</th>
<th>Enterprise Funds</th>
<th>Special Revenue/Capital Projects Funds</th>
<th>Total Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Government</td>
<td>$6,539,911</td>
<td>$ -</td>
<td>$789,448</td>
<td>$7,329,359</td>
</tr>
<tr>
<td>Public Safety</td>
<td>14,622,771</td>
<td>-</td>
<td>3,336,832</td>
<td>17,959,603</td>
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<tr>
<td>Physical Environment</td>
<td>2,469,260</td>
<td>5,876,064</td>
<td>3,496,200</td>
<td>11,841,524</td>
</tr>
<tr>
<td>Transportation</td>
<td>-</td>
<td>-</td>
<td>20,428,300</td>
<td>20,428,300</td>
</tr>
<tr>
<td>Economic Environment</td>
<td>185,749</td>
<td>-</td>
<td>3,235,485</td>
<td>3,421,235</td>
</tr>
<tr>
<td>Human Services</td>
<td>2,332,357</td>
<td>-</td>
<td>-</td>
<td>2,332,357</td>
</tr>
<tr>
<td>Culture/Recreation</td>
<td>962,307</td>
<td>-</td>
<td>831,043</td>
<td>1,793,350</td>
</tr>
<tr>
<td>Debt Service</td>
<td>-</td>
<td>135,954</td>
<td>1,676,950</td>
<td>1,812,904</td>
</tr>
<tr>
<td><strong>TOTAL EXPENDITURES/EXPENSES</strong></td>
<td>27,112,355</td>
<td>6,012,018</td>
<td>33,794,259</td>
<td>66,918,632</td>
</tr>
<tr>
<td>Transfers out</td>
<td>-</td>
<td>-</td>
<td>4,800,000</td>
<td>4,800,000</td>
</tr>
<tr>
<td>Reserves</td>
<td>11,803,270</td>
<td>1,785,271</td>
<td>11,399,823</td>
<td>24,988,364</td>
</tr>
<tr>
<td><strong>TOTAL APPROPRIATED EXPENDITURES AND RESERVES</strong></td>
<td>$38,915,625</td>
<td>$7,797,289</td>
<td>$49,994,082</td>
<td>$96,706,996</td>
</tr>
</tbody>
</table>

THE TENTATIVE ADOPTED AND/OR FINAL BUDGETS ARE ON FILE IN THE OFFICE OF THE ABOVE MENTIONED TAXING AUTHORITY AS A PUBLIC RECORD.
- Open Budget Hearing
- Public Comments
- Close Budget Hearing
- Board of County Commission Comments
- Adoption of Budget Resolutions
RESOLUTION NO. 2012R-53

WHEREAS, The Board of County Commissioners of Columbia County, Florida has tentatively adopted its budgets for the year ending September 30, 2013, and

WHEREAS, in order to adequately fund these budgets the following millage rates will be required to be levied.

<table>
<thead>
<tr>
<th>RATE</th>
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</thead>
<tbody>
<tr>
<td>General Fund</td>
</tr>
<tr>
<td>8.015 mills</td>
</tr>
</tbody>
</table>

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF COLUMBIA COUNTY, FLORIDA, that said Board shall levy the following millage rates for its operations for the year ending September 30, 2013.

<table>
<thead>
<tr>
<th>RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Fund</td>
</tr>
<tr>
<td>8.015 mills</td>
</tr>
<tr>
<td>Total</td>
</tr>
<tr>
<td>8.015 mills</td>
</tr>
</tbody>
</table>

BE IT FURTHER RESOLVED BY THE BOARD, that if the final taxable value on the tax roll as certified by the Property Appraiser is at variance with the value initially certified by more that one (1) percent, the Chairperson of the Board of County Commissioners is authorized to adjust the above millage levies to bring in the same funds as contained in the approved budgets.

PASSED AND ADOPTED this 20th day of September, 2012.

COLUMBIA COUNTY BOARD OF COUNTY COMMISSIONERS

BY: ______________________________
    Scarlet P. Frisina, Chairperson

ATTEST:

______________________________
P. DeWitt Cason, Clerk (SEAL)
RESOLUTION NO. 2012R-54

WHEREAS, the Board of County Commissioners of Columbia County, Florida, has adopted its tentative budget for fiscal year ending September 30, 2013, which budget contains all funds of the Board of County Commissioners, and

WHEREAS, the Board wishes to adopt this tentative budget as the final budget for fiscal year 2012-2013.

Columbia County Board of County Commissioners

<table>
<thead>
<tr>
<th>Fund</th>
<th>Appropriations and Reserves</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>$38,915,625</td>
</tr>
<tr>
<td>Transportation Trust</td>
<td>10,652,489</td>
</tr>
<tr>
<td>Municipal Services Fund</td>
<td>13,878,587</td>
</tr>
<tr>
<td>Court Services Fund</td>
<td>916,350</td>
</tr>
<tr>
<td>Landfill Enterprise</td>
<td>7,405,301</td>
</tr>
<tr>
<td>Library Enhancement</td>
<td>1,043,802</td>
</tr>
<tr>
<td>Special Law Enforcement</td>
<td>30,100</td>
</tr>
<tr>
<td>Tourist Development Tax-Operating</td>
<td>1,293,500</td>
</tr>
<tr>
<td>Community Development Block Grant</td>
<td>520,701</td>
</tr>
<tr>
<td>Neighborhood Stabilization Program</td>
<td>1,029,454</td>
</tr>
<tr>
<td>Local Housing</td>
<td>0</td>
</tr>
<tr>
<td>Economic Development</td>
<td>3,466,095</td>
</tr>
<tr>
<td>Utilities</td>
<td>391,988</td>
</tr>
<tr>
<td>Road Improvement</td>
<td>6,423,978</td>
</tr>
<tr>
<td>Connector Roads Project</td>
<td>8,477,600</td>
</tr>
<tr>
<td>Road Improvement Debt Service</td>
<td>2,261,425</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$96,706,995</td>
</tr>
</tbody>
</table>

PASSED AND ADOPTED this 20th day of September, 2012.

ATTEST: ________________________________

BY: Scarlet P. Frisina, Chairperson

P. DeWitt Cason, Clerk of Courts
Board of County Commissioners
Columbia County, FL.

Commissioners:

Thank you for the opportunity to apply for a COPCN to base and operate an air medical helicopter in Columbia County. In July 2012 Med-Trans Corporation was selected by UF/Shands Jacksonville to provide helicopter aviation services for their well established TraumaOne program. Med-Trans will begin providing service to TraumaOne on January 1st, 2013. TraumaOne would like to continue to base one of their aircraft in Columbia County at the Lake City Airport and continue to provide the citizens of Columbia County and surrounding counties with the same high quality, safe air medical transport they have enjoyed for several years. If granted, Med-Trans will hold the COPCN and State EMS license. Med-Trans will provide the aircraft, pilots and maintenance technicians and will contract with TraumaOne to provide the Medical Staff and program branding.

Since our founding in 1982, Med-Trans has always made a commitment to our safety culture, exceptional customer service and sound business model principles. This foundation and the exceptional support of our parent company, Air Medical Group Holdings, uniquely positions Med-Trans to offer unparalleled support for the development and enhancement of the TraumaOne program. Med-Trans will be providing a factory new Eurocopter EC-135, twin engine EMS helicopter with the most state of the art avionics and safety tools available. The aircraft will be equipped with Night Vision Goggles, Terrain Avoidance, and anti-collision devices. Our aviation training program, maintenance and dedication to safety is second to none in the industry.

Today, our company possesses more than 30 years of medical aviation transport experience. We operate from 50 base locations across 19 states. A few of these marquee programs have been a part of our team for almost twenty years and is evidence to the commitment we have to each of our business relationships. In valuing partnership opportunities, we value quality over quantity and look forward to many years of service to the citizens of Columbia Co. and the NE Florida region.

Your primary contact throughout this process will be myself burrellbrian@med-trans.net or by phone at 772.766.9889. Of course your current contacts at TraumaOne will also be available. We at Med-Trans look forward to the opportunity to work with you and your staff along with the TraumaOne team on this very exciting new chapter in the NE Florida EMS community.

Sincerely,

Brian J. Burrell
Regional Business Director
Med-Trans Corporation
www.med-trans.net
My contact information is below. Please feel free to contact me anytime.

Thanks,
Brian

Brian J. Burrell RN, EMT-P
Business Development
Med-Trans Corporation
772-766-9889 - Mobile
burrellbrian@med-trans.net
Air Carrier Certificate

This certifies that

MED-TRANS CORPORATION
4581 SOUTH BUTTERFIELD DRIVE
TUCSON, ARIZONA 85714

has met the requirements of the Federal Aviation Act of 1958, as amended, and the rules, regulations, and standards prescribed thereunder for the issuance of this certificate and is hereby authorized to operate as an air carrier and conduct common carriage operations in accordance with said Act and the rules, regulations, and standards prescribed thereunder and the terms, conditions, and limitations contained in the approved operations specifications.

This certificate is not transferable and, unless sooner surrendered, suspended, or revoked, shall continue in effect indefinitely.

By Direction of the Administrator

Certificate number: M3XA227H

KENNETH J. REILLY (Signature)

MANAGER

(revised: DECEMBER 01, 2008

Effective Date: MARCH 12, 2002

Issued at: WP07

FAA Form 8430-18 (8-87) AFS Electronic Forms System -v2.2
JOHN F. THRONE & CO.
INSURANCE MARKETING, INC.

CERTIFICATE OF INSURANCE

CERTIFICATE HOLDER: MED TRANS CORPORATION
2871 LAKE VISTA DRIVE, SUITE 150
LEWISVILLE, TX 75067

NAMED INSURED: AMGH HOLDING CORP. AND AS MORE FULLY ENDORSED,
INCLUDING MED-TRANS CORPORATION
P.O. BOX 768
WEST PLAINS, MO 65775

POLICY PERIOD: 12/01/11 to 12/01/12

INSURANCE COMPANY(IES): STARR INDEMNITY AND LIABILITY COMPANY THROUGH STARR AVIATION (LEAD) AND
FOLLOWING MARKETS AS ON FILE

AIRCRAFT LIABILITY COVERAGE
WITH RESPECT TO: ALL SCHEDULED AIRCRAFT

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ALL SCHEDULED FIXED WING AIRCRAFT OTHER THAN KING AIR AIRCRAFT $20,000,000. LIMIT OF LIABILITY

AVIATION COMMERCIAL GENERAL LIABILITY COVERAGE

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<td>Fire Legal Liability (any one fire)</td>
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OTHER COVERAGES/CONDITIONS/REMARKS:

THIS CERTIFICATE DOES NOT CHANGE IN ANY WAY THE ACTUAL COVERAGES PROVIDED BY THE POLICY(IES) SPECIFIED ABOVE.

CERTIFICATE NO.: 146
DATE: 12/01/11

By: Barbara Sandberg

Two Union Square, 601 Union Street, Suite 4551 • Seattle, WA 98101-2362 • Tel: (206) 622-3636 • Fax: (206) 623-6286
Lisa Roberts

From: Brian Burrell [burrellbrian@med-trans.net]
Sent: Wednesday, September 05, 2012 5:33 AM
To: Lisa Roberts
Subject: RE: COPCN discussion
Attachments: Med-Trans 135 Cert.pdf; Med-Trans COI.pdf; COPCN Columbia Co. Letter.pdf

Lisa,

Please see the attached letter of request for a COPCN to base and operate an air medical helicopter in Columbia County FL. I have also attached a copy of Med-Trans FAA part 135 air carrier certificate and also a Certificate of Insurance. Med-Trans is a privately held corporation and our financial performance is not public information. However, I may be able to provide some specifics if the Board requires it.

Please let me know what more information is needed to provide the Board of County Commissioners with the proper documentation to assist with their decision.

Thank you,
Brian

Brian J. Burrell RN, EMT-P
Business Development
Med-Trans Corporation
772-766-9889 - Mobile
burrellbrian@med-trans.net

From: Lisa Roberts [mailto:lisa_roberts@columbiacountyfla.com]
Sent: Thursday, August 30, 2012 1:18 PM
To: Brian Burrell
Subject: RE: COPCN discussion

Brian:

It was nice talking with you this morning as well. I received your e-mail and will be looking for your submittal information in behalf of Med-Trans Corp. to obtain the COPCN from Columbia County.

If you have any questions relative to the process, please feel free to contact me at (386) 758-1005.

Lisa K.B. Roberts
Administrative Manager
Columbia County, Florida

From: Brian Burrell [mailto:burrellbrian@med-trans.net]
Sent: Thursday, August 30, 2012 9:49 AM
To: Lisa Roberts
Subject: COPCN discussion

Lisa,

Good to talk with you this morning. I will gather the information you suggested and will send it to you ASAP.

9/5/2012
RESOLUTION NUMBER 2012R-50

WHEREAS, Med-Trans Corporation, a licensed rotor-winged Advanced Life Support provider in the State of Florida, desires to base a rotor-winged aircraft in Columbia County; and

WHEREAS, Med-Trans Corporation was selected by UF/Shands Jacksonville to provide helicopter aviation services for the TraumaOne program commencing January 1, 2013; and

WHEREAS, the purpose of Med-Trans Corporation is to improve, enhance and augment the Emergency Medical Services systems of Columbia and surrounding counties by providing a much needed air transport unit for trauma and critically ill patients delivery to a trauma center or appropriate acute care facility; and

WHEREAS, Med-Trans Corporation indicated that it desires not to conflict with the current level of out-of-hospital emergency care being provided by Columbia County, Florida through contractual services but to augment Columbia County’s Emergency Medical Services and surrounding counties; now

THEREFORE BE IT RESOLVED that the Columbia County Board of County Commissioners grants unto Med-Trans Corporation this limited Certificate of Public Necessity and Convenience with the following limitations:

1.) Med-Trans Corporation will be allowed to base a permitted rotor-winged aircraft in Columbia County.

2.) Med-Trans Corporation will assure that the landing pad in Columbia County meets requirements of the FAA and State and that safety will be a primary concern.

UNANIMOUSLY PASSED AND ADOPTED in its regular session on this 20th day of September, 2012.

BOARD OF COUNTY COMMISSIONERS
COLUMBIA COUNTY, FLORIDA

BY: Scarlet Frisina, Chairperson

ATTEST:

P. DeWitt Cason, Clerk of Court

(SEAL)
ORDINANCE NO. 2012-7

AN ORDINANCE OF COLUMBIA COUNTY, FLORIDA, AMENDING ORDINANCE NO. 98-1, COLUMBIA COUNTY LAND DEVELOPMENT REGULATIONS, AS AMENDED; RELATING TO AN AMENDMENT OF LESS THAN TEN CONTIGUOUS ACRES OF LAND TO THE OFFICIAL ZONING ATLAS OF THE COLUMBIA COUNTY LAND DEVELOPMENT REGULATIONS, AS AMENDED, PURSUANT TO AN APPLICATION, Z0529, BY THE PROPERTY OWNER OF SAID ACREAGE; PROVIDING FOR REZONING FROM RESIDENTIAL SINGLE FAMILY-2 (RSF-2) TO RESIDENTIAL, (MIXED) SINGLE FAMILY/MOBILE (RSF/MH-2) OF CERTAIN LANDS WITHIN THE UNINCORPORATED AREA OF COLUMBIA COUNTY, FLORIDA; PROVIDING SEVERABILITY; REPEALING ALL ORDINANCES IN CONFLICT; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, Section 125.01, Florida Statutes, as amended, empowers the Board of County Commissioners of Columbia County, Florida, hereinafter referred to as the Board of County Commissioners, to prepare and adopt land development regulations;

WHEREAS, Sections 163.3161 to 163.3248, Florida Statutes, as amended, the Community Planning Act, requires the Board of County Commissioners to prepare and adopt regulations concerning the use of land and water;

WHEREAS, an application for an amendment, as described below, has been filed with the County;

WHEREAS, the Planning and Zoning Board of Columbia County, Florida, hereinafter referred to as the Planning and Zoning Board, has been designated as the Local Planning Agency of Columbia County, Florida, hereinafter referred to as the Local Planning Agency;

WHEREAS, pursuant to Section 163.3174, Florida Statutes, as amended, and the Land Development Regulations, the Planning and Zoning Board, serving also as the Local Planning Agency, held the required public hearing, with public notice having been provided, on said application for an amendment, as described below, and at said public hearing, the Planning and Zoning Board, serving also as the Local Planning Agency, reviewed and considered all comments received during said public hearing and the Concurrency Management Assessment concerning said application for an amendment, as described below, and recommended to the Board of County Commissioners approval of said application for an amendment, as described below;

WHEREAS, pursuant to Section 125.66, Florida Statutes, as amended, the Board of County Commissioners, held the required public hearing, with public notice having been provided, on said application for an amendment, as described below, and at said public hearing, the Board of County Commissioners reviewed and considered all comments received during said public hearing, including the recommendation of the Planning and Zoning Board, serving also as the Local Planning Agency, and the Concurrency Management Assessment concerning said application for an amendment, as described below; and

WHEREAS, the Board of County Commissioners has determined and found that approval of said application for an amendment, as described below, would promote the public health, safety, morals, order, comfort, convenience, appearance, prosperity or general welfare.
NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF COLUMBIA COUNTY, FLORIDA, AS FOLLOWS:

Section 1. Pursuant to an application, Z 0529, by Espenship Investment Group, LLC, to amend the Official Zoning Atlas of the Land Development Regulations by changing the zoning district of certain lands, the zoning district is hereby changed from RESIDENTIAL SINGLE FAMILY-2 (RSF-2) to RESIDENTIAL, (MIXED) SINGLE FAMILY/MOBILE (RSF/MH-2) on property described, as follows:

A parcel of land lying within Section 10, Township 4 South, Range 16 East, Columbia County, Florida. Being more particularly described, as follows: Commence at the Northeast corner of the Southeast 1/4 of the Southwest 1/4 of said Section 10; thence North 84°41'10" West, along the North line of said Southeast 1/4 of the Southwest 1/4 of Section 10, a distance of 575.07 feet; thence South 00°44'18" West 220.00 feet to the Point of Beginning; thence continue South 00°44'18" West 92.81 feet; thence North 89°12'00" West 749.57 feet to the West line of said Southeast 1/4 of the Southwest 1/4 of Section 10; thence North 00°40'08" East, along said West line of the Southeast 1/4 of the Southwest 1/4 of Section 10, a distance 306.45 feet to the Northeast corner of said Southeast 1/4 of the Southwest 1/4 of Section 10; thence South 89°41'10" East, along the North line of the Southeast 1/4 of the Southwest 1/4 of said Section 10, a distance of 529.96 feet; thence South 00°44'18" West 220.00 feet; thence 89°41'10" East 220.00 feet to the Point of Beginning. Containing 4.22 acres, more or less.

Section 2. Severability. If any provision or portion of this ordinance is declared by any court of competent jurisdiction to be void, unconstitutional or unenforceable, then all remaining provisions and portions of this ordinance shall remain in full force and effect.

Section 3. Conflict. All ordinances or portions of ordinances in conflict with this ordinance are hereby repealed to the extent of such conflict.

Section 4. Effective Date. Pursuant to Section 125.66, Florida Statutes, as amended, a certified copy of this ordinance shall be filed with the Florida Department of State by the Clerk of the Board of County Commissioners within ten (10) days after enactment by the Board of County Commissioners. This ordinance shall become effective upon filing of the ordinance with the Florida Department of State.

Section 5. Authority. This ordinance is adopted pursuant to the authority granted by Section 125.01, Florida Statutes, as amended, and Sections 163.3161 through 163.3248, Florida Statutes, as amended.

PASSED AND DULY ADOPTED, in regular session with a quorum present and voting, by the Board of County Commissioners this 20TH day of SEPTEMBER 2012.

BOARD OF COUNTY COMMISSIONERS OF COLUMBIA COUNTY, FLORIDA

Attest:

P. DeWitt Cason, County Clerk

Scarlet P. Frisina, Chair
Sec. 4.21. Districts and Intent.

The Mixed Use District – Intermodal (MUD-I) designation permits all industrial uses associated with an intermodal rail terminal facility, including light and heavy manufacturing a wide range of industrial uses, warehousing and distribution facilities, logistics-centered uses, offices, commercial and residential.

This MUD-I zoning category requires the adoption of an MUD-I Preliminary Development Plan which shall be comprised of five defined MUD-I Categories:

Category A– Industrial Park
Category B– Intermodal Terminal
Category C– Commercial / Transitional
Category D– Residential
Category E– Primary Open Space

Purpose: The purpose of MUD-I designation is to permit within its boundary:

1. The development, use and operation of: intermodal rail terminal facilities; connecting and switch tracks to provide rail connections between railroad main lines and intermodal rail terminal facilities; short-term storage or staging of goods and commodities in transit; transportation equipment support and storage facilities; warehouse and distribution facilities; logistics-centered buildings and uses; heavy industrial uses; light industrial uses; commercial uses; office uses; residential uses and open space.

2. A comprehensive master planned approach which addresses:
   a. the placement of a mix of land uses within MUD-I;
   b. the conceptual location of rail infrastructure and primary roadway infrastructure to support the MUD-I;
   c. conceptual configuration of proposed MUD-I Categories within the MUD-I;
   d. the identification of areas designated as Conservation - Open Space within the MUD-I

3. The MUD-I is intended to permit developers of large-scale, complex and integrated intermodal rail, logistics and industrial projects the flexibility to adapt to market-driven demands and to develop in a phased manner over an extended period of time.

2.21.2 Definitions. For purposes of this Section 4.21 MUD-I, the following definitions shall apply:

1. “Cargo container” shall mean a standardized enclosed vessel (with doors for loading and unloading) which may be loaded and unloaded to and from trains, trucks, ships and other modes of transportation.

2. “Heavy manufacturing” shall mean industrial uses consisting of manufacturing, assembling, fabrication and processing, bulk handling, storage, warehousing and trucking. The uses associated with this district are likely to generate significant levels of truck traffic, noise, pollution, vibration, dust, fumes, odors, radiation, radioactivity, poisons, pesticides, herbicides, or other hazardous materials, fire hazards, or explosion hazards.

3. “Long-term” shall mean with respect to the storage of each cargo container, truck trailer container or truck chassis, one year.
4. "MUD-I Preliminary Development Plan" shall mean a map or maps of the MUD-I which have been approved by the Board of County Commissioners and containing the information required under this Section 4.21, including the designation of MUD-I Categories along with primary roadways and perimeter buffers.

5. "MUD-I Final Development Plan" - shall mean a map or maps of the MUD-I or phases of the MUD-I which are consistent with the MUD-I Preliminary Development Plan and which have been approved by the Board of County Commissioners pursuant to Section 5.16 (Preliminary Plat Procedure) and containing the information required under this Section 4.21. Approval of the MUD-I Final Development Plan constitutes Preliminary Plat Approval.

6. "Private road" shall mean an asphalt or concrete paved permanent roadway not dedicated to the County and having a pavement width of not less than twenty-five (25) feet.

7. "Short-term" shall mean with respect to the storage of each cargo trailer, truck trailer container or truck chassis and the storage of goods in transit, not more than sixty (60) consecutive days.

8. "Towers" shall mean protrusions of accessory structures above the normal structural rooftop of a building, such as structures housing elevators or other lift equipment mechanical structures, communication devices and equipment, wind turbines and rooftop mechanical equipment.

9. "Travel Plaza" shall mean a retail business that provides auto and/or truck fuel, the retail sale of convenience items, one or more restaurants and which includes more than four (4) fuel islands and more than eight (8) fueling positions.

4.21.3 MUD-I Requirements: Any MUD-I shall be meet all of the following criteria at the time that the Preliminary Development Plan for the MUD-I is established and approved:

1. The MUD-I shall contain a minimum of 2,000 adjoining acres, under single ownership or unified development control. The term "adjoining" means parcels which are touching or contiguous to each other, as distinguished from lying near to. Parcels that are separated from each other by a local, minor collector, or major collector street or roadway shall also be considered adjoining; parcels that are separated by an arterial street/roadway or Interstate highway shall not be considered adjoining.

2. The MUD-I boundary must be adjacent to a railroad right-of-way or located within 2,000 feet of a railroad right-of-way.

3. The MUD-I shall contain at least one (1) planned intermodal rail terminal facility of not less than 50 contiguous acres in size, which terminal shall be planned for connection by switches, lead tracks, connecting tracks or spur tracks over which shall operate a railroad common carrier or a short haul or terminal railroad serving the terminal facility.

4. An MUD-I may not span a State of Florida Highway or an Interstate Highway. Subject to Comprehensive Plan land use approval and rezoning approval by the County, the boundaries of an existing MUD-I development may be expanded to include adjoining lands. Individual MUD-I expansions shall not be subject to minimum land area requirements. Expansion lands shall adjoin the parent MUD-I. Any MUD-I expansions together with the land previously included within the MUD-I shall constitute the same district upon incorporation of such expansions by Ordinance of the County.

5. Mix of uses: Development within the MUD-I shall achieve the following range of use mixes at build out, as measured by the gross acreage of each use.
6. Individual development parcels within an MUD-I may be proposed for a single use or a mix of uses; however, the range of mix of uses prescribed herein shall be achieved for the overall district at build out.

7. Non-Residential Use. Within the non-residential and non-open space component of the MUD-I, a minimum of 50% and maximum of 85% shall be Category A, B and C uses.

8. Residential Use. Within the MUD-I, a minimum of 5% and a maximum of 40% shall be Category E uses.

9. Open Space. A minimum of 10% of the open space provided within the MUD-I shall be uplands, and one half of that upland open space shall be available for passive recreation purposes. For purposes of the upland open space area calculation, Conservation Areas (not a part of the MUD-I) shall not be included in the calculation.

10. Utilities. All development in the MUD-I shall be served by central water and wastewater services, except that comfort facilities in remote recreation areas may be served by well and septic.

4.21.4 Procedure for Approval Of Mud-I Zoning And Preliminary Development Plan. The procedure for obtaining a change in zoning for the purpose of undertaking a Mixed Use District – Intermodal (MUD-I) development shall be as follows:

1. MUD-I Zoning and Preliminary Development Plan Approval. The applicant shall submit to the Land Development Regulation Administrator his or her request for change to a Mixed Use District – Intermodal (MUD-I) zoning, containing the following exhibits:
   a. A statement of objectives describing:
      1. The general purpose of the proposed development; and
      2. The general character of the proposed development.
   b. A Vicinity Map showing the location of the proposed planned MUD-I development in relation to:
      1. Surrounding streets and thoroughfares;
      2. Existing zoning on the site and surrounding areas; and
      3. Existing land use on the site and surrounding areas.
      The Vicinity Map shall be drawn at a scale to show an area of no less than 1,000 feet surrounding the property. A greater area may be required if the Planning and Zoning Board determines information on a larger vicinity is needed.
   c. A Boundary Survey and legal description of the property.
   d. A Topographic Survey. The most recent United States Geological Service [Survey] topographic survey may be used if better topographic information is not available.
e. A Site Analysis Map (or map series) at the same scale as the Preliminary Development Plan described below shall be submitted indicating:

1. Flood prone areas;
2. Areas with slopes greater than five percent;
3. Soil survey information;
4. Aerial photo showing existing tree cover;
5. The generally recognized bank of rivers, streams, canals;
6. Location of wetlands;
7. The high water line of lakes;
8. Other man-made or natural features which would be affected by building encroachment.

f. A MUD-I Preliminary Development Plan drawn at a scale suitable for presentation, showing the general plan of development for the MUD-I as follows:

1. Proposed land uses including approximate boundaries delineating each use Category (A, B, C, D and E).
2. Conceptual lot sizes; the lot sizes should be indicated either by lot lines drawn in their proposed location or a statement on the face of the Preliminary Development Plan concerning proposed lot sizes.
3. Conceptual project phase lines
4. Approximate location of onsite primary roadway network, whether public or private, shall be delineated on the Preliminary Development Plan and labeled. Local roads or access roads need not be shown.
5. Approximate location of Category E areas reserved as Primary Open Space.
8. Any other improvements necessary to portray the overall concept and guide the Final Development Plans, final plats and construction plans.

Special provisions. The location of any structure (except permitted docks, walkways, and piers) shall be set back a minimum of 35 feet from wetlands. The location of any
structure (except permitted docks, walkways, and piers) shall be set back a minimum of 75 feet from the Suwannee, Santa Fe and Ichetucknee Rivers. The location of any structure (except permitted docks, walkways, and piers) shall be set back a minimum of 50 feet from all other perennial rivers, streams and creeks.

g. **A table showing acreage** for each category of land use

h. **A statement concerning allowable buildout maximum** for each use within the MUD-I development.

i. **A statement concerning proposed floor area ratios** (percent of lot in relation to building floor area) and the **maximum building coverage** expressed as a percent of the total site area.

j. **A preliminary utility service plan** including sanitary sewers, storm drainage, and potable water supply, showing general locations of major water and sewer lines, plant location, lift stations, and indicating whether gravity or forced systems are planned. Size of lines, specific locations, and detailed calculations are not required at this stage.

k. **A statement indicating the type of legal instruments** that will be created to provide for the ownership and maintenance of common areas and any private roads.

2. **Processing the MUD-I Zoning Application and Preliminary Development Plan Submittal.** When the Land Development Regulation Administrator has received the application and submittals, and is satisfied that the application and submittals are complete, the application shall be processed as any other zoning application in accordance with the provisions of these land development regulations.

The Planning and Zoning Board shall make a recommendation to the Board of County Commissioners. The Board of County Commissioners' actions shall be one of the following:

a. Approval as submitted.

b. Conditional approval.

c. Disapproval.

3. **Revision of a MUD-I Preliminary Development Plan.** A proposed substantial change in the approved Preliminary Development Plan which affects the intent and character of the development, the density or land use patterns, or similar substantial changes, shall be reviewed by the Planning and Zoning Board and the Board of County Commissioners in the same manner as the initial application. A request for a revision of the Preliminary Development Plan shall be supported by a written statement and by revised plans demonstrating the reasons the revisions are necessary or desirable. All revisions to the approved Preliminary Development Plan shall only be approved if they are consistent with the original purpose, intent, overall design, and integrity of the approved Preliminary Development Plan.

Minor changes, and/or deviations from the Preliminary Development Plan which do not affect the intent or character of the development shall be reviewed and approved by the Land Development Regulation Administrator and shall only be approved if they are consistent with the original
purpose, intent, overall design, and integrity of the approved Preliminary Development Plan. Upon approval of the revision, the applicant shall make revisions to the plans and submittals and file the revised plans with the Land Development Regulation Administrator within 30 days.

Examples of substantial and minor changes are:

**Substantial changes.**

1. Overall MUD-I District Boundary changes.
2. Significant adjustments to the location of planned project access points.

**Minor.**

1. Adjustments to project phasing
2. Adjustments to MUD-I land use category boundaries and category mixes, not resulting in increased overall density.
3. Change in alignment, location, or length of internal streets.

The Board of County Commissioners may permit or require the phasing of an MUD-I development. When provisions for phasing are included in the Final Development Plan, each phase of development shall be so planned and so related to previous development, surrounding properties, and available public facilities and services so that a failure to proceed with subsequent phases of development will have no adverse impact on the MUD-I development or surrounding properties.

4.21.4 *MUD-I Development Time Limitations.*

An approved MUD-I Preliminary Development Plan has no expiration date. An approved MUD-I Final Development Plan has no expiration date.

4.21.5 *Phasing.*

The Board of County Commissioners may permit or require the phasing of an MUD-I development. When provisions for phasing are included in the Final Development Plan, each phase of development shall be so planned and so related to previous development, surrounding properties, and available public facilities and services so that a failure to proceed with subsequent phases of development will have no adverse impact on the MUD-I development or surrounding properties.

4.21.6 *Procedure for approval of MUD-I Final Development Plan.*

Approval of the MUD-I Preliminary Development Plan shall not constitute approval of the MUD-I Final Development Plan. MUD-I Final Development Plans may be submitted for portions of the overall MUD-I project, which may be developed in phases. Approval of the Final Development Plan shall constitute Approval of the Preliminary Plat per Section 5.16 of this code for the phase or phases of the MUD-I contained within the Final Development Plan submittal.

1. **MUD-I Final Development Plan Approval.** The applicant shall submit to the Land Development Regulation Administrator his or her request for approval of an MUD-I Final Development Plan phase containing the following exhibits:

Page 6 of 20
a. **A statement of objectives**

1. The general purpose of the proposed development
2. The general character of the proposed development

b. **A Topographic Map** drawn at an appropriate scale by a surveyor or engineer registered in the State of Florida showing:

1. The location of existing private and public property rights-of-way, streets, buildings, water courses, transmission lines, sewers, bridges, culverts, and drain pipes, water mains, and any public utility easements within or adjacent to the site.
2. Wooded areas, streams, lakes, marshes, and any other physical conditions affecting the site.
3. Existing contours at intervals of one foot.

c. **A Final Development Plan** drawn at an appropriate scale and showing:

1. The boundaries of the development phase, topography, and proposed grading plan.
2. Width, location, and names of surrounding streets.
4. Proposed streets and street names and other vehicular and pedestrian circulation systems including off-street parking.
5. The use, size, and location of all proposed building sites.
6. Location and size of undeveloped areas and public or semi-public areas.

d. **A Utility Service Plan** showing:

1. Existing drainage and sewer lines.
2. The disposition of sanitary waste and stormwater.
3. The source of potable water.
4. Location and width of all utility easements or rights-of-way.
5. Plans for the special disposition of stormwater drainage when it appears that said drainage could substantially harm a body of surface water.
e. **A Landscaping Plan** showing:

1. Landscaped areas.

2. Location, height, and material for walks, fences, walkways, and other man-made landscape features.

3. Any special landscape features such as, but not limited to, man-made lakes, land sculpture, and waterfalls.

f. **Statistical information:**

1. Total acreage of the site / phase.

2. Maximum building coverage expressed as a percent of the area.

3. Area of land devoted to landscaping and/or undeveloped area usable for recreation purposes expressed as a percent of the total site area.

4. Calculated gross density and net developable acreage for the proposed development phase (see Section 2.1 for definition of gross density).

g. **The substance of covenants, grants, easements,** or other restrictions to be imposed on the use of the land, buildings, and structures, including proposed easements for public and private utilities. All such legal documents, including homeowners associations and deed restrictions, shall be approved by the County Attorney before final approval of the plan.

2. **Processing the MUD-I Final Development Plan Submittals.**

When the Land Development Regulation Administrator has received the application and submittals, and is satisfied that the application and submittals are complete, the application shall be processed as a Preliminary Plat in accordance with Section 5.16 of these land development regulations.

3. **Issuance of Building Permits**

No building permit shall be issued for any portion of a proposed MUD-I development until the Final Development Plan has been approved.

4. **Deviation from the Final Development Plans**

Any unapproved deviation from the accepted final development plan shall constitute a breach of agreement between the applicant and the Board of County Commissioners. Such deviation may cause the County to immediately revoke the Final Development Plan until such time as the deviations are corrected or become a part of the accepted Final Development Plan.
4.21.7 **MUD-I Permitted Use Categories:** There shall be five (5) permitted use MUD-I Categories. Unless otherwise expressly specified, permitted uses within MUD-I Categories are separate, distinct and not cumulative among categories. Uses that are not expressly permitted may be allowed as a variation of use in accordance with Section 12.3 of the Columbia County - Land Development Regulations. The following uses are permitted within the designated MUD-I Categories:

1. **Category A- Industrial Park**

   **Permitted principal uses and structures:**
   
   a. Industrial warehouse, logistics and distribution facilities;
   
   b. Short-term storage or staging of goods in transit;
   
   c. Short-term cargo container storage;
   
   d. Office uses;
   
   e. Manufacturing and assembly (but not including Heavy Manufacturing) as defined in Section 4.21;
   
   f. Uses and buildings accessory to the foregoing, including any retail sales component which are accessory in nature to the principal use.
   
   g. Gasoline service stations, including truck stops with restaurants and retail uses (see Section 4.2 for special design standards).
   
   h. Banks or other financial institutions with drive-up facilities and automatic teller machines (ATM).
   
   i. Governmental offices and facilities, and private offices and facilities under government contract usage.
   
   j. Public and quasi-public utilities, including, but not limited to water wells, water treatment plants, pumping stations, sewage treatment plants, lift stations, electrical substations and facilities necessarily accessory thereto.
   
   l. Railroad rights-of-way and all associated railroad track improvements, including but not limited to tracks, ties, switches, lead tracks, connecting tracks, spur tracks, gates and signals.
   
   m. Power generation facilities (inclusive of renewable energy generation facilities but exclusive of coal-burning or nuclear plants) and heavy manufacturing shall be special exceptions in Category A, pursuant to Section 12.2

   **Restricted uses and structures.**
   
   In the Category A area, only short-term storage of semi-tractor trailers and trucks is permitted, and the maximum number of accessory parking spaces (not including trailer positions immediately adjacent to dock doors) intended for use by the semi-trailers, wheeled containers or truck-trailer combinations at warehouses, distribution facilities and other similar facilities used for storage, loading or off-loading of goods, shall not exceed one (1) parking space for every 1,500 square feet of ground floor area of the principal building.
The following Uses shall be allowed when parcel boundaries are located farther than 1,000 feet from the nearest parcel boundary of a residential use parcel (excludes agriculturally zoned properties):

1. Automobile, tractor trailer or farm implement assembly or manufacturing;
2. Boiler shops;
3. Machine shops;
4. Structural steel fabricating shops;
5. Railway car or locomotive shops, including repair;
6. Metal working shops employing reciprocating hammers or presses over twenty (20) tons rated capacity;
7. Brewing or distilling of liquors;
8. Manufacturing of cans and other types of containers;
9. Machinery manufacturing;
10. Meat packing, but not stockyards or slaughterhouses;
11. Metal stamping and extrusion.

2. Category B—Intermodal Terminal / Transportation Equipment

Permitted principal uses and structures. Intermodal rail and truck terminals, including:

a. All Category A permitted and principal uses;
b. Railroad switching, freight, and storage yards; railroad buildings and maintenance structures;
c. Lift tracks and storage tracks;
d. Outdoor overhead cranes and gantries;
e. Petroleum bulk storage and sales;
f. Train fueling and maintenance facilities;
g. Entrance and exit gates and structures and associated security apparatus;
h. Vehicular queuing areas;
i. Administrative offices and other buildings and structures customarily accessory to an intermodal railroad facility;
j. Cargo container, truck trailer and truck chassis loading and unloading;
k. Outdoor storage of truck chassis;
l. Short-term outdoor storage of cargo containers and truck trailers;
m. Short-term outdoor storage of goods in transit.

n. Short-term storage or staging of goods in transit;

o. Short-term cargo container storage;

p. Long-term cargo container storage;

q. Cargo container repair facilities;

r. Truck dispatch yards, including truck storage, fueling and repair facilities;

t. Chassis storage, dispatch and repair facilities;

u. Administrative offices, repair and storage buildings, entrance and exit gates, and other uses ancillary to the foregoing Category B uses;

v. Public and quasi-public utilities, including, but not limited to water wells, water treatment plants, pumping stations, sewage treatment plants, lift stations, electrical substations and facilities necessarily accessory thereto;

w. Railroad rights-of-way and all associated railroad track improvements, including but not limited to tracks, ties, switches, lead tracks, connecting tracks, spur tracks, gates and signals.

**Permitted accessory uses and structures.**

1. Railroad rights-of-way and all associated railroad track improvements, including but not limited to tracks, ties, switches, lead tracks, connecting tracks, spur tracks, gates and signals.

2. Governmental offices related to intermodal regulatory functions or customs, and private offices performing such functions under governmental contract.

3. Public and quasi-public utilities, including, but not limited to water wells, water treatment plants, pumping stations, sewage treatment plants, lift stations, electrical substations and facilities necessarily accessory thereto.

**Restricted uses and structures.**

1. All Category A restricted uses and structures;

2. In the Category B area, short term and long-term semi-tractor trailer storage is permitted, and indefinite storage of operable, licensed and registered trucks is a permitted use. Tractors, hostlers and trucks used by the owner or occupant of transportation equipment management facilities or intermodal facilities, for its operations in a Category B area shall be permitted without durational limitations.

3. Category C—Commercial Transitional

**Permitted principal uses and structures.**

a. Office uses;

b. Hotels and motels;
c. Restaurants, including fast-food restaurants;
d. Banks or other financial institutions with drive-up facilities and automatic teller machines (ATM);
e. Automobile and truck fueling centers and service stations. (see Section 4.2 for special design standards);
f. Travel Plazas;
g. Convenience stores;
h. Government offices and facilities; private facilities under government contract usage
i. Public and quasi-public utilities including, but not limited to water wells, water treatment plants, pumping stations, sewage treatment plants, lift stations electrical substations and facilities necessarily accessory thereto;
j. Retail commercial outlets;
k. Service establishments.

Restricted uses and structures

1. Category C (Commercial Transitional Zone): In the Category C and Category D areas, there shall be no semi-tractor trailer or truck storage.

4. Category D: Residential

Permitted principal uses and structures.
a. Single family detached units;
b. Single family attached units;
c. Multi-family units;
d. Home occupations. (see Section 4.2.31);
e. Public or private schools (including daycare facilities);
f. Churches and other houses of worship;
g. Public buildings and facilities.

Restricted uses and structures

1. Category D (Residential): In the Category C and Category D areas, there shall be no semi-tractor trailer or truck storage.

5. Category E: Primary Open Space:

The Primary Open Space category includes conservation and preservation areas, buffers for environmentally sensitive areas, pathways to facilitate bicycle and pedestrian mobility, aesthetic open space, passive recreation, gathering places and stormwater management areas. Some Primary Open Space will be open and dedicated to the public, while other Primary Open Space
contained on private lands will not. The Primary Open Space may be used for natural resource oriented activities, wildlife management areas. Stormwater facilities, trails, roadways, railroad lines, and utility placement are allowed in and through the Primary Open Space.

**Permitted principal uses and structures.**

a. Stormwater facilities including ponds, lakes, drainage swales and drainage culverts,
b. Utilities (overhead and underground);
c. Wastewater treatment facilities including all related appurtenances, equipment, tanks, ponds and spray fields,
d. Electrical substations;
e. Public and private roadway crossings;
f. Railroad crossings;
g. Community gathering places;
h. Benches;
i. Parking Lots;
j. Playground equipment;
k. Gazebos;
l. Trail-head facilities and structures;
m. Public restrooms – comfort stations;
n. Boardwalks, observation decks and footbridges;
o. Paved and unpaved multi-purpose trails; and
p. Agriculture and Silviculture according to State Best Management Practices.

4.21.8 **Site and Structure Requirements.** Minimum lot requirements (area, width). All permitted and structures (unless otherwise specified):

1. **Minimum lot area:** With the exception of the Category D areas (see 7.11 below), no minimum lot area is established in the MUD-I. However, lot areas shall be sufficient to meet density and dimensional regulations.

2. **Minimum lot width:** Minimum lot width for all Categories except Category D (see 7.11 below): 150 feet.

3. **Minimum lot depth:** Minimum lot depth for all Categories except Category D (see 7.11 below): 150 feet.

4. **Site access:** Each individual lot or principal building site shall have direct vehicular access to a paved public roadway or a private paved road.
5. **Private Roads, Setbacks and Lot Widths:** For purposes of computing minimum lot width and building setbacks, no portion of a private easement road shall be included in such computation.

6. **Maximum lot coverage:** With the exception of Category D areas (see 7.11 below), there shall be no maximum lot coverage limitation in the MUD-I, subject to compliance with the landscape regulations and building setbacks herein specified.

7. **Maximum Floor Area Ratio (FAR):** With the exception of Category D areas (see 7.11 below), there shall be a maximum 0.46 FAR within any individual lot located in the MUD-I District, subject to compliance with the landscape regulations and building setbacks herein specified. For purposes of the FAR calculation the footprint area of onsite pole barns and open air storage buildings (under roof) shall not be considered Floor Area and shall not be included in the square footage calculations related to the allowed build-out maximum for the MUD-I.

8. **Maximum building height:** With the exception of Category D areas (see 7.11 below), there shall be no maximum building height in the MUD-I, subject to compliance with the landscape regulations and building setbacks herein specified.

9. **Building Setback Requirements, minimum yard requirements (depth of front and rear yard, width of side yard).**
   
a. **Special provisions:** A minimum 35-foot natural buffer shall be required from wetlands, and 50 feet from perennial rivers, streams and creeks. The location of any structure (except permitted docks, walkways and piers) shall be prohibited within these buffer areas.

b. **In the Category A and Category B areas: All permitted or permissible uses and structures (unless otherwise specified):**
   
1. **Front and Corner Yard:** not less than 40 feet, if the maximum building height is less than or equal to 40 feet (exclusive of towers, lift equipment, HVAC and similar facilities). For buildings with a height exceeding 40 feet, the front and corner yard setback shall be increased by one foot for each additional two feet of building height, to a maximum of one hundred (100) feet of setback. No less than 20 feet of the depth shall be maintained as a landscaped area; the remainder may be used for off-street parking, but not for buildings. The depth of this landscaped area shall be measured at right angles to property lines and shall be established along the entire length of and contiguous to the designated property line or lines. This landscaped area may be penetrated at right angles by driveways.

2. **Interior side yard and rear yard:** 20 feet except where railroad spur abuts side or rear property line, in which case no yard is required.

3. See Section 4.2 for right-of-way setback requirements.

c. **In the Category C area:**
   
1. **Front yard and corner yard:** not less than 20 feet, if the maximum building height is less than or equal to 20 feet (exclusive of towers, lift equipments, HVAC and similar facilities). For buildings with a height in excess of 20 feet, the front yard setback shall be increased by one foot for each additional two feet of building height, to a maximum of
one hundred (100) feet of setback. No less than 10 feet of the setback depth shall be maintained as a landscaped area; the remainder may be used for off-street parking, but not for buildings. The depth of this landscaped area shall be measured at right angles to property lines and shall be established along the entire length of and contiguous to the designated property line or lines. This landscaped area may be penetrated at right angles by driveways.

2. **Interior side yard and rear yard:** 10 feet.

10. **Special Setbacks**

a. Special Setbacks Required for Category A, B, or C areas adjacent to a Category D area, other Residential District, Agricultural District or Residential Use:

   Where any Category A, B or C area required yard abuts an existing Category D area, existing residential zoning district, existing agricultural zoning district or a residential use existing on the date of the approval of the Preliminary Development Plan, the following building setbacks shall apply to the Category A, B or C area yard:

b. For buildings having an overall height of 40 feet or less (exclusive of towers and permissible rooftop mechanical equipment), the building setback shall be 50 feet from such adjacent lot line.

c. For buildings having an overall height of more than 40 feet (exclusive of towers and permissible rooftop mechanical equipment), the building setback from such adjacent lot line shall be 50 feet plus one additional foot for each two feet of overall building height in excess of 40 feet.

11. **Setbacks in the Category D area:**

   a. **Maximum residential density:** Residential density shall not exceed 4 dwelling units per acre based on gross residential acreage of the overall area of Category D in the MUD-I.

   b. **Minimum lot requirements (area, width):**

      1. All permitted single family residential uses and structures:

         Minimum lot area: 7,500 sq. ft.
         Minimum lot width: 75 feet

      2. All permitted multiple family development:

         Minimum site area: 16,335 sq. ft.
         Minimum site width: 80 feet

      3. All permitted non-residential uses and structures:

         Minimum lot area: None
         Minimum lot width: None

c. **Minimum yard requirements (see Section 4.2 for right-of-way setback requirements):**

   1. All permitted single family residential uses:
2. All permitted multifamily residential uses (to be applied to side perimeter):

   Front: 20 feet  
   Side: 7.5 feet each side  
   Rear: 15 feet

3. For all permitted non-residential uses:

   Front: 20 feet  
   Side: None, except where a side yard is provided, then a side yard of at least 5 feet must be provided  
   Rear: 15 feet

d. **Maximum Height of Structures:**

   No portion of a structure shall exceed:  
   - For single family attached and detached: 35 feet  
   - For multifamily: 60 feet  
   - For non-residential: 60 feet

e. **Accessory Structures.**

   Accessory structures shall comply with the same building setbacks as principal structures.

12. Setbacks in the Category E area:

   - Minimum lot area: None  
   - Minimum lot width: None  
   - Maximum height of structures: 35 feet  
   - Accessory structures: Accessory structures shall be setback a minimum of 50 feet from any parcel boundary.

4.2.1.9 **Off-Street Parking and Loading Requirements for Automobiles, Trucks and Truck-Trailers:** The provisions of Section 4.2 shall not apply within the Category A or Category B areas in an MUD-I, but shall apply to the Category C, Category D, and Category E areas in the MUD-I.

1. **Street Staging Prohibition:** In all areas of the MUD-I, the use of public or private streets for the regular staging of trucks or tractor trailers is not permitted.

2. **Off-street automobile parking requirements:**

   a. In the Category A area there shall be provided the greater of one (1) space for each 5,000 square feet of gross floor area of the principal structure or two (2) spaces for each three (3) employees on the shift with the greatest number of employees.

   b. In the Category B areas, there shall be provided two (2) spaces for each three (3) employees on the shift with the greatest number of employees.
c. In the Category C and D areas, parking requirements shall conform to Section 4.2.

4.21.10 Private Roads Authorized: The approved MUD-I Final Development Plan may provide for certain roadways within the MUD-I to be privately owned and maintained and not dedicated to the County. Private roadways within an MUD-I may have restricted access or other limitations imposed and regulated by the land owner. Private roads shall be paved to County standards.

4.21.11 Cargo Container Regulations:

1. Allowable Categories.

Cargo container storage shall be limited to the Category A and Category B areas. Short term cargo container storage is permitted in Category A and Category B areas. Long-term cargo container storage is only permitted in a Category B area.


Cargo containers affixed with hazardous materials placards shall be handled, stored and stacked in compliance with the Federal Hazardous Materials Transportation Act of 1975, as amended from time to time (HTMA), and all applicable regulations issued pursuant to HMTA.


Cargo containers shall not be modified or retrofitted for any on-site habitation or other use other than for the shipment of goods in transit; except that within an intermodal rail facility in a Category B area, up to 30 cargo containers may be used as storage units for equipment, replacement parts, air compressors and similar on-site property, and shall not be subject to durational limitations.


Cargo containers shall not be stored within a Restricted Area immediately adjacent to intersection of a public or private entrance or intersection onto a public road. Such Restricted Areas shall measure 100 feet in width centered about the entranceway and 150 feet in depth measured from the public right-of-way.

5. Cargo Container Stacking Height Limitations and Setbacks.

In Category B areas, short-term cargo container storage and stacking (not to exceed six (6) units high) shall be permitted in and adjacent to lift-truck areas of an intermodal rail yard, provided that such 6-high stacking shall not occur within 250 feet of the inside face of a required perimeter buffer as set forth in the MUD-I Preliminary Development Plan. Otherwise within Category B areas, short-term cargo container storage and stacking (not to exceed three (3) units high) shall be permitted, provided that such 3-high stacking shall not occur within 70 feet of the inside face of the required perimeter buffer as set forth in the MUD-I Preliminary Development Plan.

In Category B areas, long-term cargo container storage and stacking (not to exceed five (5) units high) shall be permitted, provided that such 5-high stacking shall not occur within 200 feet of the inside face of the required perimeter buffer as set forth in the MUD-I Preliminary Development Plan. Long-term cargo container storage and stacking (not to exceed three (3) units high) shall be permitted, provided that such 3-high stacking
shall not occur within 70 feet of the inside face of the required perimeter buffers as set forth in the Preliminary Development Plan.


Cargo containers may not be grouped more than two-deep end-to-end, and such two-deep groupings shall be separated by drive aisles of not less than 30 feet in width.

7. Paved Vehicle Use Areas Required.

In Category B areas, all on-road vehicles entering or exiting a cargo container storage yard shall be restricted to paved surfaces only. Each storage yard shall require sufficient constructed and maintained paved areas allowing all on-road vehicles to enter, exit, load, off-load and maneuver remaining at all times on paved surfaces within the storage facility. Other active use areas within the remainder of the cargo container storage areas in Category B areas shall be paved or surfaced and maintained with not less than 12 inches of dust-retardant, all weather, compacted gravel material.

8. Signage Prohibitions.

No removable fastened signage shall be displayed on any cargo container, with the exception of standardized safety or warning information placards (including hazardous materials placards used in compliance with the HMTA and all applicable regulations pursuant to the HMTA).


All cargo containers and truck trailer containers visible to public rights-of-way shall be stored in a secure fashion with doors that are fully closed.

4.21.12 Parking Field Land Banking in all Categories - Reservation of Onsite Area for Future Parking Needs: Parking Field “Land-banking” for code required automobile parking spaces is encouraged in the MUD-I in order to maximize pervious site areas while accommodating land reservation for required on-site parking requirements which may change in the future depending on changing site and building uses over time. Parking Field “land-banking” land reservations if proposed shall be identified as a part of the Site Development Plan for a lot or parcel. The Site Development Plan submittal shall provide:

1. The number of total parking spaces normally required under this sub-section 7 of this Section 4.21;

2. The estimated reduced number of parking spaces reasonably anticipated to be necessary to provide ample onsite automobile parking, along with a justification for the reduction from the required spaces based on specific project circumstances and needs;

3. The number of resulting parking field “land-banked” parking spaces;

The parking field land-bank designation on the Site Development Plan shall include a geometric plan within the lot or parcel indicating parking spaces which shall be constructed by the property owner at such time that a change in parking demands for the use are encountered;

As a condition of the Site Development Plan Approval, the lot or parcel owner shall construct the parking field “land-banked” parking spaces within a reasonable time after notification by the County Land Development Regulation Administrator.
There shall be developed appropriate mechanisms for the enforcement of such obligations by the County Land Development Regulation Administrator against the owner and property for non-compliance with this provision.

The parking field "land-banking" condition shall be recorded against the particular lot or parcel covered by such condition.

For Category B areas, at the time of installation, parking field "Land-banked" parking areas shall be landscaped in the same manner as front yards as outlined in Section 4.2.

The landscape parking area requirements of Section 4.2 shall be applicable to parking field "Land-banked" parking areas within the Category A, Category C, Category D and Category E areas at the time of parking area installation.

4.21.13 Supplemental MUD-I Parking Area and Landscape Requirements:

1. Landscape Plan Approval Required: A landscape plan meeting the requirements of this sub-section shall be submitted, reviewed and approved in accordance with Section 14.13 for each individual parcel within the MUD-I. The landscape plan shall contain final plans and specifications for buffers, setbacks, green space, landscaping and required yards.

2. Automobile Parking Area Dimension Requirements:
   a. Off-street automobile parking areas shall be paved in accordance with County regulations.
   b. Required automobile parking stalls shall have dimensions of not less than nine (9) feet by 18 feet for 90-degree parking lot designs. For angled parking, dimensions shall be in accordance with the Institute of Transportation Engineer's requirements.
   c. Drive aisles in automobile parking areas shall have a minimum width of 24 feet for two-way traffic flow. For drive aisles associated with angled parking, dimensions shall be in compliance with the Institute of Transportation Engineer's requirements.

3. Parking Area Landscape Requirements:
   a. Automobile parking areas within the Category B areas shall not be required to have curbed or otherwise landscaped islands and shall not have requirements for perimeter or landscaping.
   b. All automobile parking areas within the Category A, C, D and E areas shall be landscaped in accordance with the following:
      1. Required Parking Lot Islands: Curbed, landscaped islands shall be provided at the end of each parking row intended for automobiles. A maximum of twenty (20) adjacent parking spaces shall be located in a single parking row for automobile parking without a landscaped island.
      2. Required Parking Lot Islands and medians shall be minimum of eight (8) feet in width as measured from the back of curb to back of curb.
      3. Perimeters of parking areas shall be landscaped to a minimum depth of ten (10) feet from back of curb.
4. Each Required Parking Lot Island shall be improved with landscaping and one (1) tree which shall, at the time of planting, be 6 feet high with a two inch (2") diameter at breast height (DBH).

5. Adjacent to drive-aisles, the ground cover shall be maintained/mowed between ten (10) feet from edge of pavement.

4. Landscape Requirements for Yards (non-residential uses):
   a. For linear yard frontage, greater than 1,000 feet in length, tree and shrub groupings shall be randomly incorporated every 300 feet on average. Groupings shall be spaced greater than 100 feet apart.
   b. For linear yard frontage, less than 1000 feet in length, a minimum of 3 groupings shall be provided. A grouping, whether comprised of trees or shrubs, shall consist of a minimum of three large trees (2" DBH) and five shrub plants (1 gallon).

5. Building Foundation Plantings (non-residential uses):
   Landscape areas within 20 feet of building foundation shall be landscaped in one of the following manners:
   a. Option 1: When native landscaping is elected for use within areas adjacent to building foundations, short grass/small area plantings and shrubs shall be used. “Native landscaping” shall mean landscaping pursuant to the Florida-Friendly Landscaping Program.
   b. Option 2: Non-native standards may be used which consist of traditional small tree and shrub species. When this non-native application is used along the street facing elevation of a building, trees and shrubs shall be provided in planned clusters in accordance with the following requirements: For every one hundred feet of front building facade (excluding areas of ingress and egress) a minimum of one small tree (1" DBH), five large trees (2"DBH), and ten small shrubs (1 gallon) shall be provided.

6. Storm Water Management Area Plantings:
   The side slope areas of detention and retention basins shall be appropriately landscaped. The area of the shallow safety shelf and areas consisting of wet bottoms in detention and retention basins shall be landscaped with appropriate landscape materials.
NOTES:

PARCEL: 10-4S-16-02856-001 - TIMBERLAND (005500)
COMM NE COR OF SE1/4 OF SW1/4, W 575.07 FT, S 220 FT FOR POB, CONT S 92.81 FT, W 749.57 FT TO W LINE OF SE1/4 OF SW1/4 N 306.45 FT TO NW COR OF SE1/4
Name: ESPENSHIP INVESTMENT GROUP LLC 2011
Certified Value

Site: P O BOX 1102
Mall: P O BOX 1102
Sales Info 4/18/2012 $100.00 V / U

There are no 2011 Certified Values for this parcel

http://g2.columbia.floridapa.com/GIS/Print_Map.asp?pjboibchhjbnlgsfceelbjemnolkjkmagaog... 6/19/2012
ORDINANCE 98-1

COLUMBIA COUNTY, FL - LAND DEVELOPMENT REGULATIONS

SECTION 4.8 "RSF/MH" RESIDENTIAL, (MIXED) SINGLE FAMILY/MOBILE HOME

4.8.1 DISTRICTS AND INTENT

The "RSF/MH" Residential, (Mixed) Single Family/Mobile Home category includes three (3) zone districts: RSF/MH-1, RSF/MH-2, and RSF/MH-3. It is the intent of these districts to provide for single family residential areas of very low to moderate density for single family dwellings and individual mobile homes within designated urban areas as defined within the County's Comprehensive Plan. In addition to providing for mixed single family/mobile home areas, this district also provides for public and semi-public buildings and facilities and accessory structures as may be desirable and compatible with mixed single family/mobile home residential development. In these districts, permitted non-residential uses and special exceptions may be subject to restrictions and requirements necessary to preserve and protect the single family residential character of these districts.

4.8.2 PERMITTED PRINCIPAL USES AND STRUCTURES

1. Single family dwellings.

2. Mobile home dwellings.

3. Public parks and recreational areas.

4. Homes of six (6) or fewer residents which otherwise meet the definition of "community residential facility" (see Section 4.2).

5. Public elementary and middle schools (see Section 4.2 and 14.13).

6. Churches and other houses of worship
ORDINANCE NO. 2012-10

AN ORDINANCE OF COLUMBIA COUNTY, FLORIDA, AMENDING ORDINANCE NO. 98-1, THE COLUMBIA COUNTY LAND DEVELOPMENT REGULATIONS, AS AMENDED; RELATING TO AN AMENDMENT TO THE TEXT OF THE COLUMBIA COUNTY LAND DEVELOPMENT REGULATIONS, PURSUANT TO AN APPLICATION, LDR 12-02, BY PLUM CREEK LAND COMPANY; PROVIDING FOR ADDING SECTION 4.21 ENTITLED, MIXED USE DISTRICT-INTERMODAL (MUD-I) ALLOWING FOR ALL INDUSTRIAL USES ASSOCIATED WITH AN INTERMODAL RAIL TERMINAL FACILITY, INCLUDING LIGHT AND HEAVY MANUFACTURING, A WIDE RANGE OF INDUSTRIAL USES, WAREHOUSING AND DISTRIBUTION FACILITIES, LOGISTICS-CENTERED USES, OFFICES, COMMERCIAL USES AND RESIDENTIAL USES; REPEALING ALL ORDINANCES IN CONFLICT; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, Section 125.01, Florida Statutes, as amended, empowers the Board of County Commissioners of Columbia County, Florida, hereinafter referred to as the Board of County Commissioners, to prepare and adopt land development regulations;

WHEREAS, Sections 163.3161 to 163.3248, Florida Statutes, as amended, the Community Planning Act, requires the Board of County Commissioners to prepare and adopt regulations concerning the use of land and water;

WHEREAS, an application for an amendment, as described below, has been filed with the County;

WHEREAS, the Planning and Zoning Board of Columbia County, Florida, hereinafter referred to as the Planning and Zoning Board, has been designated as the Local Planning Agency of Columbia County, Florida, hereinafter referred to as the Local Planning Agency;

WHEREAS, pursuant to Section 163.3174, Florida Statutes, as amended, and the Land Development Regulations, the Planning and Zoning Board, serving also as the Local Planning Agency, held the required public hearing, with public notice having been provided, on said application for an amendment, as described below, and at said public hearing, the Planning and Zoning Board, serving also as the Local Planning Agency, reviewed and considered all comments received during said public hearing concerning said application for an amendment, as described below, and recommended to the Board of County Commissioners approval of said application for an amendment, as described below;

WHEREAS, pursuant to Section 125.66, Florida Statutes, as amended, the Board of County Commissioners, held the required public hearings, with public notice having been provided, on said application for an amendment, as described below, and at said public hearings, the Board of County Commissioners reviewed and considered all comments received during said public hearings, including the recommendation of the Planning and Zoning Board, serving also as the Local Planning Agency, concerning said application for an amendment, as described below;

WHEREAS, the Board of County Commissioners has determined and found that a need and justification exists for the approval of said application for an amendment, as described below;

WHEREAS, the Board of County Commissioners has determined and found that approval of said application for an amendment, as described below, is consistent with the purposes and objectives of the comprehensive planning program and the Comprehensive Plan;

WHEREAS, the Board of County Commissioners has determined and found that approval of said application for an amendment, as described below, will further the purposes of the Land Development Regulations and other ordinances, regulations and actions designed to implement the Comprehensive Plan; and
WHEREAS, the Board of County Commissioners has determined and found that approval of said application for an amendment, as described below, would promote the public health, safety, morals, order, comfort, convenience, appearance, prosperity or general welfare.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF COLUMBIA COUNTY, FLORIDA, AS FOLLOWS:

Section 1. Application. Pursuant to an application, LDR 12-02, by Plum Creek Land Company, to amend the text of the Land Development Regulations, Section 4.21, entitled “MUD-I” Mixed Use District-Intermodal, is hereby added to read, as follows:

SECTION 4.21 "MUD-I" MIXED USE DISTRICT-INTERMODAL

Sec. 4.21. Districts and Intent.

The Mixed Use District – Intermodal (MUD-I) designation permits all industrial uses associated with an intermodal rail terminal facility, including light and heavy manufacturing a wide range of industrial uses, warehousing and distribution facilities, logistics-centered uses, offices, commercial and residential.

This MUD-I zoning category requires the adoption of an MUD-I Preliminary Development Plan which shall be comprised of five defined MUD-I Categories:

Category A– Industrial Park
Category B– Intermodal Terminal
Category C– Commercial / Transitional
Category D– Residential
Category E– Primary Open Space

Purpose: The purpose of MUD-I designation is to permit within its boundary:

1. The development, use and operation of: intermodal rail terminal facilities; connecting and switch tracks to provide rail connections between railroad main lines and intermodal rail terminal facilities; short-term storage or staging of goods and commodities in transit; transportation equipment support and storage facilities; warehouse and distribution facilities; logistics-centered buildings and uses; heavy industrial uses; light industrial uses; commercial uses; office uses; residential uses and open space.

2. A comprehensive master planned approach which addresses:
   a. the placement of a mix of land uses within MUD-I;
   b. the conceptual location of rail infrastructure and primary roadway infrastructure to support the MUD-I;
   c. conceptual configuration of proposed MUD-I Categories within the MUD-I;
   d. the identification of areas designated as Conservation - Open Space within the MUD-I

3. The MUD-I is intended to permit developers of large-scale, complex and integrated intermodal rail, logistics and industrial projects the flexibility to adapt to market-driven demands and to develop in a phased manner over an extended period of time.

2.21.2 Definitions. For purposes of this Section 4.21 MUD-I, the following definitions shall apply:

1. “Cargo container” shall mean a standardized enclosed vessel (with doors for loading and unloading) which may be loaded and unloaded to and from trains, trucks, ships and other modes of transportation.
2. “Heavy manufacturing” shall mean industrial uses consisting of manufacturing, assembling, fabrication and processing, bulk handling, storage, warehousing and trucking. The uses associated with this district are likely to generate significant levels of truck traffic, noise, pollution, vibration, dust, fumes, odors, radiation, radioactivity, poisons, pesticides, herbicides, or other hazardous materials, fire hazards, or explosion hazards.

3. “Long-term” shall mean with respect to the storage of each cargo container, truck trailer container or truck chassis, one year.

4. “MUD-I Preliminary Development Plan” shall mean a map or maps of the MUD-I which have been approved by the Board of County Commissioners and containing the information required under this Section 4.21, including the designation of MUD-I Categories along with primary roadways and perimeter buffers.

5. “MUD-I Final Development Plan” shall mean a map or maps of the MUD-I or phases of the MUD-I which are consistent with the MUD-I Preliminary Development Plan and which have been approved by the Board of County Commissioners pursuant to Section 5.16 (Preliminary Plat Procedure) and containing the information required under this Section 4.21. Approval of the MUD-I Final Development Plan constitutes Preliminary Plat Approval.

6. “Private road” shall mean an asphalt or concrete paved permanent roadway not dedicated to the County and having a pavement width of not less than twenty-five (25) feet.

7. “Short-term” shall mean with respect to the storage of each cargo trailer, truck trailer container or truck chassis and the storage of goods in transit, not more than sixty (60) consecutive days.

8. “Towers” shall mean protrusions of accessory structures above the normal structural rooftop of a building, such as structures housing elevators or other lift equipment mechanical structures, communication devices and equipment, wind turbines and rooftop mechanical equipment.

9. “Travel Plaza” shall mean a business that provides auto and/or truck fuel, the retail sale of convenience items, one or more restaurants and which includes more than four (4) fuel islands and more than eight (8) fueling positions.

4.21.3 MUD-I Requirements: Any MUD-I shall be meet all of the following criteria at the time that the Preliminary Development Plan for the MUD-I is established and approved:

1. The MUD-I shall contain a minimum of 2,000 adjoining acres, under single ownership or unified development control. The term “adjoining” means parcels which are touching or contiguous to each other, as distinguished from lying near to. Parcels that are separated from each other by a local, minor collector, or major collector street or roadway shall also be considered adjoining; parcels that are separated by an arterial street/roadway or Interstate highway shall not be considered adjoining.

2. The MUD-I boundary must be adjacent to a railroad right-of-way or located within 2,000 feet of a railroad right-of-way.

3. The MUD-I shall contain at least one (1) planned intermodal rail terminal facility of not less than 50 contiguous acres in size, which terminal shall be planned for connection by switches, lead tracks, connecting tracks or spur tracks over which shall operate a railroad common carrier or a short haul or terminal railroad serving the terminal facility.

4. An MUD-I may not span a State of Florida Highway or an Interstate Highway. Subject to Comprehensive Plan land use approval and rezoning approval by the County, the boundaries of an existing MUD-I development may be expanded to include adjoining lands.
Individual MUD-I expansions shall not be subject to minimum land area requirements. Expansion lands shall adjoin the parent MUD-I. Any MUD-I expansions together with the land previously included within the MUD-I shall constitute the same district upon incorporation of such expansions by Ordinance of the County.

5. Mix of uses: Development within the MUD-I shall achieve the following range of use mixes at build out, as measured by the gross acreage of each use.

6. Individual development parcels within an MUD-I may be proposed for a single use or a mix of uses; however, the range of mix of uses prescribed herein shall be achieved for the overall district at build out.

7. Non-Residential Use. Within the non-residential and non-open space component of the MUD-I, a minimum of 50% and maximum of 85% shall be Category A, B and C uses.

8. Residential Use. Within the MUD-I, a minimum of 5% and a maximum of 40% shall be Category E uses.

9. Open Space. A minimum of 10% of the open space provided within the MUD-I shall be uplands, and one half of that upland open space shall be available for passive recreation purposes. For purposes of the upland open space area calculation, Conservation Areas (not a part of the MUD-I) shall not be included in the calculation.

10. Utilities. All development in the MUD-I shall be served by central water and wastewater services, except that comfort facilities in remote recreation areas may be served by well and septic.

4.21.4 Procedure for Approval Of Mud-I Zoning And Preliminary Development Plan. The procedure for obtaining a change in zoning for the purpose of undertaking a Mixed Use District-Intermodal (MUD-I) development shall be as follows:

1. **MUD-I Zoning and Preliminary Development Plan Approval.** The applicant shall submit to the Land Development Regulation Administrator his or her request for change to a Mixed Use District – Intermodal (MUD-I) zoning, containing the following exhibits:

   a. **A statement of objectives** describing:
      
      1. The general purpose of the proposed development; and
      
      2. The general character of the proposed development.

   b. **A Vicinity Map** showing the location of the proposed planned MUD-I development in relation to:
      
      1. Surrounding streets and thoroughfares;
      
      2. Existing zoning on the site and surrounding areas; and
      
      3. Existing land use on the site and surrounding areas.

The Vicinity Map shall be drawn at a scale to show an area of no less than 1,000 feet surrounding the property. A greater area may be required if the Planning and Zoning Board determines information on a larger vicinity is needed.

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c. **A Boundary Survey** and legal description of the property.

d. **A Topographic Survey.** The most recent United States Geological Service [Survey] topographic survey may be used if better topographic information is not available.

e. **A Site Analysis Map** (or map series) at the same scale as the Preliminary Development Plan described below shall be submitted indicating:

1. Flood prone areas;

2. Areas with slopes greater than five percent;

3. Soil survey information;

4. Aerial photo showing existing tree cover;

5. The generally recognized bank of rivers, streams, canals;

6. Location of wetlands;

7. The high water line of lakes;

8. Other man-made or natural features which would be affected by building encroachment.

f. **A MUD-I Preliminary Development Plan** drawn at a scale suitable for presentation, showing the general plan of development for the MUD-I as follows:

1. Proposed land uses including approximate boundaries delineating each use Category (A, B, C, D and E).

2. Conceptual lot sizes; the lot sizes should be indicated either by lot lines drawn in their proposed location or a statement on the face of the Preliminary Development Plan concerning proposed lot sizes.

3. Conceptual project phase lines

4. Approximate location of onsite primary roadway network, whether public or private, shall be delineated on the Preliminary Development Plan and labeled. Local roads or access roads need not be shown.

5. Approximate location of Category E areas reserved as Primary Open Space.


8. Any other improvements necessary to portray the overall concept and guide the Final Development Plans, final plats and construction plans.

Special provisions. The location of any structure (except permitted docks, walkways, and piers) shall be set back a minimum of 35 feet from wetlands. The location of any structure (except permitted docks, walkways, and piers) shall be set back a minimum of 75 feet from the Suwannee, Santa Fe and Ichetucknee Rivers. The location of any structure (except permitted docks, walkways, and piers) shall be set back a minimum of 50 feet from all other perennial rivers, streams and creeks.

g. A table showing acreage for each category of land use

h. A statement concerning allowable buildout maximum for each use within the MUD-I development.

i. A statement concerning proposed floor area ratios (percent of lot in relation to building floor area) and the maximum building coverage expressed as a percent of the total site area.

j. A preliminary utility service plan including sanitary sewers, storm drainage, and potable water supply, showing general locations of major water and sewer lines, plant location, lift stations, and indicating whether gravity or forced systems are planned. Size of lines, specific locations, and detailed calculations are not required at this stage.

k. A statement indicating the type of legal instruments that will be created to provide for the ownership and maintenance of common areas and any private roads.

2. Processing the MUD-I Zoning Application and Preliminary Development Plan Submittal. When the Land Development Regulation Administrator has received the application and submittals, and is satisfied that the application and submittals are complete, the application shall be processed as any other zoning application in accordance with the provisions of these land development regulations.

The Planning and Zoning Board shall make a recommendation to the Board of County Commissioners. The Board of County Commissioners’ actions shall be one of the following:

a. Approval as submitted.

b. Conditional approval.

c. Disapproval.

3. Revision of a MUD-I Preliminary Development Plan. A proposed substantial change in the approved Preliminary Development Plan which affects the intent and character of the development, the density or land use patterns, or similar substantial changes, shall be reviewed by the Planning and Zoning Board and the Board of County Commissioners in the same manner as the initial application. A request for a revision of the Preliminary Development Plan shall be supported by a written statement and by revised plans demonstrating the reasons the revisions are
necessary or desirable. All revisions to the approved Preliminary Development Plan shall only be approved if they are consistent with the original purpose, intent, overall design, and integrity of the approved Preliminary Development Plan.

Minor changes, and/or deviations from the Preliminary Development Plan which do not affect the intent or character of the development shall be reviewed and approved by the Land Development Regulation Administrator and shall only be approved if they are consistent with the original purpose, intent, overall design, and integrity of the approved Preliminary Development Plan. Upon approval of the revision, the applicant shall make revisions to the plans and submittals and file the revised plans with the Land Development Regulation Administrator within 30 days.

Examples of substantial and minor changes are:

Substantial changes.
1. Overall MUD-I District Boundary changes.
2. Significant adjustments to the location of planned project access points.

Minor.
1. Adjustments to project phasing
2. Adjustments to MUD-I land use category boundaries and category mixes, not resulting in increased overall density.
3. Change in alignment, location, or length of internal streets.

The Board of County Commissioners may permit or require the phasing of an MUD-I development. When provisions for phasing are included in the Final Development Plan, each phase of development shall be so planned and so related to previous development, surrounding properties, and available public facilities and services so that a failure to proceed with subsequent phases of development will have no adverse impact on the MUD-I development or surrounding properties.

4.21.4 MUD-I Development Time Limitations.

An approved MUD-I Preliminary Development Plan has no expiration date. An approved MUD-I Final Development Plan has no expiration date.

4.21.5 Phasing.

The Board of County Commissioners may permit or require the phasing of an MUD-I development. When provisions for phasing are included in the Final Development Plan, each phase of development shall be so planned and so related to previous development, surrounding properties, and available public facilities and services so that a failure to proceed with subsequent phases of development will have no adverse impact on the MUD-I development or surrounding properties.

4.21.6 Procedure for approval of MUD-I Final Development Plan.

Approval of the MUD-I Preliminary Development Plan shall not constitute approval of the MUD-I Final Development Plan. MUD-I Final Development Plans may be submitted for portions of the overall MUD-I
project, which may be developed in phases. Approval of the Final Development Plan shall constitute Approval of the Preliminary Plat per Section 5.16 of this code for the phase or phases of the MUD-I contained within the Final Development Plan submittal.

1. **MUD-I Final Development Plan Approval.** The applicant shall submit to the Land Development Regulation Administrator his or her request for approval of an MUD-I Final Development Plan phase containing the following exhibits:
   a. **A statement of objectives**
      
      1. The general purpose of the proposed development
      2. The general character of the proposed development
   b. **A Topographic Map** drawn at an appropriate scale by a surveyor or engineer registered in the State of Florida showing:
      1. The location of existing private and public property rights-of-way, streets, buildings, water courses, transmission lines, sewers, bridges, culverts, and drain pipes, water mains, and any public utility easements within or adjacent to the site.
      2. Wooded areas, streams, lakes, marshes, and any other physical conditions affecting the site.
      3. Existing contours at intervals of one foot.
   c. **A Final Development Plan** drawn at an appropriate scale and showing:
      1. The boundaries of the development phase, topography, and proposed grading plan.
      2. Width, location, and names of surrounding streets.
      4. Proposed streets and street names and other vehicular and pedestrian circulation systems including off-street parking.
      5. The use, size, and location of all proposed building sites.
      6. Location and size of undeveloped areas and public or semi-public areas.
   d. **A Utility Service Plan** showing:
      1. Existing drainage and sewer lines.
      2. The disposition of sanitary waste and stormwater.
3. The source of potable water.

4. Location and width of all utility easements or rights-of-way.

5. Plans for the special disposition of stormwater drainage when it appears that said drainage could substantially harm a body of surface water.

e. A Landscaping Plan showing:

1. Landscaped areas.

2. Location, height, and material for walks, fences, walkways, and other man-made landscape features.

3. Any special landscape features such as, but not limited to, man-made lakes, land sculpture, and waterfalls.

f. Statistical information:

1. Total acreage of the site / phase.

2. Maximum building coverage expressed as a percent of the area.

3. Area of land devoted to landscaping and/or undeveloped area usable for recreation purposes expressed as a percent of the total site area.

4. Calculated gross density and net developable acreage for the proposed development phase (see Section 2.1 for definition of gross density).

g. The substance of covenants, grants, easements, or other restrictions to be imposed on the use of the land, buildings, and structures, including proposed easements for public and private utilities. All such legal documents, including homeowners associations and deed restrictions, shall be approved by the County Attorney before final approval of the plan.

2. Processing the MUD-I Final Development Plan Submittals.

When the Land Development Regulation Administrator has received the application and submittals, and is satisfied that the application and submittals are complete, the application shall be processed as a Preliminary Plat in accordance with Section 5.16 of these land development regulations.

3. Issuance of Building Permits

No building permit shall be issued for any portion of a proposed MUD-I development until the Final Development Plan has been approved.

4. Deviation from the Final Development Plans
Any unapproved deviation from the accepted final development plan shall constitute a breach of agreement between the applicant and the Board of County Commissioners. Such deviation may cause the County to immediately revoke the Final Development Plan until such time as the deviations are corrected or become a part of the accepted Final Development Plan.

4.21.7 **MUD-I Permitted Use Categories:** There shall be five (5) permitted use MUD-I Categories. Unless otherwise expressly specified, permitted uses within MUD-I Categories are separate, distinct and not cumulative among categories. Uses that are not expressly permitted may be allowed as a variation of use in accordance with Section 12.3 of the Columbia County – Land Development Regulations. The following uses are permitted within the designated MUD-I Categories:

1. **Category A – Industrial Park**

   **Permitted principal uses and structures:**
   
   a. Industrial warehouse, logistics and distribution facilities;
   
   b. Short-term storage or staging of goods in transit;
   
   c. Short-term cargo container storage;
   
   d. Office uses;
   
   e. Manufacturing and assembly (but not including Heavy Manufacturing) as defined in Section 4.21;
   
   f. Uses and buildings accessory to the foregoing, including any retail sales component which are accessory in nature to the principal use.
   
   g. Gasoline service stations, including truck stops with restaurants and retail uses (see Section 4.2 for special design standards).
   
   h. Banks or other financial institutions with drive-up facilities and automatic teller machines (ATM).
   
   i. Governmental offices and facilities, and private offices and facilities under government contract usage.
   
   j. Public and quasi-public utilities, including, but not limited to water wells, water treatment plants, pumping stations, sewage treatment plants, lift stations, electrical substations and facilities necessarily accessory thereto.
   
   l. Railroad rights-of-way and all associated railroad track improvements, including but not limited to tracks, ties, switches, lead tracks, connecting tracks, spur tracks, gates and signals.
   
   m. Power generation facilities (inclusive of renewable energy generation facilities but exclusive of coal-burning or nuclear plants) and heavy manufacturing shall be special exceptions in Category A, pursuant to Section 12.2

   **Restricted uses and structures.**

   In the Category A area, only short-term storage of semi-tractor trailers and trucks is permitted, and the maximum number of accessory parking spaces (not including trailer positions immediately...
adjacent to dock doors) intended for use by the semi-trailers, wheeled containers or truck-trailer combinations at warehouses, distribution facilities and other similar facilities used for storage, loading or off-loading of goods, shall not exceed one (1) parking space for every 1,500 square feet of ground floor area of the principal building.

The following Uses shall be allowed when parcel boundaries are located farther than 1,000 feet from the nearest parcel boundary of a residential use parcel (excludes agriculturally zoned properties):

1. Automobile, tractor trailer or farm implement assembly or manufacturing;
2. Boiler shops;
3. Machine shops;
4. Structural steel fabricating shops;
5. Railway car or locomotive shops, including repair;
6. Metal working shops employing reciprocating hammers or presses over twenty (20) tons rated capacity;
7. Brewing or distilling of liquors;
8. Manufacturing of cans and other types of containers;
9. Machinery manufacturing;
10. Meat packing, but not stockyards or slaughterhouses;
11. Metal stamping and extrusion.

2. Category B– Intermodal Terminal / Transportation Equipment

*Permitted principal uses and structures.* Intermodal rail and truck terminals, including:

a. All Category A permitted and principal uses;
b. Railroad switching, freight, and storage yards; railroad buildings and maintenance structures;
c. Lift tracks and storage tracks;
d. Outdoor overhead cranes and gantries;
e. Petroleum bulk storage and sales;
f. Train fueling and maintenance facilities;
g. Entrance and exit gates and structures and associated security apparatus;
h. Vehicular queuing areas;
i. Administrative offices and other buildings and structures customarily accessory to an intermodal railroad facility;
j. Cargo container, truck trailer and truck chassis loading and unloading;
k. Outdoor storage of truck chassis;
l. Short-term outdoor storage of cargo containers and truck trailers;
m. Short-term outdoor storage of goods in transit.
n. Short-term storage or staging of goods in transit;
o. Short-term cargo container storage;
p. Long-term cargo container storage;
q. Cargo container repair facilities;
r. Truck dispatch yards, including truck storage, fueling and repair facilities;
t. Chassis storage, dispatch and repair facilities;
u. Administrative offices, repair and storage buildings, entrance and exit gates, and other uses ancillary to the foregoing Category B uses;
v. Public and quasi-public utilities, including, but not limited to water wells, water treatment plants, pumping stations, sewage treatment plants, lift stations, electrical substations and facilities necessarily accessory thereto;
w. Railroad rights-of-way and all associated railroad track improvements, including but not limited to tracks, ties, switches, lead tracks, connecting tracks, spur tracks, gates and signals.

Permitted accessory uses and structures.

1. Railroad rights-of-way and all associated railroad track improvements, including but not limited to tracks, ties, switches, lead tracks, connecting tracks, spur tracks, gates and signals.

2. Governmental offices related to intermodal regulatory functions or customs, and private offices performing such functions under governmental contract.

3. Public and quasi-public utilities, including, but not limited to water wells, water treatment plants, pumping stations, sewage treatment plants, lift stations, electrical substations and facilities necessarily accessory thereto.

Restricted uses and structures.

1. All Category A restricted uses and structures;

2. In the Category B area, short term and long-term semi-tractor trailer storage is permitted, and indefinite storage of operable, licensed and registered trucks is a permitted use. Tractors, hostlers and trucks used by the owner or occupant of transportation equipment management facilities or intermodal facilities, for its operations in a Category B, area shall be permitted without durational limitations.

3. Category C- Commercial Transitional

Permitted principal uses and structures.
a. Office uses;
b. Hotels and motels;
c. Restaurants, including fast-food restaurants;
d. Banks or other financial institutions with drive-up facilities and automatic teller machines (ATM);
e. Automobile and truck fueling centers and service stations. (see Section 4.2 for special design standards);
f. Travel Plazas;
g. Convenience stores;
h. Government offices and facilities; private facilities under government contract usage;
i. Public and quasi-public utilities including, but not limited to water wells, water treatment plants, pumping stations, sewage treatment plants, lift stations electrical substations and facilities necessarily accessory thereto;
j. Retail commercial outlets;
k. Service establishments.

Restricted uses and structures

1. Category C (Commercial Transitional Zone): In the Category C and Category D areas, there shall be no semi-tractor trailer or truck storage.

4. Category D– Residential

Permitted principal uses and structures.
a. Single family detached units;
b. Single family attached units;
c. Multi-family units;
d. Home occupations. (see Section 4.2.31);
e. Public or private schools (including daycare facilities);
f. Churches and other houses of worship;
g. Public buildings and facilities.

Restricted uses and structures

1. Category D (Residential): In the Category C and Category D areas, there shall be no semi-tractor trailer or truck storage.

5. Category E– Primary Open Space:
The Primary Open Space category includes conservation and preservation areas, buffers for environmentally sensitive areas, pathways to facilitate bicycle and pedestrian mobility, aesthetic open space, passive recreation, gathering places and stormwater management areas. Some Primary Open Space will be open and dedicated to the public, while other Primary Open Space contained on private lands will not. The Primary Open Space may be used for natural resource oriented activities, wildlife management areas. Stormwater facilities, trails, roadways, railroad lines, and utility placement are allowed in and through the Primary Open Space.

Permitted principal uses and structures.

a. Stormwater facilities including ponds, lakes, drainage swales and drainage culverts,

b. Utilities (overhead and underground);

c. Wastewater treatment facilities including all related appurtenances, equipment, tanks, ponds and spray fields,

d. Electrical substations;

e. Public and private roadway crossings;

f. Railroad crossings;

g. Community gathering places;

h. Benches;

i. Parking Lots;

j. Playground equipment;

k. Gazebos;

l. Trail-head facilities and structures;

m. Public restrooms – comfort stations;

n. Boardwalks, observation decks and footbridges;

O. Paved and unpaved multi-purpose trails; and

p. Agriculture and Silviculture according to State Best Management Practices.

4.21.8 Site and Structure Requirements. Minimum lot requirements (area, width). All permitted and structures (unless otherwise specified):

1. Minimum lot area: With the exception of the Category D areas (see 7.11 below), no minimum lot area is established in the MUD-I. However, lot areas shall be sufficient to meet density and dimensional regulations.

2. Minimum lot width: Minimum lot width for all Categories except Category D (see 7.11 below): 150 feet.

3. Minimum lot depth: Minimum lot depth for all Categories except Category D (see 7.11 below):
4. **Site access:** Each individual lot or principal building site shall have direct vehicular access to a paved public roadway or a private paved road.

5. **Private Roads, Setbacks and Lot Widths:** For purposes of computing minimum lot width and building setbacks, no portion of a private easement road shall be included in such computation.

6. **Maximum lot coverage:** With the exception of Category D areas (see 7.11 below), there shall be no maximum lot coverage limitation in the MUD-I, subject to compliance with the landscape regulations and building setbacks herein specified.

7. **Maximum Floor Area Ratio (FAR):** With the exception of Category D areas (see 7.11 below), there shall be a maximum 0.46 FAR within any individual lot located in the MUD-I District, subject to compliance with the landscape regulations and building setbacks herein specified. For purposes of the FAR calculation the footprint area of onsite pole barns and open air storage buildings (under roof) shall not be considered Floor Area and shall not be included in the square footage calculations related to the allowed build-out maximum for the MUD-I.

8. **Maximum building height:** With the exception of Category D areas (see 7.11 below), there shall be no maximum building height in the MUD-I, subject to compliance with the landscape regulations and building setbacks herein specified.

9. **Building Setback Requirements, minimum yard requirements (depth of front and rear yard, width of side yard).**

   a. **Special provisions:** A minimum 35-foot natural buffer shall be required from wetlands, and 50 feet from perennial rivers, streams and creeks. The location of any structure (except permitted docks, walkways and piers) shall be prohibited within these buffer areas.

   b. **In the Category A and Category B areas:** All permitted or permissible uses and structures (unless otherwise specified):

      1. **Front and Corner Yard:** not less than 40 feet, if the maximum building height is less than or equal to 40 feet (exclusive of towers, lift equipment, HVAC and similar facilities). For buildings with a height exceeding 40 feet, the front and corner yard setback shall be increased by one foot for each additional two feet of building height, to a maximum of one hundred (100) feet of setback. No less than 20 feet of the depth shall be maintained as a landscaped area; the remainder may be used for off-street parking, but not for buildings. The depth of this landscaped area shall be measured at right angles to property lines and shall be established along the entire length of and contiguous to the designated property line or lines. This landscaped area may be penetrated at right angles by driveways.

      2. **Interior side yard and rear yard:** 20 feet except where railroad spur abuts side or rear property line, in which case no yard is required.

      3. **See Section 4.2 for right-of-way setback requirements.**

   c. **In the Category C area:**
1. **Front yard and corner yard:** not less than 20 feet, if the maximum building height is less than or equal to 20 feet (exclusive of towers, lift equipments, HVAC and similar facilities). For buildings with a height in excess of 20 feet, the front yard setback shall be increased by one foot for each additional two feet of building height, to a maximum of one hundred (100) feet of setback. No less than 10 feet of the setback depth shall be maintained as a landscaped area; the remainder may be used for off-street parking, but not for buildings. The depth of this landscaped area shall be measured at right angles to property lines and shall be established along the entire length of and contiguous to the designated property line or lines. This landscaped area may be penetrated at right angles by driveways.

2. **Interior side yard and rear yard:** 10 feet.

10. **Special Setbacks**

   a. Special Setbacks Required for Category A, B, or C areas adjacent to a Category D area, other Residential District, Agricultural District or Residential Use: Where any Category A, B or C area required yard abuts an existing Category D area, existing residential zoning district, existing agricultural zoning district or a residential use existing on the date of the approval of the Preliminary Development Plan, the following building setbacks shall apply to the Category A, B or C area yard:

   b. For buildings having an overall height of 40 feet or less (exclusive of towers and permissible rooftop mechanical equipment), the building setback shall be 50 feet from such adjacent lot line.

   c. For buildings having an overall height of more than 40 feet (exclusive of towers and permissible rooftop mechanical equipment), the building setback from such adjacent lot line shall be 50 feet plus one additional foot for each two feet of overall building height in excess of 40 feet.

11. **Setbacks in the Category D area:**

   a. **Maximum residential density:** Residential density shall not exceed 4 dwelling units per acre based on gross residential acreage of the overall area of Category D in the MUD-I.

   b. **Minimum lot requirements (area, width):**

      1. All permitted single family residential uses and structures:

         Minimum lot area: 7,500 sq. ft.
         Minimum lot width: 75 feet

      2. All permitted multiple family development:

         Minimum site area: 16,335 sq. ft.
         Minimum site width: 80 feet

      3. All permitted non-residential uses and structures:

         Minimum lot area: None
         Minimum lot width: None
c. Minimum yard requirements (see Section 4.2 for right-of-way setback requirements):

1. All permitted single family residential uses:
   - Front: 20 feet
   - Side: 7.5 feet each side
   - Rear: 15 feet

2. All permitted multifamily residential uses (to be applied to side perimeter):
   - Front: 20 feet
   - Side: 15 feet
   - Rear: 20 feet

3. For all permitted non-residential uses:
   - Front: 20 feet
   - Side: None, except where a side yard is provided, then a side yard of at least 5 feet must be provided
   - Rear: 15 feet

d. Maximum Height of Structures:

   No portion of a structure shall exceed:
   - For single family attached and detached: 35 feet
   - For multifamily: 60 feet
   - For non-residential: 60 feet

e. Accessory Structures.

   Accessory structures shall comply with the same building setbacks as principal structures.

12. Setbacks in the Category E area:

   Minimum lot area: None
   Minimum lot width: None
   Maximum height of structures: 35 feet
   Accessory structures: Accessory structures shall be setback a minimum of 50 feet from any parcel boundary.

4.2.9 Off-Street Parking and Loading Requirements for Automobiles, Trucks and Truck-Trailers: The provisions of Section 4.2 shall not apply within the Category A or Category B areas in an MUD-I, but shall apply to the Category C, Category D, and Category E areas in the MUD-I.

1. Street Staging Prohibition: In all areas of the MUD-I, the use of public or private streets for the regular staging of trucks or tractor trailers is not permitted.

2. Off-street automobile parking requirements:
   a. In the Category A area there shall be provided the greater of one (1) space for each 5,000 square feet of gross floor area of the principal
structure or two (2) spaces for each three (3) employees on the shift with the greatest number of employees.

b. In the Category B areas, there shall be provided two (2) spaces for each three (3) employees on the shift with the greatest number of employees.

c. In the Category C and D areas, parking requirements shall conform to Section 4.2.

4.21.10 Private Roads Authorized: The approved MUD-I Final Development Plan may provide for certain roadways within the MUD-I to be privately owned and maintained and not dedicated to the County. Private roadways within an MUD-I may have restricted access or other limitations imposed and regulated by the land owner. Private roads shall be paved to County standards.

4.21.11 Cargo Container Regulations:

1. Allowable Categories.

Cargo container storage shall be limited to the Category A and Category B areas. Short term cargo container storage is permitted in Category A and Category B areas. Long-term cargo container storage is only permitted in a Category B area.


Cargo containers affixed with hazardous materials placards shall be handled, stored and stacked in compliance with the Federal Hazardous Materials Transportation Act of 1975, as amended from time to time (HMTA), and all applicable regulations issued pursuant to HMTA.


Cargo containers shall not be modified or retrofitted for any on-site habitation or other use other than for the shipment of goods in transit; except that within an intermodal rail facility in a Category B area, up to 30 cargo containers may be used as storage units for equipment, replacement parts, air compressors and similar on-site property, and shall not be subject to durational limitations.


Cargo containers shall not be stored within a Restricted Area immediately adjacent to intersection of a public or private entrance or intersection onto a public road. Such Restricted Areas shall measure 100 feet in width centered about the entranceway and 150 feet in depth measured from the public right-of-way.

5. Cargo Container Stacking Height Limitations and Setbacks.

In Category B areas, short-term cargo container storage and stacking (not to exceed six (6) units high) shall be permitted in and adjacent to lift-truck areas of an intermodal rail yard, provided that such 6-high stacking shall not occur within 250 feet of the inside face of a required perimeter buffer as set forth in the MUD-I Preliminary Development Plan. Otherwise within Category B areas, short-term cargo container storage and stacking (not to exceed three (3) units high) shall be permitted, provided that such 3-high stacking shall not occur within 70 feet of the inside face of the required perimeter buffer as set forth in the MUD-I Preliminary Development Plan.
In Category B areas, long-term cargo container storage and stacking (not to exceed five (5) units high) shall be permitted, provided that such 5-high stacking shall not occur within 200 feet of the inside face of the required perimeter buffer as set forth in the MUD-I Preliminary Development Plan. Long-term cargo container storage and stacking (not to exceed three (3) units high) shall be permitted, provided that such 3-high stacking shall not occur within 70 feet of the inside face of the required perimeter buffers as set forth in the Preliminary Development Plan.


Cargo containers may not be grouped more than two-deep end-to-end, and such two-deep groupings shall be separated by drive aisles of not less than 30 feet in width.

7. Paved Vehicle Use Areas Required.

In Category B areas, all on-road vehicles entering or exiting a cargo container storage yard shall be restricted to paved surfaces only. Each storage yard shall require sufficient constructed and maintained paved areas allowing all on-road vehicles to enter, exit, load, off-load and maneuver remaining at all times on paved surfaces within the storage facility. Other active use areas within the remainder of the cargo container storage areas in Category B areas shall be paved or surfaced and maintained with not less than 12 inches of dust-retardant, all weather, compacted gravel material.

8. Signage Prohibitions.

No removable fastened signage shall be displayed on any cargo container, with the exception of standardized safety or warning information placards (including hazardous materials placards used in compliance with the HMTA and all applicable regulations pursuant to the HMTA).


All cargo containers and truck trailer containers visible to public rights-of-way shall be stored in a secure fashion with doors that are fully closed.

4.21.12 Parking Field Land Banking in all Categories - Reservation of Onsite Area for Future Parking Needs: Parking Field “Land-banking” for code required automobile parking spaces is encouraged in the MUD-I in order to maximize pervious site areas while accommodating land reservation for required on-site parking requirements which may change in the future depending on changing site and building uses over time. Parking Field “land-banking” land reservations if proposed shall be identified as a part of the Site Development Plan for a lot or parcel. The Site Development Plan submittal shall provide:

1. The number of total parking spaces normally required under this sub-section 7 of this Section 4.21;

2. The estimated reduced number of parking spaces reasonably anticipated to be necessary to provide ample onsite automobile parking, along with a justification for the reduction from the required spaces based on specific project circumstances and needs;

3. The number of resulting parking field “land-banked” parking spaces;

The parking field land-bank designation on the Site Development Plan shall include a geometric plan within the lot or parcel indicating parking spaces which shall be constructed by the property owner at such time that a change in parking demands for the use are encountered;
As a condition of the Site Development Plan Approval, the lot or parcel owner shall construct the parking field “land-banked” parking spaces within a reasonable time after notification by the County Land Development Regulation Administrator.

There shall be developed appropriate mechanisms for the enforcement of such obligations by the County Land Development Regulation Administrator against the owner and property for non-compliance with this provision.

The parking field “land-banking” condition shall be recorded against the particular lot or parcel covered by such condition.

For Category B areas, at the time of installation, parking field “Land-banked” parking areas shall be landscaped in the same manner as front yards as outlined in Section 4.2.

The landscape parking area requirements of Section 4.2 shall be applicable to parking field “Land-banked” parking areas within the Category A, Category C, Category D and Category E areas at the time of parking area installation.

4.21.13 Supplemental MUD-I Parking Area and Landscape Requirements:

1. Landscape Plan Approval Required: A landscape plan meeting the requirements of this sub-section shall be submitted, reviewed and approved in accordance with Section 14.13 for each individual parcel within the MUD-I. The landscape plan shall contain final plans and specifications for buffers, setbacks, green space, landscaping and required yards.

2. Automobile Parking Area Dimension Requirements:
   a. Off-street automobile parking areas shall be paved in accordance with County regulations.
   b. Required automobile parking stalls shall have dimensions of not less than nine (9) feet by 18 feet for 90-degree parking lot designs. For angled parking, dimensions shall be in accordance with the Institute of Transportation Engineer’s requirements.
   c. Drive aisles in automobile parking areas shall have a minimum width of 24 feet for two-way traffic flow. For drive aisles associated with angled parking, dimensions shall be in compliance with the Institute of Transportation Engineer’s requirements.

3. Parking Area Landscape Requirements:
   a. Automobile parking areas within the Category B areas shall not be required to have curbed or otherwise landscaped islands and shall not have requirements for perimeter or landscaping.
   b. All automobile parking areas within the Category A, C, D and E areas shall be landscaped in accordance with the following:
      1. Required Parking Lot Islands: Curbed, landscaped islands shall be provided at the end of each parking row intended for automobiles. A maximum of twenty (20) adjacent parking spaces shall be located in a single parking row for automobile parking without a landscaped island.
2. Required Parking Lot Islands and medians shall be a minimum of eight (8) feet in width as measured from the back of curb to back of curb.

3. Perimeters of parking areas shall be landscaped to a minimum depth of ten (10) feet from back of curb.

4. Each Required Parking Lot Island shall be improved with landscaping and one (1) tree which shall, at the time of planting, be 6 feet high with a two inch (2") diameter at breast height (DBH).

5. Adjacent to drive-aisles, the ground cover shall be maintained/mowed between ten (10) feet from edge of pavement.

4. Landscape Requirements for Yards (non-residential uses):

   a. For linear yard frontage, greater than 1,000 feet in length, tree and shrub groupings shall be randomly incorporated every 300 feet on average. Groupings shall be spaced greater than 100 feet apart.

   b. For linear yard frontage, less than 1,000 feet in length, a minimum of 3 groupings shall be provided. A grouping, whether comprised of trees or shrubs, shall consist of a minimum of three large trees (2" DBH) and five shrub plants (1 gallon).

5. Building Foundation Plantings (non-residential uses):

   Landscape areas within 20 feet of building foundation shall be landscaped in one of the following manners:

   a. Option 1: When native landscaping is elected for use within areas adjacent to building foundations, short grass/small area plantings and shrubs shall be used. "Native landscaping" shall mean landscaping pursuant to the Florida-Friendly Landscaping Program.

   b. Option 2: Non-native standards may be used which consist of traditional small tree and shrub species. When this non-native application is used along the street facing elevation of a building, trees and shrubs shall be provided in planned clusters in accordance with the following requirements: For every one hundred feet of front building façade (excluding areas of ingress and egress) a minimum of one small tree (1" DBH), five large trees (2" DBH), and ten small shrubs (1 gallon) shall be provided.

6. Storm Water Management Area Plantings:

   The side slope areas of detention and retention basins shall be appropriately landscaped. The area of the shallow safety shelf and areas consisting of wet bottoms in detention and retention basins shall be landscaped with appropriate landscape materials.

Section 2. Severability. If any provision or portion of this ordinance is declared by any court of competent jurisdiction to be void, unconstitutional or unenforceable, then all remaining provisions and portions of this ordinance shall remain in full force and effect.

Section 3. Conflict. All ordinances or portions of ordinances in conflict with this ordinance are hereby repealed to the extent of such conflict.
Section 4. Effective Date. Pursuant to Section 125.66, Florida Statutes, as amended, a certified copy of this ordinance shall be filed with the Florida Department of State by the Clerk of the Board of County Commissioners within ten (10) days after enactment by the Board of County Commissioners. This ordinance shall become effective upon filing of the ordinance with the Florida Department of State.

Section 5. Authority. This ordinance is adopted pursuant to the authority granted by Section 125.01, Florida Statutes, as amended, and Sections 163.3161 through 163.3248, Florida Statutes, as amended.

PASSED UPON FIRST READING on this 20th day of September 2012.

PASSED AND DULY ADOPTED, in regular session with a quorum present and voting, by the Board of County Commissioners this ______ day of __________________________ 2012.

Attest:

P. DeWitt Cason, County Clerk

SCARLET P. FRISINA, CHAIR

BOARD OF COUNTY COMMISSIONERS OF COLUMBIA COUNTY, FLORIDA