

REPORT OF THE PLANNING AND DEVELOPMENT DEPARTMENT FOR

APPLICATION FOR REZONING ORDINANCE 2013-0652 TO

PLANNED UNIT DEVELOPMENT

OCTOBER 10, 2013

The Planning and Development Department hereby forwards to the Planning Commission, Land Use and Zoning Committee and City Council its comments and recommendation regarding Application for Rezoning Ordinance **2013-0652** to Planned Unit Development.

Location: 0 Halsema Road South between I-10 and Powell Road

Real Estate Number(s): 001798-0000 and 001798-3000

Current Zoning District: Commercial Neighborhood (CN)

Proposed Zoning District: Planned Unit Development (PUD)

Current Land Use Category: Neighborhood Commercial (NC)

Proposed Land Use Category: Light Industrial (LI)

Planning District: Southwest - 4

City Council Representative: The Honorable Doyle Carter, District 12

Applicant/Agent: William Randall Gallup
Concurrency Management Consultants, Inc
PO Box 8883
Jacksonville, Florida 32239

Owner(s): Thomas J. Kittrell
TSK Furniture, Inc
9158 Teague Road
Jacksonville, Florida 32220

Staff Recommendation: **APPROVE WITH CONDITIONS**

GENERAL INFORMATION

Application for Planned Unit Development **2013-0652** seeks to rezone approximately 26.11± acres of land at the northeast corner of Powell Road and Halsema Road south of I-10 from Commercial Neighborhood (CN) to Planned Unit Development (PUD). The rezoning to PUD is being sought for the purpose of developing the parcel into a facility that sells and services tractor trailers. The proposed PUD will allow for the use as well as for the site to include buffers for the residential parcels located to the south and west of the proposed PUD site.

The site was previous rezoned from Residential Rural (RR) to Commercial Neighborhood (CN) under 2007-0352. The property is located in a transitional location abutting I-10 to the north beyond which are light and heavy industrial uses and rural residential uses to the south. Halsema Road South is classified as a collector roadway by the Functional Highway Classification System Map of the 2030 Comprehensive Plan. Industrial uses to the north of Interstate 10 include lumber yards/mills, warehousing, and light manufacturing. The site is also located within the boundaries of the Southwest Vision Plan, which calls for additional retail and office uses so long as these uses are developed in appropriate areas. The Vision Plan does not specifically address this site and as it is currently zoned CN, it has been evaluated to be retail in an appropriate area.

CRITERIA FOR REVIEW

Pursuant to the provisions of Section 656.125 of the Zoning Code, the Planning and Development Department, Planning Commission and City Council (including the appropriate committee) shall evaluate and consider the following criteria of an application for rezoning to Planned Unit Development.

(1) Is the proposed zoning district consistent with the 2030 Comprehensive Plan?

Yes. The Planning and Development Department finds that the subject property is located in the Neighborhood Commercial (NC) functional land use category as defined by the Future Land Use Map series (FLUMs) contained within the Future Land Use Element (FLUE) adopted as part of the 2030 Comprehensive Plan. However, there is a companion Application for Land Use Amendment to the Future Land Use Map Series 2013D-001 (Ordinance 2013-651) that seeks to amend the portion of the site that is within the NC land use category to Light Industrial (LI). Staff is recommending that Application for Scale Land Use Amendment to the Future Land use Map Series 2013D-001 be approved. Therefore, the proposed rezoning is consistent with the FLUMs adopted as part of the 2030 Comprehensive Plan pursuant to Chapter 650 Comprehensive planning for future development of the Ordinance Code. A description of the category is noted below.

(2) Does the proposed rezoning further the goals, objectives and policies of the 2030 Comprehensive Plan?

Yes. The proposed rezoning furthers the goals, objectives and policies of the 2030 Comprehensive Plan, including the following:

Policy 1.1.24 The City will encourage new development to locate in the Urban Core, Southwest, North, and Northwest planning districts through such measures as economic incentives, greater marketing assistance, etc.

GOAL 3 To achieve a well-balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.

Objective 3.2 Continue to promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.

Policy 3.2.24 Based on criteria in this element, the City shall review the need for new Industrial Land Use areas in the western area of the City (I-10/ US-90/ SR 301 area) by 2012 in lieu of expanding the urban residential development pattern in this area.

The proposed PUD provides for the location of limited industrial uses which have fewer objectionable impacts than Heavy Industrial or Commercial Neighborhood on residential areas such as traffic, noise, odor, toxic chemical and wastes. It permits a variety of low intensity industrial uses including light assembly and manufacturing, packaging, processing, storage/warehousing, transportation terminals and professional/business office uses. Although some industries produce adverse impacts, and should therefore be isolated away from residential and other low intensity use areas, many industrial uses can exist in harmony with non-industrial neighbors through property site design, arrangement of uses and the incorporation of effective buffers. As proposed and shown on the site plan, the use will be concentrated toward the intersection of I-10 and Halsema Road, farther away from the residential uses along Powell Road and those farther south on Halsema Road.

The subject property is located within the Southwest Planning District where the City is encouraging new development to locate. Therefore, the proposed amendment is consistent with FLUE Policies 1.1.24 and 3.2.24.

The proposed amendment is located adjacent to I-10 and is less than one mile east of the Cecil Commerce Center. These locational advantages make the subject site ideal for

light industrial uses, such as the proposed trailer sales and storage, which serve to support large scale manufacturing and supply chain logistical uses. As such, the proposed amendment is consistent with FLUE Goal 3, Objective 3.2 and Policy 3.2.24.

While the proposed zoning could produce adverse impacts, and therefore should be isolated away from residential and other low intensity use areas, many industrial uses can exist in harmony with non-industrial neighbors through proper site design, arrangement of uses and the incorporation of effective buffers. The PUD rezoning limits proposed uses and addresses compatibility characteristics such as buffering, screening, lighting and access points. According to the applicant, site design considerations included in the PUD are the result of input gathered at a community meeting. Therefore, the proposed amendment is consistent with FLUE Goal 3.

Staff is recommending that Application for Land Use Amendment to the Future Land use Map Series **2013D-001** be **approved**. Therefore, the proposed rezoning is consistent with the FLUMs adopted as part of the 2030 Comprehensive Plan pursuant to Chapter 650 Comprehensive planning for future development of the Ordinance Code.

(3) Does the proposed rezoning conflict with any portion of the City's land use Regulations?

No. The proposed rezoning as detailed in the written description will be consistent with the proposed land use category of LI. The intended plan of development complies with all portions of the City's land use regulations and furthers their intent by providing specific development standards.

Pursuant to the provisions of Section 656.341(d) of the Zoning Code, the Planning and Development Department, Planning Commission and City Council (including the appropriate committee) shall evaluate and consider the following criteria for rezoning to Planned Unit Development district:

(1) Consistency with the 2030 Comprehensive Plan

In accordance with Section 656.129 Advisory recommendation on amendment of Zoning Code or rezoning of land of the Zoning Code, the subject property is within the following functional land use categories as identified in the Future Land Use Map series (FLUMs): Neighborhood Commercial (NC). There is a companion Application for Land Use Amendment to the Future Land use Map Series **2013D-001** (Ordinance 2013-651) that seeks to amend the portion of land that is within the NC land use category to LI.

(2) Consistency with the Concurrency and Mobility Management System

Pursuant to the provisions of Chapter 655 Concurrency and Mobility Management System of the Ordinance Code, the development will be required to comply with all

appropriate requirements of the Concurrency Mobility and Management System Office (CMSO) prior to development approvals.

(3) Allocation of residential land use

This proposed Planned Unit Development intends to utilize lands for industrial uses with no residential uses planned. This proposed development will not exceed the projected holding capacity reflected in Table L-20, *Land Use Acreage Allocation Analysis For 2030 Comprehensive Plan's Future Land Use Element*, contained within the Future Land Use Element (FLUE) of the 2030 Comprehensive Plan.

(4) Internal compatibility

This proposed PUD is consistent with the internal compatibility factors with specific reference to the following:

Traffic and pedestrian circulation patterns: This rezoning request states that access for the proposed project shall be limited to Halsema Road, subject to review and approval of the City's Traffic Engineer and the Planning and Development Department. There shall be no access from Powell Road to the site. Additionally, access will be limited to Halsema Road away from the neighboring residential uses off of Powell Road and farther south on Halsema Road.

(5) External Compatibility

Based on the written description of the intended plan of development and site plan, the Planning and Development Department finds that external compatibility is achieved by the following:

Those areas of the proposed PUD located on or near its perimeter and the conditions and limitations thereon: The PUD is proposing to concentrate the use away from residential uses along Powell Road and to the south along Halsema Road. Additionally, the Written Description includes a minimum ten (10) foot landscape buffer compatible with Part 12 along Powell Road to screen the use from the residential uses.

The type, number and location of surrounding external uses: The proposed development is located in an area where there is a diverse range of uses and it borders I-10. As the site plan shows the use and structures to be located away from the residential uses along Powell Road and closer toward I-10 and that the applicant is proposing to add landscaping and buffers, the proposed PUD acts as a buffer itself between I-10 and the surrounding residential uses.

(6) Intensity of Development

The proposed development is consistent with the LI functional land use category and is to be utilized as a single tenant tractor trailer sales and service facility. The other uses

include those permitted and permissible by exception under the Industrial Light Zoning District.

The access to and suitability of transportation arteries within the proposed PUD and existing external transportation system arteries: Halsema Road is two lanes and is classified as a collector roadway that feeds into West Beaver Street and a developed industrial area. West Beaver Street feeds into Chaffee Road, providing a connection to I-10.

(7) Usable open spaces plazas, recreation areas.

The site does not include any usable open spaces or recreation areas.

(8) Impact on wetlands

Any development impacting wetlands shall be subject to the review and approval of the appropriate government (federal, state and local) agencies.

(9) Listed species regulations

The wildlife survey is not required, as it is under the required acreage threshold.

(10) Off-street parking including loading and unloading areas.

The location and number of parking spaces within the PUD will meet the minimum standards of Part 6 of the Zoning Code, taking into consideration all proposed uses and the entire PUD site.

(11) Sidewalks, trails, and bikeways

The project will contain an internal pedestrian system that meets the 2030 Comprehensive Plan. There will also be external sidewalks as required.

SUPPLEMENTAL INFORMATION

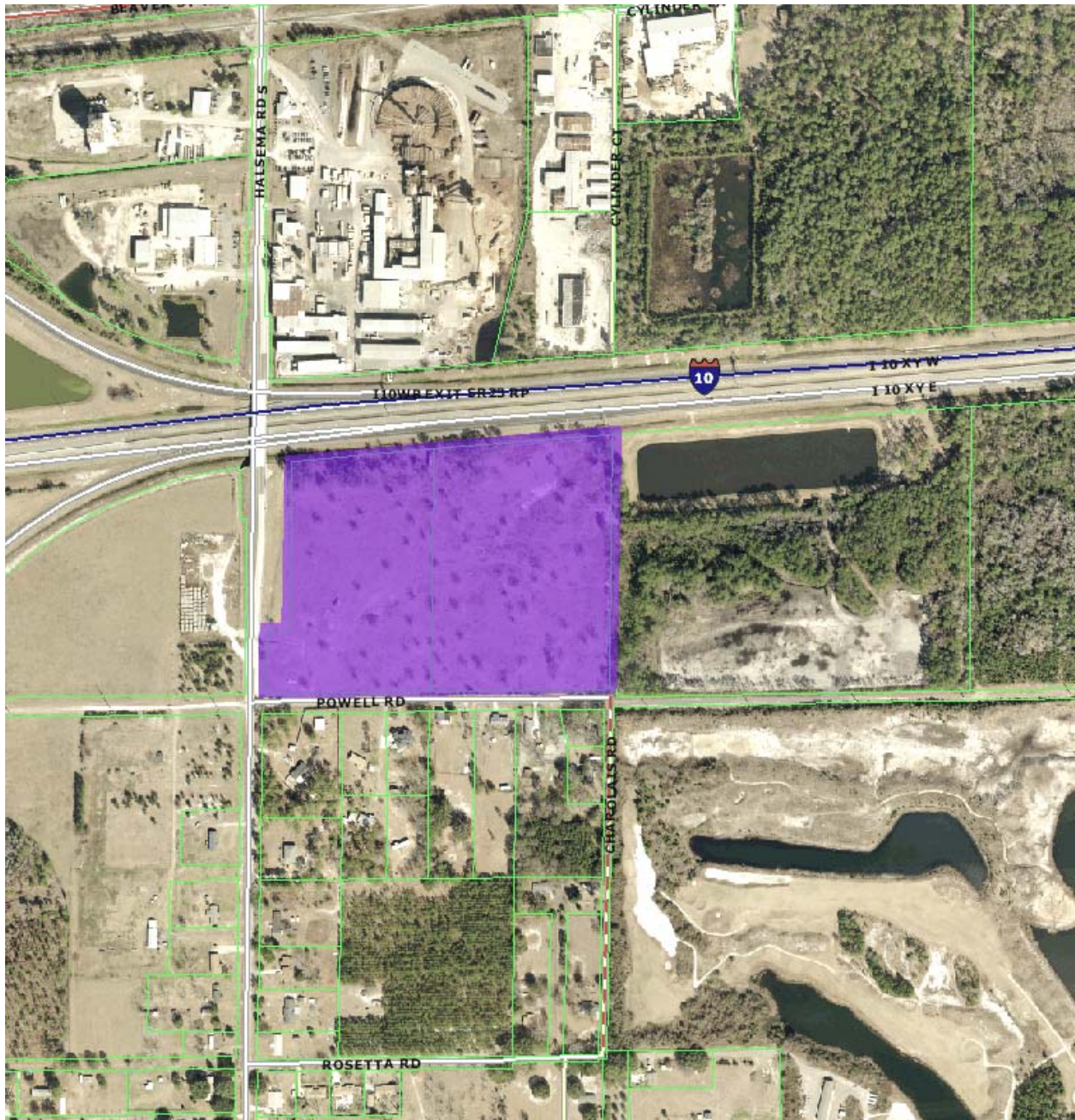
Upon visual inspection of the subject property on September 24, 2013 the required Notice of Public Hearing sign(s) **were** posted.



RECOMMENDATION

Based on the foregoing, it is the recommendation of the Planning and Development Department that Application for Rezoning **2013-0652** be **APPROVED with the following conditions:**

1. The subject property is legally described in the legal description dated May 22, 2013.
2. The subject property shall be developed in accordance with the revised written description dated September 13, 2013.
3. The subject property shall be developed in accordance with the site plan dated May 30, 2013.
4. The subject property shall be developed in accordance with the Development Services Division memorandum dated October 2, 2013 or as otherwise approved by the Planning and Development Department.



Aerial view of the subject site facing north



Subject site looking north from Powell Road



Looking east down Powell Road



Looking southwest from Powell Road onto Halsema Road

