



**APPLICATION FOR SMALL- SCALE AMENDMENT TO THE FUTURE LAND USE MAP**

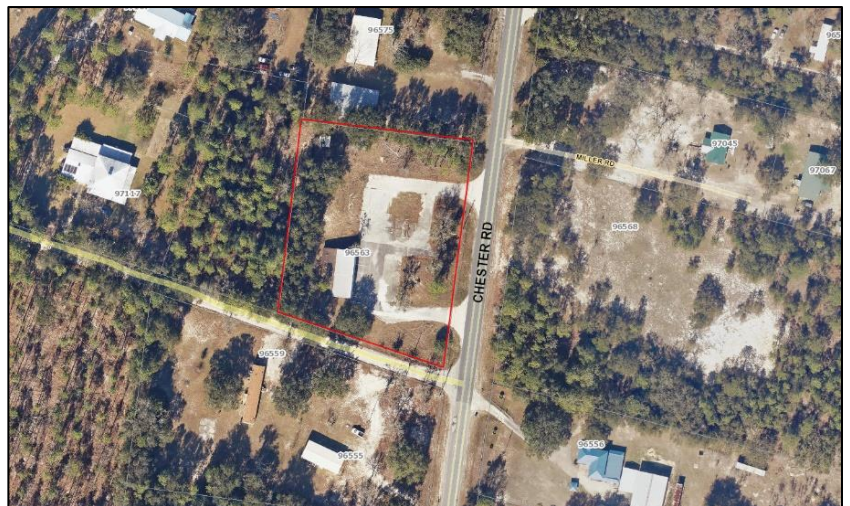
**APPLICATION & SURROUNDING AREA INFORMATION:**

<b>OWNER/APPLICANT:</b>	The Jones Company			
<b>AGENT:</b>	Concept Development, Inc.			
<b>REQUESTED ACTION:</b>	Small Scale FLUM amendment of 1.47 acres from Medium Density Residential (MDR) to Commercial (COM)			
<b>LOCATION:</b>	96563 Chester Road			
<b>CURRENT LAND USE + ZONING:</b>	Medium Density Residential (MDR) + Commercial Neighborhood (CN)			
<b>PROPOSED LAND USE + ZONING:</b>	Commercial (COM) + Commercial Neighborhood (CN)			
<b>EXISTING USES ON SITE:</b>	Vacant Convenience Store			
<b>PROPERTY SIZE + PARCEL ID:</b>	1.47 acres + Parcel ID # 44-3N-28-0000-0001-0460			
<b>ADJACENT PROPERTIES:</b>	<u>Direction</u>	<u>Existing Use(s)</u>	<u>Zoning</u>	<u>FLUM</u>
	North	SF Residential	OR	MDR
	South	Mobile Home	OR	MDR
	East	Vacant	OR	MDR
	West	Vacant	OR	AG

*\*\*\* All required application materials have been received. All fees have been paid. All required notices have been made. All copies of required materials are part of the official record and have been made available on the County's website and at the Planning + Economic Opportunity Department Office. \*\*\**

**SUMMARY OF REQUEST AND BACKGROUND INFORMATION**

The applicant is requesting a Small-Scale Future Land Use Map (FLUM) amendment designation from Medium Density Residential (MDR) to Commercial (COM). Pursuant to Sec. 163.3187, F.S., FLUM amendments including 10 acres or less are considered "Small Scale" and do not require transmittal prior to public hearings for inter-agency review. Currently, the property is occupied by a vacant convenience store.



Prior to the 2011 EAR-based amendments to the Comprehensive Plan, the residential FLUM categories (LDR, MDR, HDR) allowed neighborhood commercial uses like this store. Such neighborhood commercial uses were assigned conventional zoning districts, usually Commercial Neighborhood (CN). After 2011 neighborhood and community commercial uses were allowed in Residential FLUM categories only within a PUD master-planned development.

This property was used as a convenience store/gas station for many years (the Property Appraiser dates it from 1985). The store was a legal conforming use until the 2011 Comprehensive Plan change, but the use has been vacant for more



than a year. Any new development would need to conform to all current regulations including the prohibition of commercial uses in residential FLUM categories with non-PUD zoning. So, to utilize the property for commercial purposes, a FLUM change from Medium Density Residential to Commercial would be required.

**CONSISTENCY WITH THE COMPREHENSIVE PLAN**

**Policy FL.01.04**

Pursuant to Ch. 163, F.S. and Policy FL.01.04 of the Comprehensive Plan, all amendments to the FLUM shall provide justification for the need for the proposed amendment. In evaluating proposed amendments, the County shall consider each of the following statutory criteria:

(A) *Demonstrate the extent to which the proposed amendment discourages urban sprawl per F.S. 163.3177(6)(a)(9), of which indicators are:*

1) *Promotes, allows, or designates for development of substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses.* This change does not represent low-intensity/density of single-use development, and in fact provides for a commercial use to serve the neighborhoods around it.

2) *Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while not using undeveloped lands that are available and suitable for development.*

While the Chester/Blackrock Road area has some remaining aspects of a rural community including larger lots, it is transitioning over time to an area with smaller lot subdivisions, encouraged by the suburban densities of the MDR FLUM.

3) *Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments.*

This property constitutes a small commercial node, located at an intersection, and as such is not strip development.



Vicinity Future Land Use Map



Vicinity Zoning





4) *Fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.*

No significant wetlands or environmentally sensitive areas are located on the site. The amendment should not have an adverse impact on any identified environmentally sensitive lands or designated conservation areas.



5) *Fails to adequately protect adjacent agricultural areas and activities, including silviculture, active agricultural and silvicultural activities, passive agricultural activities, and dormant, unique, and prime farmlands and soils.*  
The proposed amendment will not adversely impact any known agricultural or silviculture activities.

6) *Fails to maximize use of existing public facilities and services.*  
The site is served by both central water and sewer.

8) *Allows for land use patterns or timing which disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.*  
As a small commercial property, this change would not bring with it the kind of impacts referenced in this criterion.

9) *Fails to provide a clear separation between rural and urban uses.*  
N/A.

10) *Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.*  
In entitling and using an existing commercial building for commercial purposes, this change represents infill development.

11) *Fails to encourage a functional mix of uses.*  
In a small way, this increases the mix of uses in a predominantly residential area.

12) *Results in poor accessibility among linked or related land uses.*  
N/A.

13) *Results in the loss of significant amounts of functional open space.*  
The amendment will not result in the loss of a significant amount of functional open space.

*(B) Demonstrate the extent to which the proposed amendment is contiguous to an existing urban or urban transitioning area served by public infrastructure;*



The proposed amendment is located in an area where there is existing public infrastructure. The proposed amendment should not overly burden existing or proposed public infrastructure.

*(C) Demonstrate the extent to which population growth and development trends warrant an amendment, including an analysis of vested and approved but unbuilt development;*

N/A.

*(D) Demonstrate the extent to which adequate infrastructure to accommodate the proposed amendment exists, or is programmed and funded through an adopted Capital Improvement Schedule, such as the County's Capital Improvement Plan, the Florida Department of Transportation Five -Year Work Program, the North Florida Transportation Planning Organization (TPO) Transportation Improvement Program, or privately financed through a binding executed agreement, or will otherwise be provided at the time of development impacts as required by law;*

The proposed amendment will not otherwise not alter development patterns significantly to the degree that would require additional improvements funded through the County's Capital Improvement Plan, the Florida Department of Transportation Five-Year Work Program, the North Florida Transportation Planning Organization (TPO) Transportation Improvement Program.

*(E) Demonstrate the extent to which the amendment will result in a fiscally and environmentally sustainable development pattern through a balance of land uses that is internally interrelated; demonstrates a context sensitive use of land; ensures compatible development adjacent to agriculture and environmentally sensitive lands; protects environmental and cultural assets and resources; provides interconnectivity of roadways; supports the use of non-automobile modes of transportation; and appropriately addresses the infrastructure needs of the community.*

As a longstanding commercial property, this building accomplishes these outcomes by serving the surrounding neighborhood, and its relatively small size helps it be compatible to residential neighbors.

*(F) Demonstrate the extent to which the amendment results in a compact development form that fosters emergence of vibrant, walkable communities; makes active, healthier lifestyles easier to enjoy; conserves land; supports transportation alternatives; reduces automobile traffic congestion; lowers infrastructure costs; reduce vehicular miles traveled and costs related to household transportation and energy; and puts destinations in closer proximity. Successful compact development is illustrated through the use of:*

- 1. Clustered population and/or employment centers;*
- 2. Medium to high densities appropriate to context;*
- 3. A mix of land uses;*
- 4. Interconnected street networks;*
- 5. Innovative and flexible approaches to parking;*
- 6. Multi-modal transportation design including pedestrian, bicycle, and transit-friendly options;*
- 7. And proximity to transit.*

N/A – this criterion is applicable to larger developments.

*(G) Demonstrate the extent to which the amendment does not propose environmental impacts that would significantly alter the natural landscape and topography such that it would exacerbate or lead to increased drainage, flooding, and stormwater issues.*

As an existing use, the change would not significantly impact the environment as described in this criterion.



**CONCLUSION**

Staff finds the requested action to be consistent with the Comprehensive Plan, which encourages such commercial infill as a way to reduce vehicle trips and provide for a mix of uses.

Based on these findings, staff recommends APPROVAL of application CPA20-006.