



CITY OF FORT PIERCE

PLANNING DEPARTMENT

REBECCA GROHALL, AICP, PLANNING MANAGER
COMPREHENSIVE PLANNING ♦ DEVELOPMENT REVIEW
HISTORIC PRESERVATION ♦ URBAN DESIGN ♦ URBAN FORESTRY ♦ ZONING

TO: Robert J. Bradshaw, City Manager
THROUGH: Rebecca Grohall, AICP, Planning Manager
FROM: Kori Benton, Historic Preservation Officer
SUBJECT: Family Dollar Properties: Future Land Use Map Amendment
1210 South 25th Street
DATE: March 6, 2014

STAFF REPORT

Owner: First Southern Bank
Mr. Lee D. Wedekind, Jr., Senior Vice President
1177 SE Third Avenue
Fort Lauderdale, Florida 33316

Applicant: The Hutton Company
Mr. Chuck Borysiak
736 Cherry Street
Chattanooga, Tennessee 37402

Representative: Bowman Consulting
Mr. Daimian Leslie, P.E.
4450 W Eau Gallie Boulevard, Suite 232
Melbourne, Florida 32934

Requested Action: Approval of a Future Land Use Map Amendment from OP, Offices – Professional and Business Services to NC, Neighborhood Commercial

Location: Generally located at 1210 S 25th Street, the east side of South 25th Street, between Ormond Avenue and Mississippi Avenue

Parcel IDs: 2416-602-0158-000/3; 2416-602-0160-000/0; 2416-602-0161-000/7; 2416-602-0164-000/8; 2416-602-0166-000/2; 2416-602-0167-000/9

Current Future Land Use: OP, Offices – Professional and Business Services

Proposed Future Land Use: NC, Neighborhood Commercial

Surrounding Future Land Use:

North	East	South	West
GC	RL	OP	GC

Parcel(s) Size: 1.68 acres

Utilities: Located within the FPUA Retail Service Area
Staff Analysis:

The applicant is requesting the approval of a Future Land Use Map Amendment to change the future land use designation of the subject properties from OP, Offices – Professional and Business Services to NC, Neighborhood Commercial.

The applicant is pursuing the proposed amendment with intentions to construct an approximately 8,300 square foot discount retail store. The applicant has concurrently filed an application for a zoning atlas amendment (rezone), as well as an application for Site Plan review for said project. The representative for the project has indicated that the Site Plan has been placed on hold, temporarily. The impending Site Plan will be reviewed by the Planning Board prior to being routed to the City Commission for final review. The applicant held a neighborhood meeting, as recommended by Planning Staff, to discuss the proposed project with surrounding property owners. Planning Staff did not attend the meeting; however, the applicant has indicated that the neighbors were generally accepting of the proposed project. Additional details of the meeting may be asked of the applicant or representative, if necessary.

The subject site is located in a transitional zone between the General Commercial segment surrounding the intersection of Okeechobee Road and South 25th Street and the predominant Office Commercial area present along 25th Street surrounding Lawnwood Regional Medical Center. In furthering a tiered transition, the recommendation was made to the applicant to pursue a Neighborhood Commercial Future Land Use designation, as opposed to a General Commercial designation, to further this transitional area.

Table 1 exhibits pertinent guidelines for the existing and proposed Future Land Use Designations of the subject site.

Table 1: Existing and Proposed Site Data

	<u>Existing</u>	<u>Proposed</u>
Future Land Use (FLU)	Offices – Professional and Business Services (OP)	Neighborhood Commercial (NC)
Land Use Objective	The Offices – Professional and Business Services designation provides for office and limited commercial developments or horizontal and vertical mixed-use developments. Commercial uses that do not directly sell, store, or display goods, and generate limited auto trips are allowed within this district. Permitted uses allowed within this designation include limited convenience commercial uses, restaurants, and hotels/motels, parks and recreation, along with compatible public, quasi-public, and special uses. Multifamily residences also allowed.	The Neighborhood Commercial designation permits lower intensity commercial developments that are primarily intended to serve surrounding neighborhoods and residential areas. Uses allowed within this designation include limited retail and commercial services such as convenience/grocery stores, beauty salons, day care facilities; offices; and multifamily residential.
Residential Density (maximum dwelling units per gross acre)	10-18 dwelling units/acre	10 dwelling units/acre
Land Use Breakdown	Residential uses may comprise up to 20% of the total floor area of the Offices – Professional and Business Services future land use designation.	Residential uses may comprise up to 20% of the total floor area of the Neighborhood Commercial future land use designation.
Maximum Non-Residential Floor Area Ratio (FAR)	1.0	0.5

The maximum permitted floor area ratio (FAR) for the subject properties will be reduced from 1.0 to 0.5 under the proposed amendments, as demonstrated in Table 1. Additionally, the maximum residential density permitted will be reduced. The expanded land uses desired by the applicant, permitted in the NC, Neighborhood Commercial Zone, are limited retail and commercial services such as convenience/grocery stores.

Comprehensive Plan

The City Commission shall consider the proposed amendment in regards to the established Goals, Objectives and Policies of the City's Comprehensive Plan, more specifically the potential impacts to transportation and infrastructure.

Future Land Use Element Goals, Objectives, & Policies

Goal 1:

The City of Fort Pierce shall regulate land uses to maintain and protect its traditional Florida small-town character by embracing its rich heritage, diverse cultural and community assets, and natural resources.

1.1 Objective:

The City shall adopt and implement the Future Land Use Map to designate future land uses that regulate uses, densities and intensities that enhance its neighborhoods and districts, stimulate tourism and the local economy, and are compatible with its small-town character.

1.1.17 Policy:

Reduce vehicle miles traveled (VMT) and greenhouse gas emissions (GHG) by requiring developments to maximize internal trip capture, provide pedestrian connectivity to surrounding properties, and reduce the number of auto-oriented trips through Transportation Demand Management (TDM).

1.3 Objective:

As development and redevelopment occur within the City, the City shall encourage the elimination or reduction of existing land uses inconsistent with the City's character and future land use.

1.3.1 Policy:

The City shall evaluate land use amendment applications and development proposals for compatibility with the Comprehensive Plan, the City's character, future land use designation, and the adjacent properties.

Analysis: The appropriate expansion of neighborhood commercial land use along or adjacent to Principal Arterial or Minor Arterial roadways furthers the development and redevelopment of neighborhoods and districts, providing the stimulation of the local economy. The review of subsequent development application pursuant to our established land development regulations and design review guidelines seek to ensure compatibility our small-town character. Furthermore, the increased access to neighborhood commercial goods and services advances established goals, policies, and objectives by reducing vehicle miles traveled (VMT) and greenhouse gas emissions (GHG) by improving proximity to desired goods and services.

Transportation Element Goals, Objectives, & Policies

Goal 2:

The City shall provide a safe, convenient, effective, and energy efficient multimodal transportation system which is coordinated with the Future Land Use and provides mobility of people and goods.

2.2 Objective:

Maintain the adopted LOS standards for all City roadways. The City shall coordinate with St. Lucie County and the Florida Department of Transportation (FDOT) to maintain the adopted LOS standards on County and State roadways within the City.

2.2.7 Policy:

Proposed land use changes shall evaluate the net difference in traffic impacts between the current land use and the proposed land use. Any change in land use which exceeds the LOS standard for a roadway shall also be accompanied by a strategy to address the impact. The strategy may consist of a capacity or operational improvement or implementation of a mobility strategy. The LOS evaluation shall be completed using professionally accepted transportation engineering methodology including generalized roadway and detailed roadway analysis as needed.

2.3 Objective:

The City shall integrate the Future Land Use Map with the City's existing, programmed, and planned transportation system to maintain the adopted roadway LOS standards and support multimodal transportation to service the existing and projected population.

2.3.2 Policy:

Proposed Future Land Use Map amendments shall be supported by the Transportation Element. An evaluation of the net change in impacts to the roadways shall be determined. The proposed amendment shall maintain the adopted LOS standard. If the LOS standards are not maintained, the amendment shall be accompanied by strategies including capacity and operational improvements, and mobility strategies to achieve the adopted LOS standard.

2.3.3 Policy:

The City shall integrate transportation and land use to support multimodal transportation through site design and development standards that address building placement and orientation, pedestrian access, bicycle parking, and transit-oriented development principles.

Analysis: The proposed land use change has been evaluated for the net difference in traffic impacts. The change in land use does not surpass the LOS standard for the 25th Street corridor. Although the proposed change in land use presents a higher potential for additional trips necessary for the delivery of retail goods, these trips are allocated to a Principal Arterial, and offer the reduction of vehicular traffic on other roadways by reducing vehicle miles traveled (VMT) to other retail sources. Furthermore, the City's established design and development standards will address building placement and orientation, pedestrian access, bicycle parking, and transit-oriented development principles with any proposed potential development within the subject site.

Technical Review Committee (TRC) Recommendation:

All affected departments have reviewed and approved the application based upon the conclusion that no significant increase in traffic or other impacts to public facilities are expected to be generated by the proposed amendment.

Planning Board Recommendation:

The Planning Board, at their January 14th, 2014 Local Planning Agency hearing, voted unanimously to recommend approval of the request.

Property Owner Response Summary:

A total of 95 notifications of the proposed Future Land Use Map Amendment were mailed to property owners located within 500 feet of the subject property. As of March 6, 2014, zero (0) responses have been received. An update of responses will be provided at the City Commission Meeting.

Staff Recommendation:

The proposed amendment furthers the Goals, Objectives, and Policies of the City's Comprehensive Plan and presents no adverse impacts on the health, safety, and welfare of the community; therefore Staff recommends that the City Commission **approve** the proposed amendment.