

2011-R-002

Property Owner: Steve and Rhonda Mere

Existing Zoning: C1M (Marina District)

Requested Zoning: C2M (Marina and Yacht Club District)

Existing FLUM: Marina

Requested FLUM: No Change

STAFF ANALYSIS

Part I. General Information:

Applicant: Steve and Rhonda Mere

Project Location: 4820 McMillan Road, Milton

Parcel Number: APO 34-1N-29-0000-01201-0000

Parcel Size: 4 (+/-) acres

Purpose: Single Family Residential

Requested Action: Amendment of the Land Development Code Official Zoning Map changing the zoning district **from C1M to C2M**.

Existing Zoning Description: C1M (Marina District) This district is designed to accommodate watercraft and limited commercial services and facilities oriented to users of docks, moorings and watercraft. Major repairs or reconstruction of watercraft are not permitted within this district. No dwelling units are allowed.

Proposed Zoning Description: C2M (Marina and Yacht Club District) allows detached single family residential structures and no mobile homes. The district is designed to accommodate watercraft and limited commercial services. This district is intended to be used for docking of watercraft. Major repairs or reconstruction of watercraft are not permitted within this district. Maximum allowable density = 4 dwelling unit (du) per acre.

Existing FLUM: Marina

Proposed FLUM: No Change

Current Use of Land: Vacant; However, the property owner has been reconstructing the docks with plans to open a working marina.

Surrounding Zoning: The proposed rezoning is a 4 acre portion of an overall 8 acre C1M zoning district. North and east is RR1, Rural Residential District. R1, Single Family Residential is located southwest of the site. C2M, Marina and Yacht Club District is located west across the canal.

Rezoning History: In 1994, 60 acres east of the property on the southside of Mulat Road was rezoned from RR1 to R1.

Part II. Data and Analysis (Consistency with the Santa Rosa County Comprehensive Plan):

A. Infrastructure Availability:

(1) Predicted Maximum Roadway Impact:

In case of rezonings it is more acceptable to present a worse case scenario analysis as development plans are not finalized and due to the overall permanence of the situation. The current zoning does not allowed residential dwelling units. The proposed development could produce approximately 38 average daily vehicle trips onto McMillan Road with distribution onto Mulat Road. The overall net affect upon the roadway is 38 average daily vehicle trips onto these local roadways as a worst case scenario. Specific traffic computations are provided as an appendix to this analysis.

(2) Potable Water:

Potable Water is provided by Pace Water System, Inc. The proposed amendment is not expected to create capacity problems for the Pace Water System, Inc.

(3) Sanitary Sewer:

Pace Water System, Inc. indicates that sewer service is not currently available. The applicant indicates that a septic system will be used.

(4) Solid Waste:

The applicant indicates a private hauler will be used to transport solid waste from the site. Currently the landfill has approximately 52% of the permitted airspace remaining. Based on estimated population projections, the remaining life of this airspace is approximately 30 years.

(5) Parks, Recreation and Open Space:

A rezoning to C2M, Marina and Yacht Club District would not increase demand on recreation facilities.

B. Compatibility:

Policy 5.1.C.8 of the Comprehensive Plan states:

"the County shall continue to utilize the Future Land Use Map amendment, rezoning, conditional use and special exception approval process to assure that new proposed land uses are compatible with existing residential uses, and will not significantly contribute to the degradation of residential neighborhoods."

The property is located within the Garcon Point Protection Area Overlay District. The Garcon Point Protection Area (GPPA) is an area where low density residential development is desirable due to environmental sensitivity. The installation of centralized

sewer shall be required for any petitions to rezone/ amend to densities greater than two (2) dwelling units per acre. Currently, the majority of uses surrounding the site are single family residential homes and vacant property. The proposed use to allow single family residential as an accessory to the marina is compatible with the surrounding uses.

C. Suitability:

Policy 3.1.E.6 of the Comprehensive Plan states:

"the County shall use the latest version of the Flood Damage Prevention Ordinance promulgated by the FEMA to determine the location of the 100-year floodplain and flood prone areas and development shall be limited in those areas, consistent with FEMA requirements."

Flood zone maps show this area is located within a Special Flood Hazard Area. The type of foundation required for the Single Family Residential Structure will depend upon the location of the structure on the lot. They may be required to elevate on pilings. Currently the elevation requirement is 11 feet above mean sea level.

The National Wetlands Inventory Map indicates possible wetlands located on the overall property. A jurisdictional wetlands survey dated 2002 was provided by the applicant. Development of the site is limited based on the jurisdictional wetlands boundaries determined and verified by the applicable agencies.

D. Urban Sprawl

Policy 3.1.G.4 of the Comprehensive Plan states:

"no future land use category may be changed and no rezoning may be approved unless a finding is made that the change in land use or land use classification or zoning category will promote compact development and discourage urban sprawl. The Santa Rosa County Board of County Commissioners shall be responsible for making such finding upon receipt of a report from the LPA."

The proposed rezoning for development of a single family residential structure on the property is consistent with surrounding existing land use. A rezoning to Marina and Yacht Club District would not result in a finding of urban sprawl under the proposed classification.

2011-R-002 Traffic Analysis Append

For the C1M estimation:

No dwelling units are allowed.

For the C2M estimation:

The subject property is located within the Garcon Point Protection Area. Sanitary Sewer is not available; therefore, a maximum of (2) two dwelling units per acre is allowed.

Single Family Detached Housing (210)

4 acres x 2 du's/acre = 8 possible units

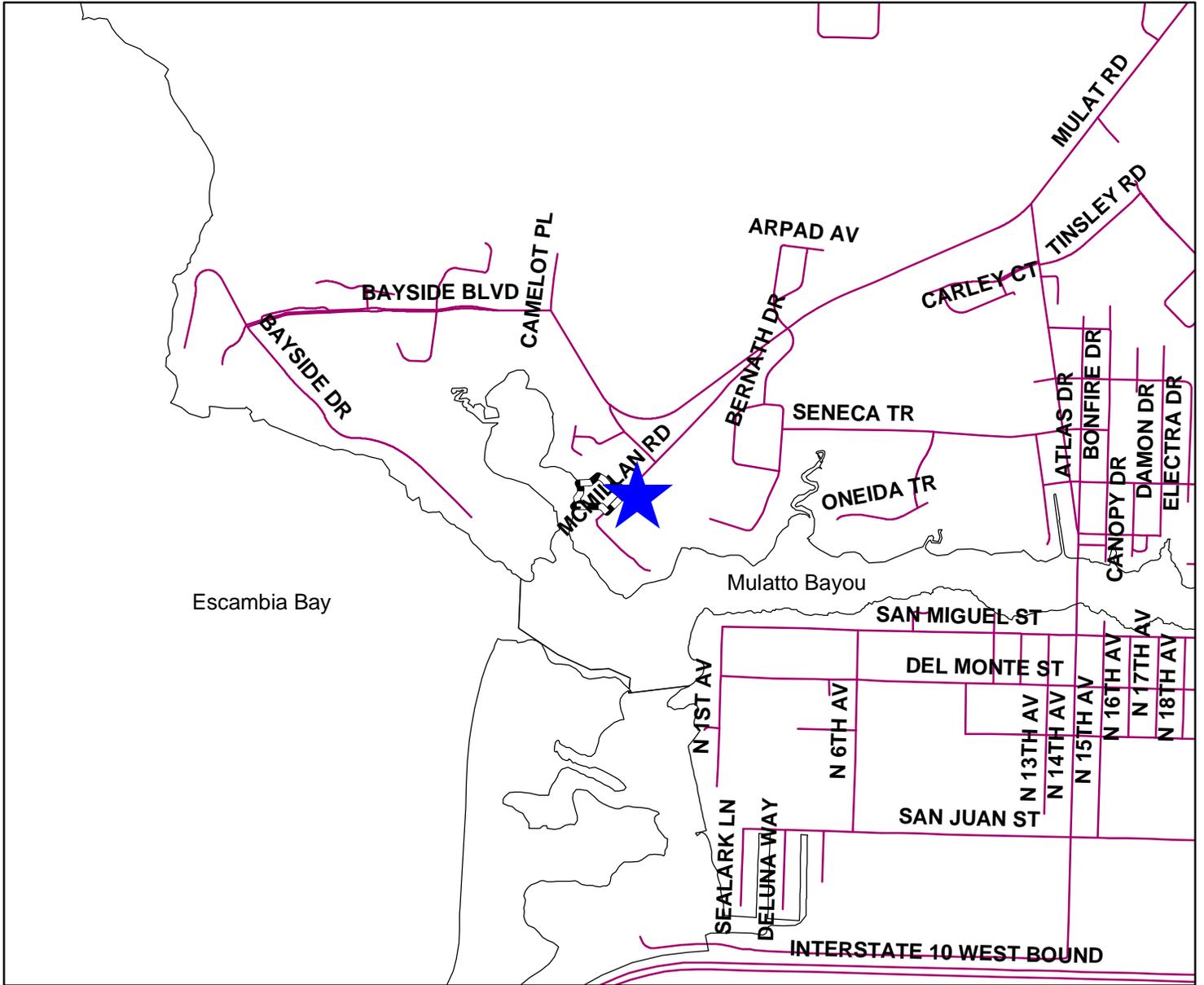
ITE Average Rate: $9.57 \times 8 = 76.56$ Average Daily Vehicle Trips

Driveway %: $0.50 \times 76.56 = 38.28$ Daily Vehicle Trips

New Trip % = 100%; $38.28 \times 1.00 = 38.28$ New Daily Vehicle Trips

Selection of the ITE data plot (210) for single family detached housing was made because this was the worst case scenario or the maximum allowable level of development intensity within the zoning district. The independent variable (Dwelling Units) was chosen in accordance with professionally accepted practices: there was a coefficient of determination of 0.96 for this data plot; the standard deviation was 3.69 for this data plot; and there was a large sample size (350 studies).

Location Map (2011-R-002)



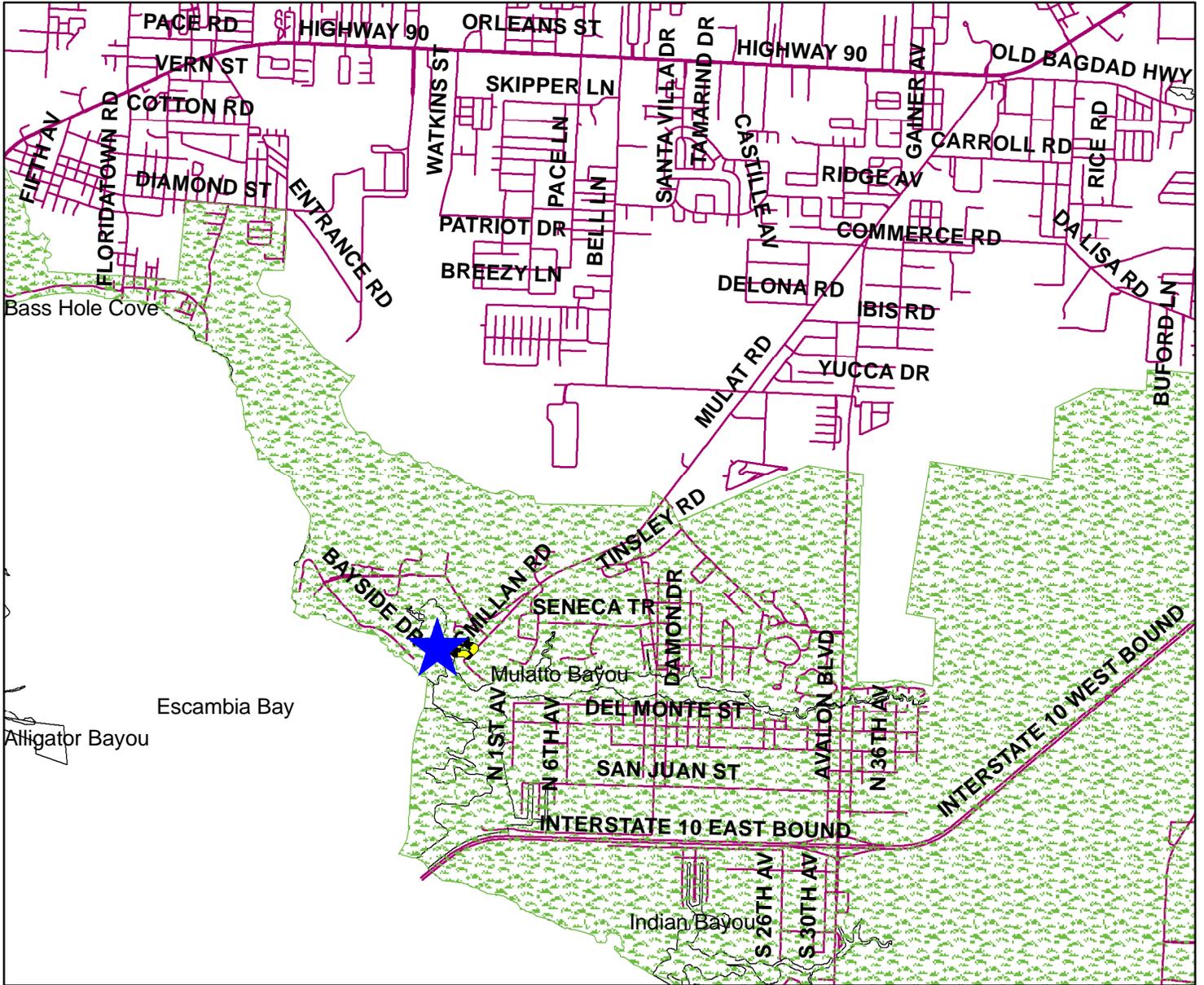
1 inch = 2,000 feet



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2011-R-002 Garcon Point Protection Area



1 inch = 5,000 feet



2011-R-002_Rezoning



Garcon Point Protection Area

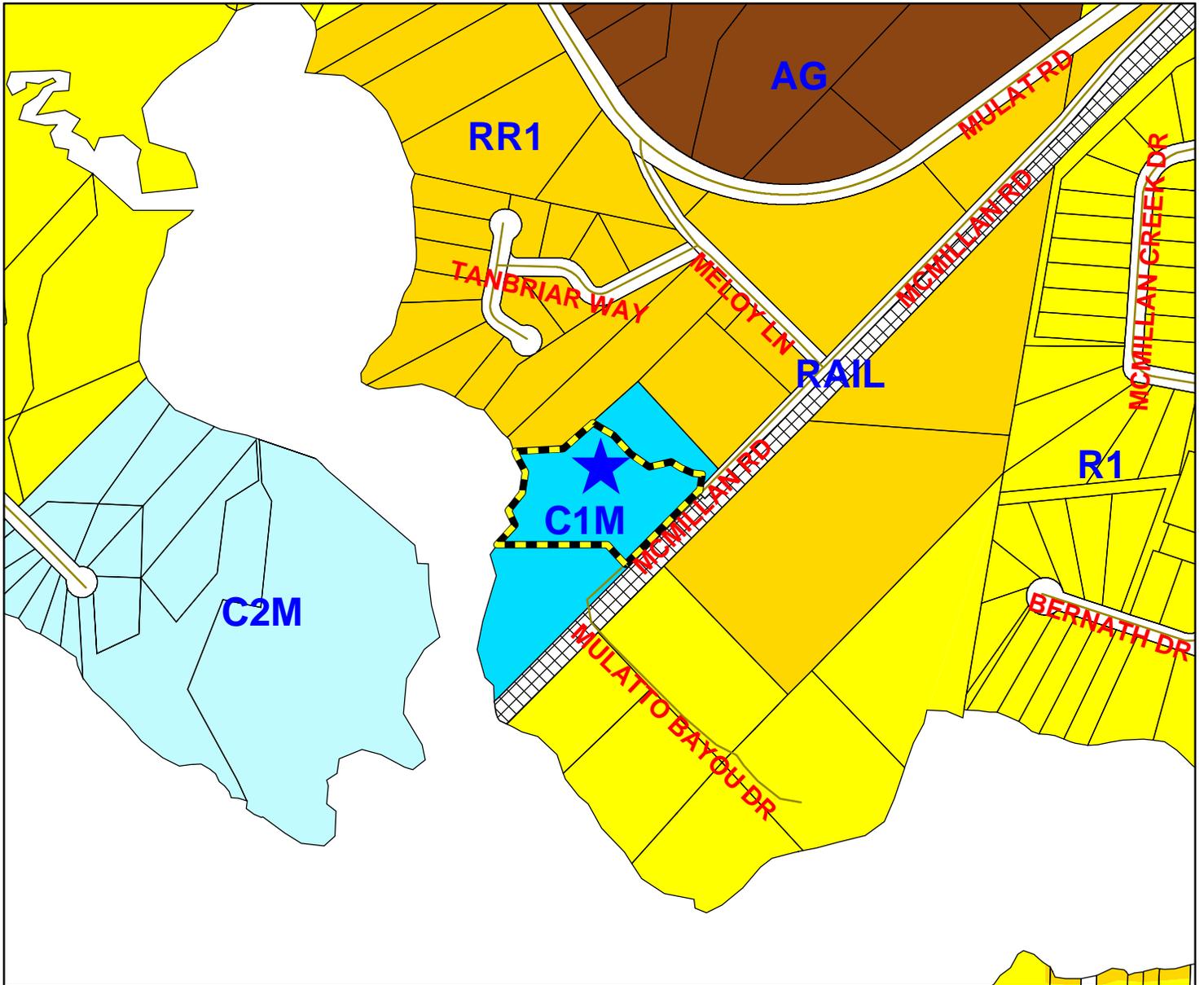
Streets



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Current Zoning (2011-R-002)



1 inch = 500 feet



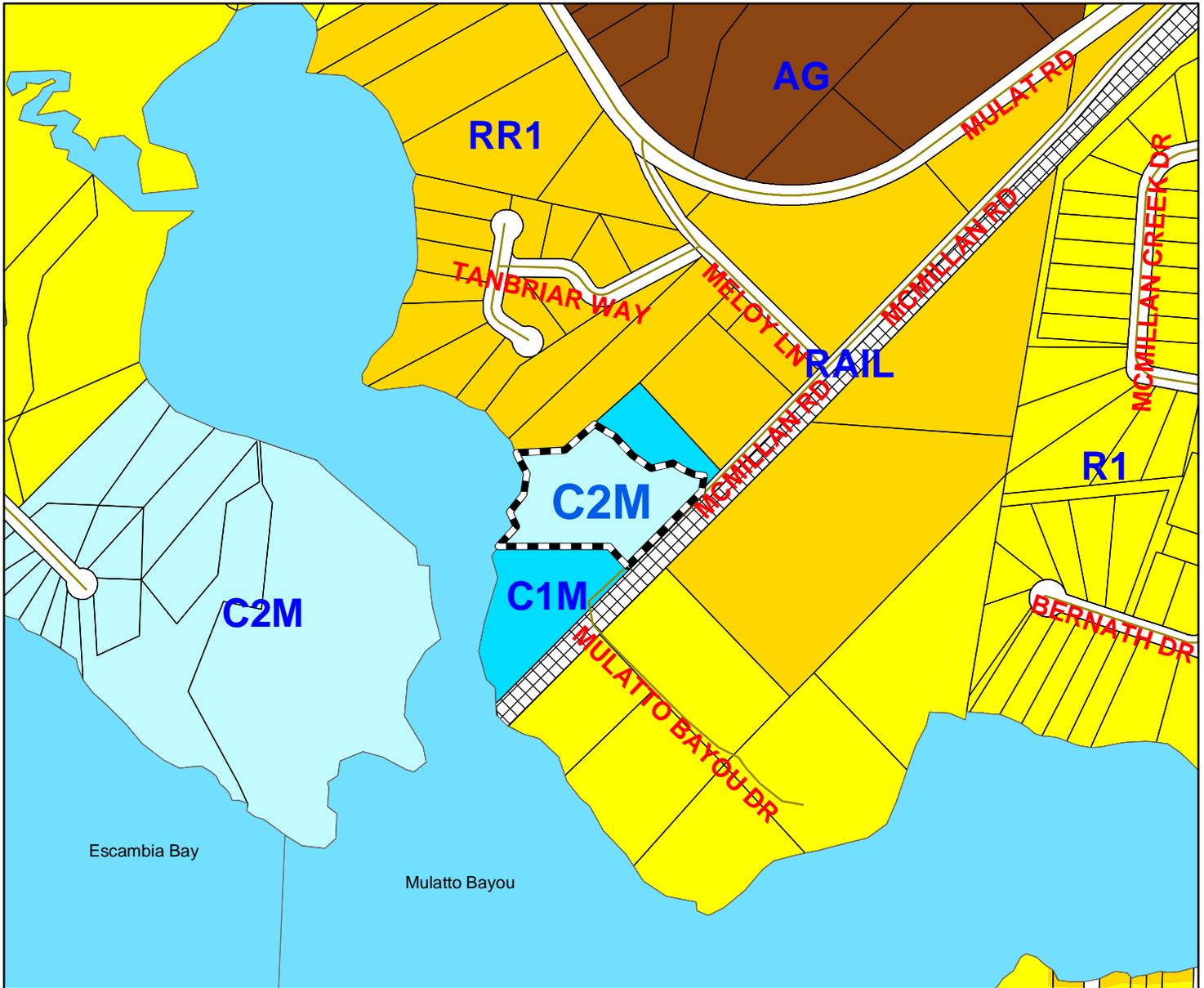
Legend

2011-R-002_Res zoning	Restricted Industrial (M-1)	R1 within an Accident Potential Zone (R1-APZ)	Navarre Beach - Commercial
Streets	M1 within an Accident Potential Zone (M1-APZ)	R1 within the Heart of Navarre (R1-HON)	Hotel - Navarre Beach
Parcels	M1 within the Heart of Navarre (M1-HON)	Single Family Residential (R-1A)	Navarre Beach - High Density
Zoning District	General Industrial (M-2)	Mixed Residential Subdivision (R-1M)	Navarre Beach - Medium Density
Agriculture/Rural Residential (AG)	M2 within an Accident Potential Zone (M2-APZ)	R1M within an Accident Potential Zone (R1M-APZ)	Navarre Beach - Planned Mixed Use Development
AG within an Accident Potential Zone (AG-APZ)	Planned Industrial Development (PID)	R1M within the Heart of Navarre (R1M-HON)	Navarre Beach - Conservation/Recreation
Agriculture (AG2)	Neighborhood Commercial (NC)	Medium Density Residential (R-2)	Navarre Beach - Single Family
AG2 within an Accident Potential Zone (AG2-APZ)	NC-APZ	R2 within an Accident Potential Zone (R2-APZ)	Navarre Beach - Medium High Density
Marina (C-1M)	NC within the Heart of Navarre (NC-HON)	R2 within the Heart of Navarre (R2-HON)	Navarre Beach - Utilities
Marina and Yacht Club (C-2M)	Passive Park (P-1)	Medium Density Mixed Residential (R-2M)	State
Historical/Commercial (HC-1)	P1 within the Heart of Navarre (P1-HON)	R2M within an Accident Potential Zone (R2M-APZ)	State within an Accident Potential Zone (STATE-APZ)
Highway Commercial Development (HCD)	Active Park (P-2)	R2M within the Navarre Town Center (R2M-NTC)	RAIL
HCD within an Accident Potential Zone (HCD-APZ)	P2 within an Accident Potential Zone (P2-APZ)	Medium High Density Residential (R-3)	Right of Ways
HCD within the Heart of Navarre (HCD-HON)	P2 within the Heart of Navarre (P2-HON)	Rural Residential Single Family (RR-1)	Military
HCD with the Navarre Town Center (HCD-NTC)	Planned Business District (PBD)	RR1 within an Accident Potential Zone (RR1-APZ)	Water
Historical/Single Family (HR-1)	Planned Unit Development (PUD)	Navarre Town Center 1 (TC1)	Municipal Boundaries
Historical/Multiple Family (HR-2)	Single Family Residential (R-1)	Navarre Town Center 2 (TC2)	

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Proposed Zoning (2011-R-002)



1 inch = 500 feet



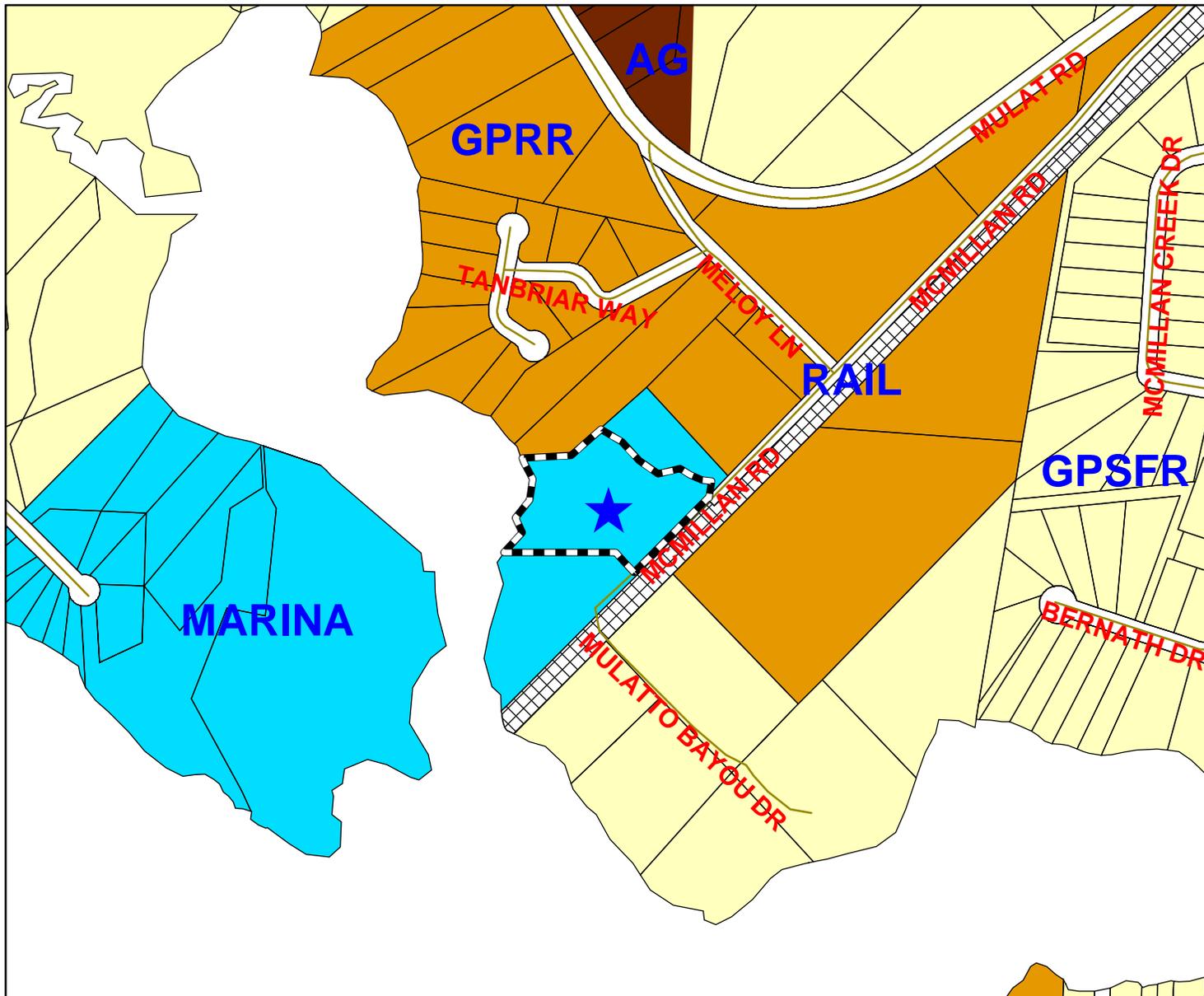
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|---|---|---|---|
| 2011-R-002_Rezoning | Restricted Industrial (M-1) | R1 within an Accident Potential Zone (R1-APZ) | Navarre Beach - Commercial |
| Hydro3 | M1 within an Accident Potential Zone (M1-APZ) | R1 within the Heart of Navarre (R1-HON) | Hotel - Navarre Beach |
| Streets | M1 within the Heart of Navarre (M1-HON) | Single Family Residential (R-1A) | Navarre Beach - High Density |
| Parcel Lines | General Industrial (M-2) | Mixed Residential Subdivision (R-1M) | Navarre Beach - Medium Density |
| Zoning District | M2 within an Accident Potential Zone (M2-APZ) | R1M within an Accident Potential Zone (R1M-APZ) | Navarre Beach - Planned Mixed Use Development |
| Agriculture/Rural Residential (AG) | Planned Industrial Development (PID) | R1M within the Heart of Navarre (R1M-HON) | Navarre Beach - Conservation/Recreation |
| AG within an Accident Potential Zone (AG-APZ) | Neighborhood Commercial (NC) | Medium Density Residential (R-2) | Navarre Beach - Single Family |
| Agriculture (AG2) | NC-APZ | R2 within an Accident Potential Zone (R2-APZ) | Navarre Beach - Medium High Density |
| AG2 within an Accident Potential Zone (AG2-APZ) | NC within the Heart of Navarre (NC-HON) | R2 within the Heart of Navarre (R2-HON) | Navarre Beach - Utilities |
| Marina (C-1M) | Passive Park (P-1) | Medium Density Mixed Residential (R-2M) | State |
| Marina and Yacht Club (C-2M) | P1 within the Heart of Navarre (P1-HON) | R2M within an Accident Potential Zone (R2M-APZ) | State within an Accident Potential Zone (STATE-APZ) |
| Historical/Commercial (HC-1) | Active Park (P-2) | R2M within the Navarre Town Center (R2M-NTC) | RAIL |
| Highway Commercial Development (HCD) | P2 within an Accident Potential Zone (P2-APZ) | Medium High Density Residential (R-3) | Right of Ways |
| HCD within an Accident Potential Zone (HCD-APZ) | P2 within the Heart of Navarre (P2-HON) | Rural Residential Single Family (RR-1) | Military |
| HCD within the Heart of Navarre (HCD-HON) | Planned Business District (PBD) | RR1 within an Accident Potential Zone (RR1-APZ) | Water |
| HCD within the Navarre Town Center (HCD-NTC) | Planned Unit Development (PUD) | Navarre Town Center 1 (TC1) | Municipal Boundaries |
| Historical/Single Family (HR-1) | Single Family Residential (R-1) | Navarre Town Center 2 (TC2) | |
| Historical/Multiple Family (HR-2) | | | |

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Future Land Use (2011-R-002)



1 inch = 500 feet



Legend

2011-R-002_Rezoning

Streets

Parcels

FLUM

AGRICULTURE (AG)

SINGLE FAMILY RESIDENTIAL (SFR)

MEDIUM DENSITY RESIDENTIAL

RESIDENTIAL (RES)

COMMERCIAL (COMM)

CONSERVATION/RECREATION (CON/REC)

GP SINGLE FAMILY RESIDENTIAL (GPSFR)

GP RURAL RESIDENTIAL (GPRR)

BAGDAD HISTORIC DISTRICT (HIS)

INDUSTRIAL (INDUS)

MARINA (MARINA)

MILITARY (MIL)

MIXED RESIDENTIAL COMMERCIAL (MRC)

NAVARRE BEACH COMMERCIAL (NBCOMM)

NAVARRE BEACH LOW DENSITY RESIDENTIAL (NBLDR)

NAVARRE BEACH MEDIUM DENSITY RESIDENTIAL (NBMDR)

NAVARRE BEACH MEDIUM/HIGH DENSITY RESIDENTIAL (NBMHDR)

NAVARRE BEACH HIGH DENSITY RESIDENTIAL (NBHDR)

NAVARRE BEACH MIXED RESIDENTIAL/COMMERCIAL (NBMRC)

NAVARRE BEACH UTILITIES (NBU)

CITY

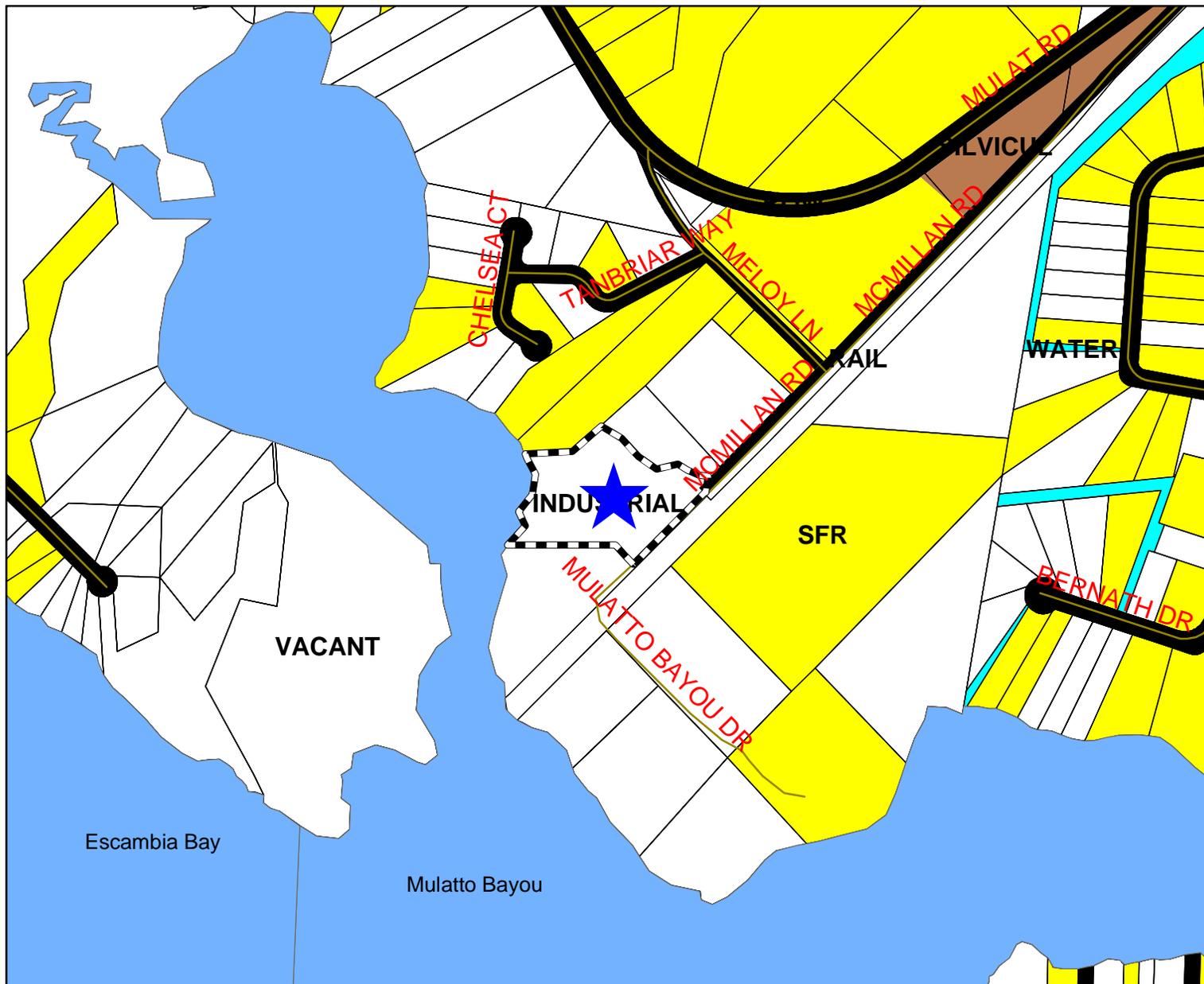
RAIL

WATER

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Existing Land Use Map (2011-R-002)



1 inch = 500 feet



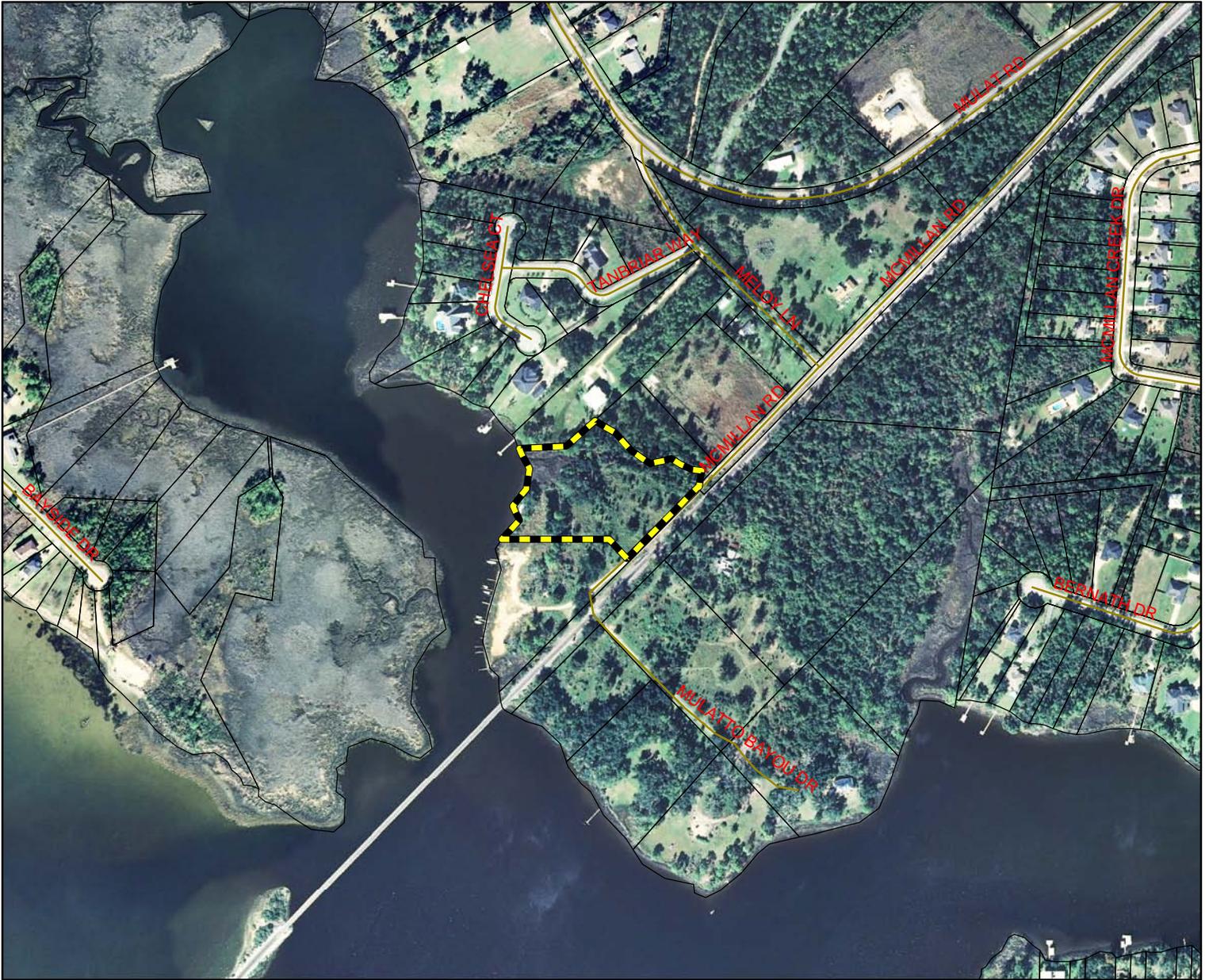
Legend

2011-R-002_Rezoning	City	Recreation/Open Space
Water Bodies	Commercial	Right of Way
Streets	Institutional	Single Family Residential
Parcels	Military	Silviculture
ELUM	Mixed Residential/Commercial	Unknown
CATEGORY	Office	Vacant
Agriculture	Public Owned Property	Water
Agriculture Homestead	Recreation/Commercial	
Condo/Townhomes		

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Aerial View (2011-R-002)



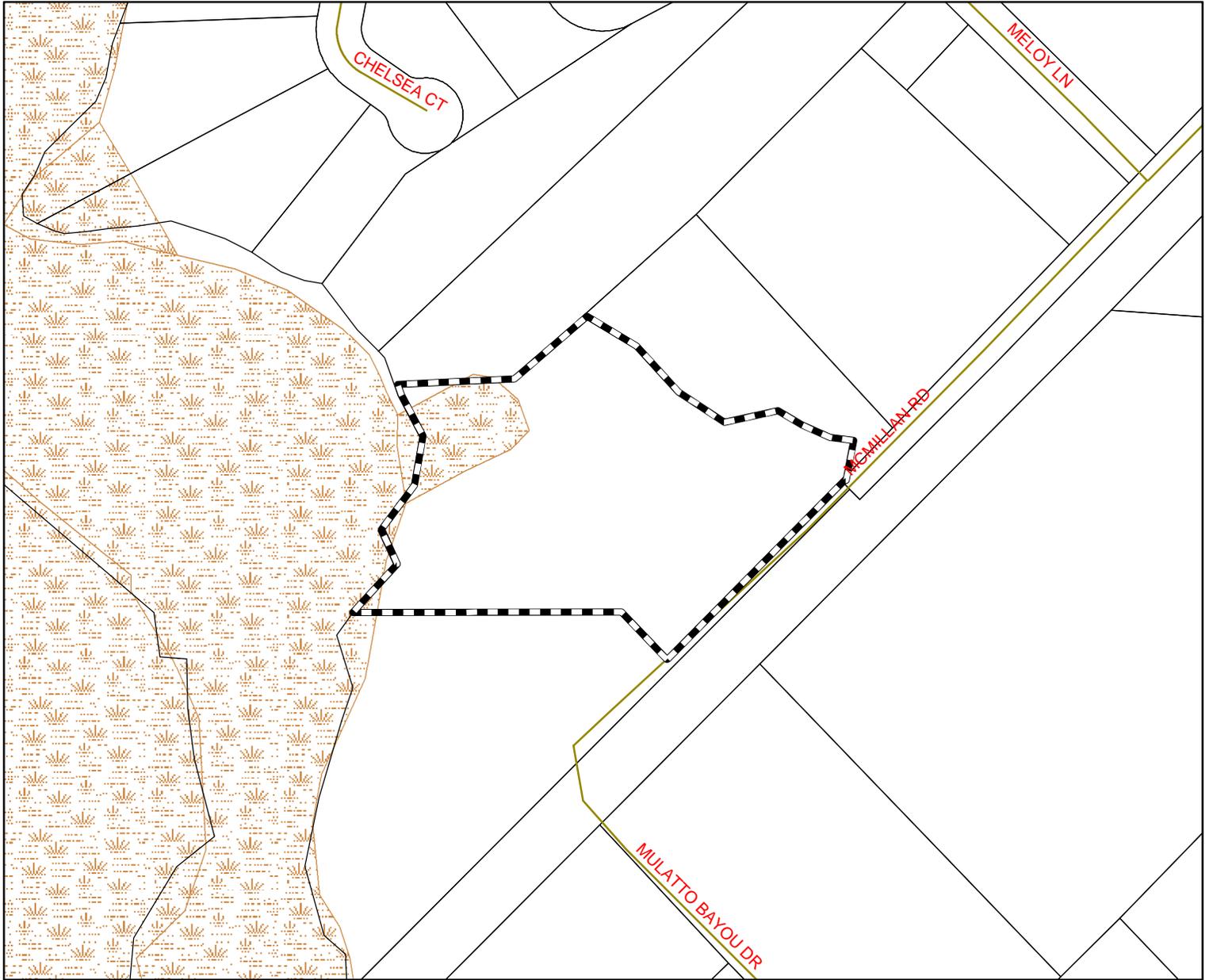
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Possible Wetlands 2011-R-002



1 inch = 200 feet



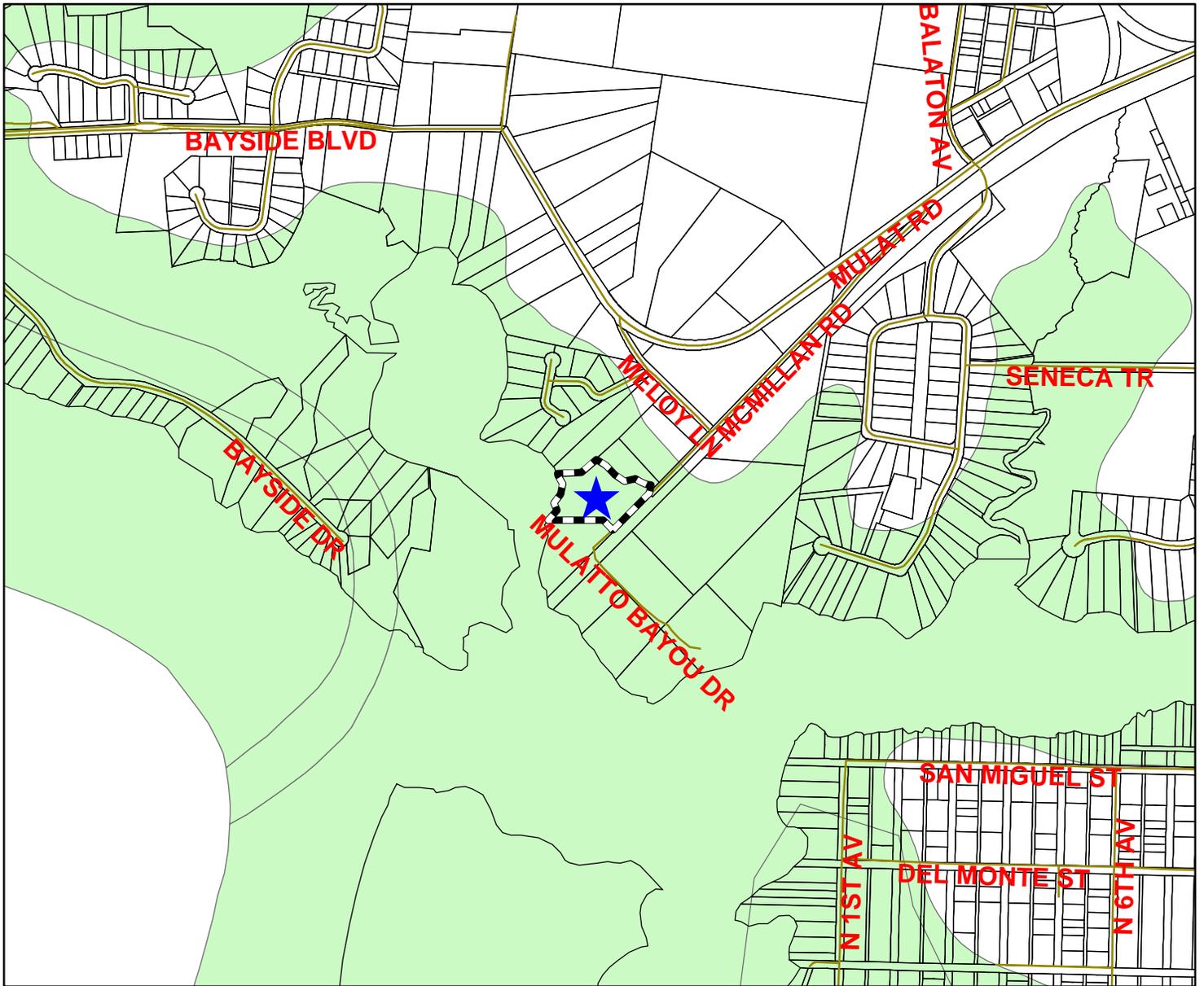
Legend

-  2011-R-002_Rezoning
-  Streets
-  Parcels
-  Estuarine
-  Lacustrine
-  Palustrine
-  Riverine
-  Marine

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(2011-R-002)
Storm Water Problem Areas
Identified by Santa Rosa County



Legend

-  2011-R-002_ Rezoning
-  Streets
-  Pending Rezoning
-  Parcels
-  SWProblemAreas

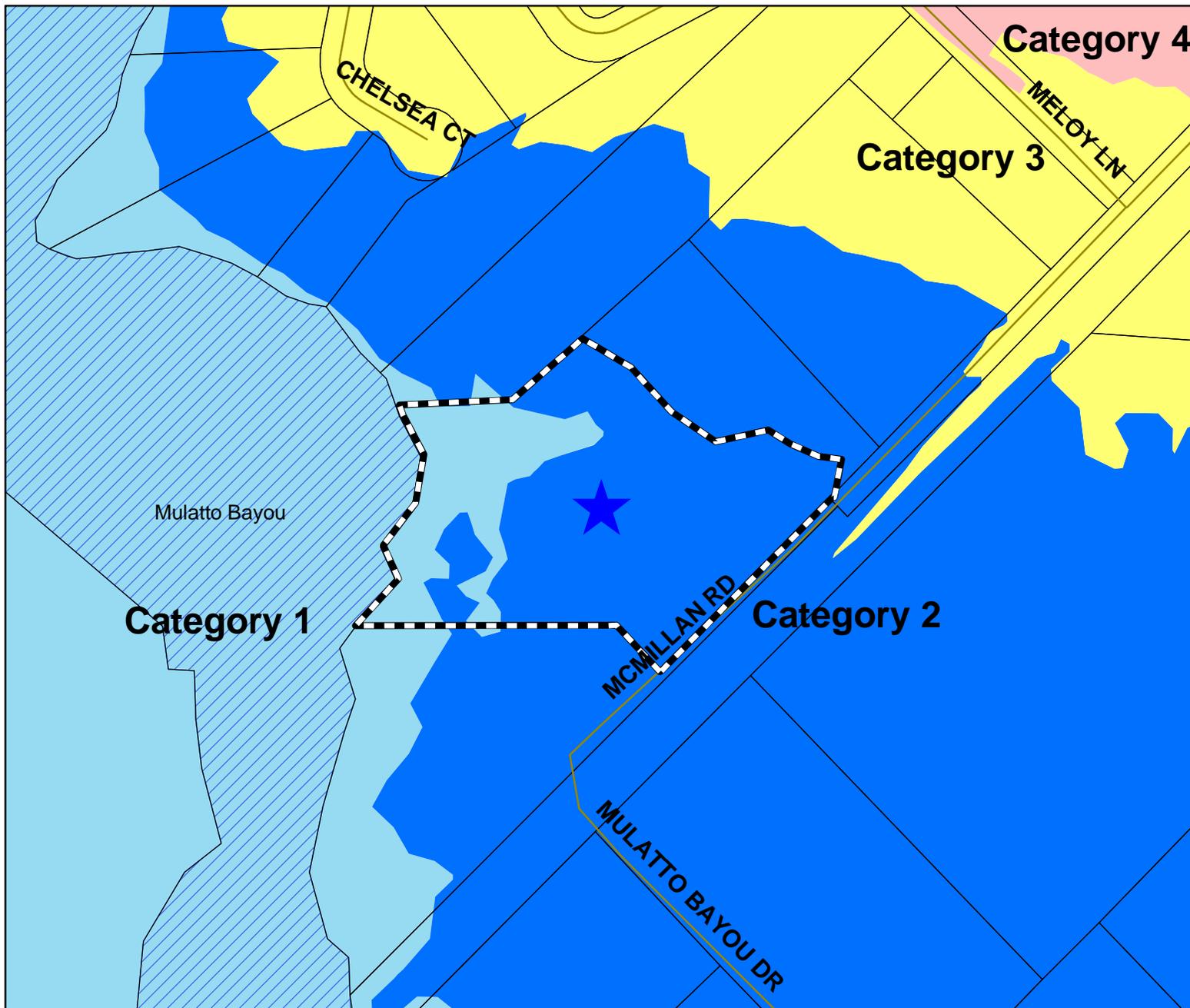
1 inch = 1,000 feet



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Storm Surge Map (2011-R-002)



Legend

1 inch = 200 feet

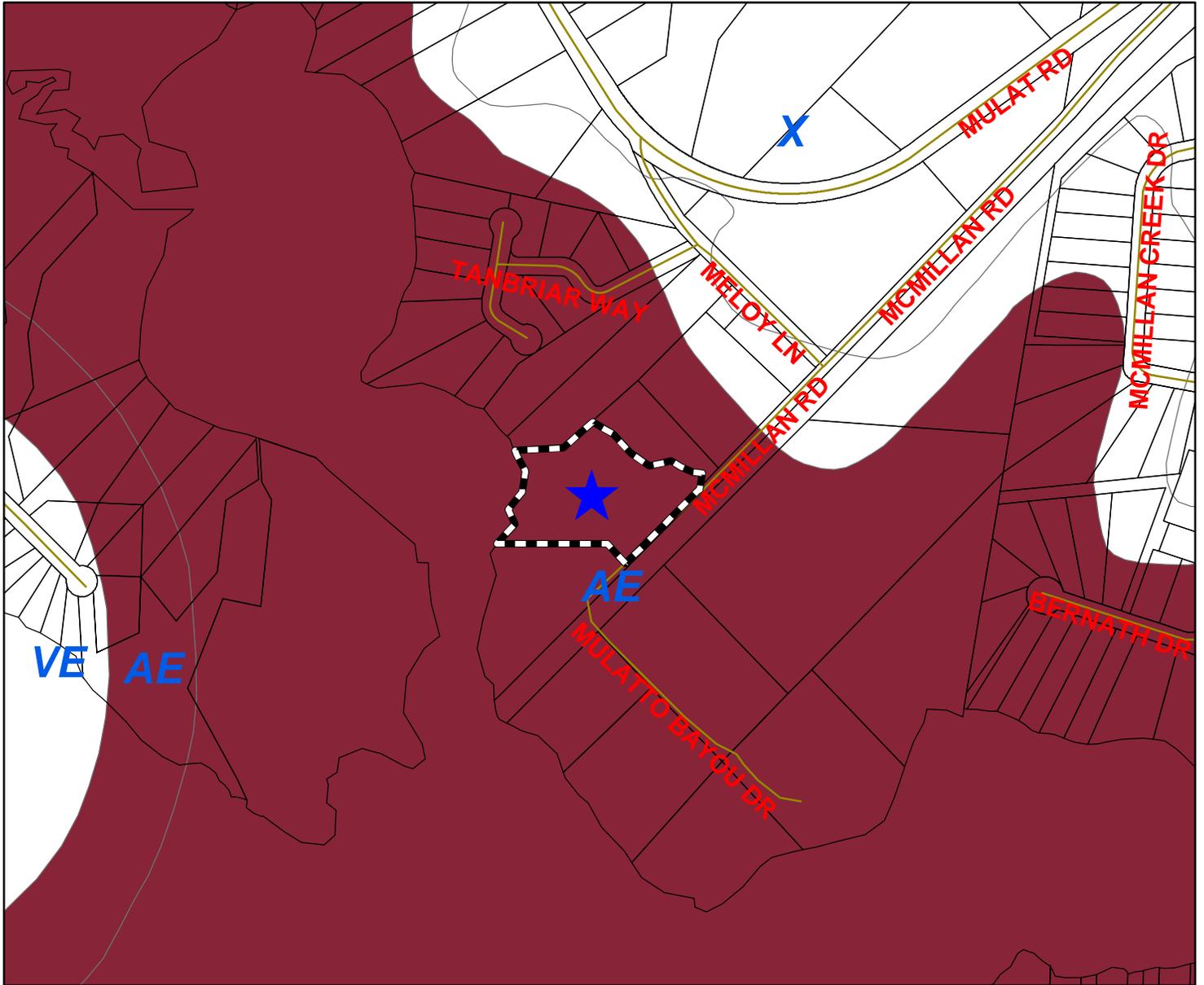
-  2011-R-002_Rezoning
-  Streets
-  Parcels
-  Water Bodies
-  Category 1
-  Category 2
-  Category 3
-  Category 4
-  Category 5
-  Tropical Storm



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(2011-R-002) FEMA Insurance Rate Map - FIRM



Legend

 2011-R-002_Rezoning

 Streets

 Parcels

DFIRM

FLD_ZONE, FLOODWAY

 AE,

 AE, FLOODWAY

 X,

1 inch = 500 feet



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Comments
Support & Opposition

2011-R-002

Shawn Ward

From: Nick Meloy [mulatfl@att.net]
Sent: Saturday, January 01, 2011 1:18 PM
To: Shawn Ward
Subject: Amendment Application 2011-R-002 for Steve and Rhonda Mere

To: Shawn Ward, Planner II
From: Frederick A. and Barbara B. Meloy
Date: 01/01/2011
Subject: FLUM Amendment Application 2011-R-002 for Steve and Rhonda Mere

We are in favor of granting the requested amendment.

The work that the Mere's have done to date has significantly upgraded the property, and the proposed amendment will continue to upgrade the property.

Barbara B. Meloy
Frederick A. Meloy

Email secured by Check Point

1/13/2011

MR. JOHN A., AND LINDA J. MOORE
3225 MELOY LANE
MILTON, FL. 32583
850-994-6819

SANTA ROSA DEVELOPMENT SERVICES, PLANNING DEPARTMENT
RE: AMENDMENT APPLICATION 2011-R-002 FOR STEVE AND RHONDA
MERE, REZONING PROPERTY.

TO WHOM IT MAY CONCERN:

WE, THE MOORE FAMILY ARE DELIGHTED THAT THE PROPERTY ABOVE
IS BEING REBUILT BY THE MERES, AND WE THINK IT WILL BE
A GREAT ATTRIBUTE TO THIS COMMUNITY TO HAVE THE WATERFRONT
REOPENED TO THE PUBLIC IN THIS WAY

WE ARE LOOKING FORWARD TO THIS REDEVELOPEMENT, AND BEING
NEIGHBORS TO THE MERE FAMILY.

SINCERELY,

JOHN AND LINDA MOORE

John Moore
Linda Moore