

A coastal landscape featuring a sandy beach, ocean waves, and tall grasses in the foreground. The text "Comprehensive Plan 2030 Update" is overlaid on the image.

Comprehensive Plan 2030 Update

Purpose of Comp Plan

The comprehensive plan, also known as a general plan, master plan or land-use plan, is a document designed to guide the future actions of a community.

It presents a vision for the future, with long-range goals and objectives for all activities that affect the city.

- **It is the means by which a community can balance competing private interests**
- **It is the means by which a community can protect public investments**
- **It allows communities to plan development in a way that protects valued resources.**
- **It provides guidance for shaping the appearance of the community.**
- **It promotes economic development.**
- **It provides justification for decisions.**
- **Through public dialogue, citizens express a collective vision for the future**

Future Land Use Element Changes

REASON: To make consistent with the Land Development Regulations

Table A-1. Residential Land Use Classification and Permitted Density

Residential Land Use Classification	Maximum Density Permitted per Acre
Residential – Low Density (RL)	Up to six (6) Dwelling Units
Residential – Medium Density (RM)	<u>Up Seven</u> (7) to fourteen (14) Dwelling Units
Residential – High Density (RH)	<u>Up Fifteen</u> (15) to twenty (20) Dwelling Units

Future Land Use Element Changes

REASON: Conflicts with the Land Development Regulations and should not be in the Comprehensive Plan

DELETE the following policy and table.....

~~Policy A.1.5.9 The City shall permit non-residential development only in compliance with the following non-residential intensity standards for commercial and industrial land use classifications as designated on the Future Land Use Map and in accordance with the following table.~~

~~Table A-2. Non-Residential Intensity Standards~~

Classification	Floor Area Ratio[‡]	Impervious Surface Area Limit
Commercial	.50—.70 Floor Area Ratio	70% maximum
Central Business District	.50—.70 Floor Area Ratio	70% maximum
Industrial	.25—.70 Floor Area Ratio	70% maximum
Public and Semi-Public	.50—.70 Floor Area Ratio	70% maximum

~~[‡] The Floor Area Ratio is determined by dividing the gross floor area of a building by the size of the property upon which the building will be constructed.~~

Future Land Use Element Changes

REASON: Add a bonus density for affordable housing

Add the following policy.....

Marsh Oaks Business District - This area was identified during the 2018 Mayport Road Visioning Implementation Plan for pedestrian friendly redevelopment. The land use category was created to allow properties to redevelop with a Traditional Marketplace zoning district without creating conflicts with properties zoned General Commercial and Limited Commercial. Residential uses, not exceeding the High Density category shall also be permitted, when in conjunction with, or adjacent to commercial development and redevelopment, provided that such residential development shall not be permitted within the Coastal High Hazard Area. Properties providing ??% of the units as very low, low, and moderate income families are eligible for an additional ??% increase in density. The following zoning districts are consistent with the Marsh Oaks Business District land use category and the uses within this land use category shall be limited to the following and as more specifically described within the Land Development Regulations and when located within the respective zoning district.



MAP A-1: FUTURE LAND USE MAP (FLUM)

*City of Atlantic Beach
2018-2030 Comprehensive Plan
Amendment Map Series*

*In the event of any conflict between any maps
and the text of the Comprehensive Plan, the text
of the Comprehensive Plan shall control.*

Future Land Use Designations

-  **Residential Low Density (RL)**
Up to six (6) dwelling units per acre
-  **Residential Medium Density (RM)**
Seven (7) to fourteen (14) dwelling units per acre
-  **Residential High Density (RH)**
Fifteen (15) to twenty (20) dwelling units per acre
-  **Conservation (CON)**
-  **Recreation/Open Space (R/O)**
-  **Public/Semi-Public (P/SP)**
-  **Central Business District (CBD)**
-  **Marsh Oaks Business District**
-  **Saltair Business District**
-  **Commercial (CM)**
-  **Light Industrial (L/I)**
-  **Coastal Construction Control Line (CCCL)**

*Areas designated as Conservation are approximate;
Exact boundaries to be determined by environmental survey*



0 0.25 0.5 Miles

Marsh Oaks Business District



Future Land Use Element Changes

REASON: Add a bonus density for affordable housing

Properties providing ??% of the units as very low, low, and moderate income families are eligible for an additional ??% increase in density.

TYPE	% of AMI	Income
VERY LOW	30% of AMI	\$15,166.50
LOW	50% of AMI	\$25,277.50
MODERATE	120% of AMI	\$60,666.00

Future Land Use Element Changes

REASON: Add a bonus density for affordable housing

EXAMPLES.....

ACERAGE	ALLOWABLE	BONUS	TOTAL UNITS w/ BONUS	% AFFORDABLE	TOTAL AFFORDABLE
2 ac	20 units	10%	22 units	20%	4.4 units (round up to 5)
2 ac	20 units	20%	24 units	30%	7.2 units (round up to 8)
2 ac	20 units	30%	26 units	30%	7.2 units (round up to 8)
2 ac	20 units	40%	28 units	30%	8.4 units (round up to 8)
2 ac	20 units	50%	30 units	30%	9 units

Transportation Element Changes

REASON: Promote safer alternative transportation options

Modify the following Objective and **add a new policy**.....

Objective B.2.3

Provision of Bikeways and Multi-use Facilities

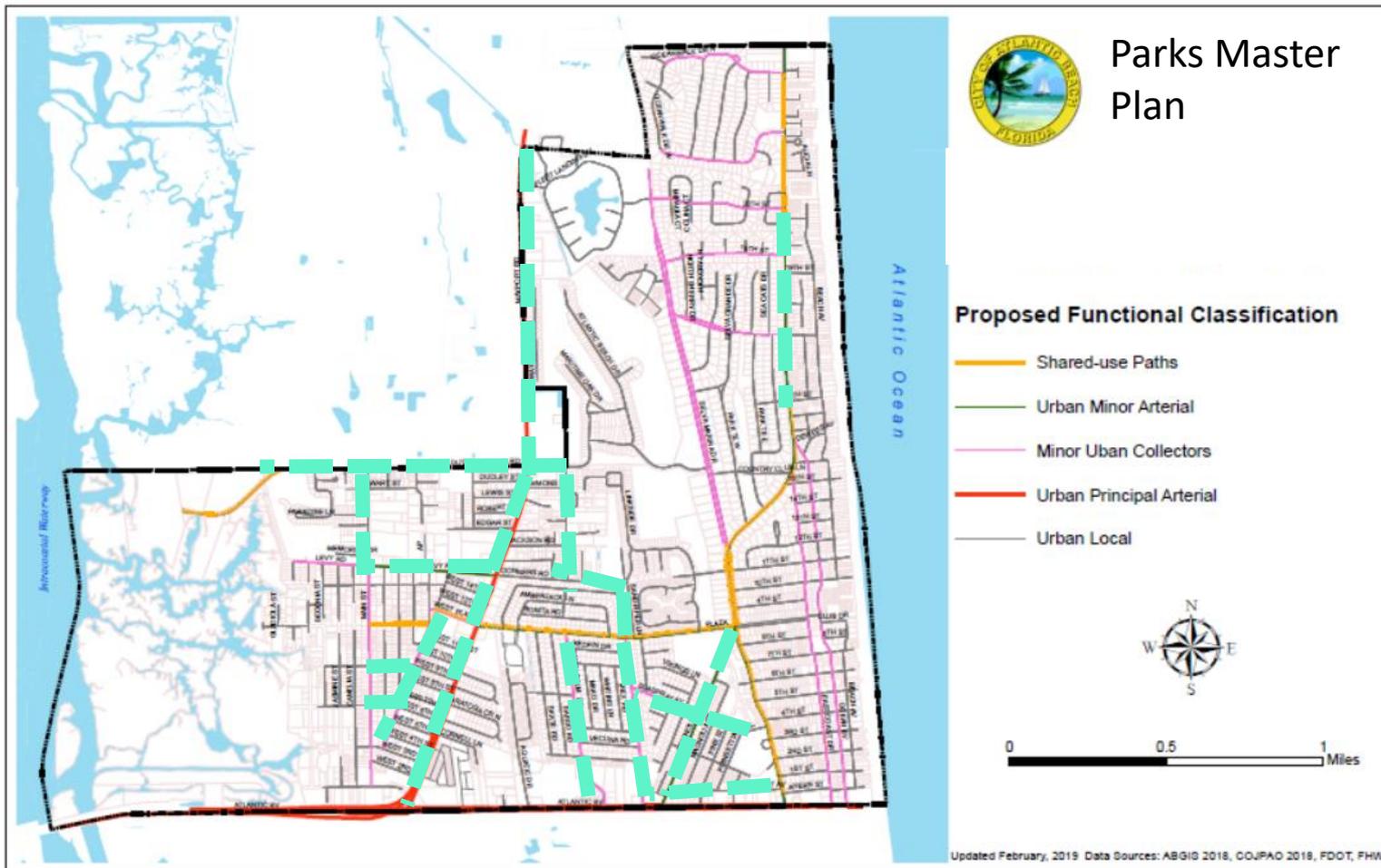
All new right-of-ways established within the City shall be of adequate width to provide for bikeways, sidewalks or similar facilities as required to encourage safe and increased pedestrian and bicycle activity. Where possible, existing right-of-ways should provide for bikeways, sidewalks or similar facilities to encourage safe and increased pedestrian and bicycle activity.



Policy B.2.3.3 All existing rights-of-way shall be reviewed when resurfaced, redesigned or modified to provide for bikeways, sidewalks, multi-use paths, or similar facilities throughout the city to provide linkages to schools, parks, and other destination points.



Transportation Element Changes



PROPOSED shared use paths



New

Infrastructure Element Change

REASON: Required by Saint Johns River Water Management District. The WSFWP was not complete at the time of the previous update.

ADD the following policy

Policy C.1.2.3 The City's Water Supply Facilities Work Plan 2020-2040 is adopted by reference as part of the comprehensive plan.



New