

# Rocla Concrete Tie



## Planned Development, PD

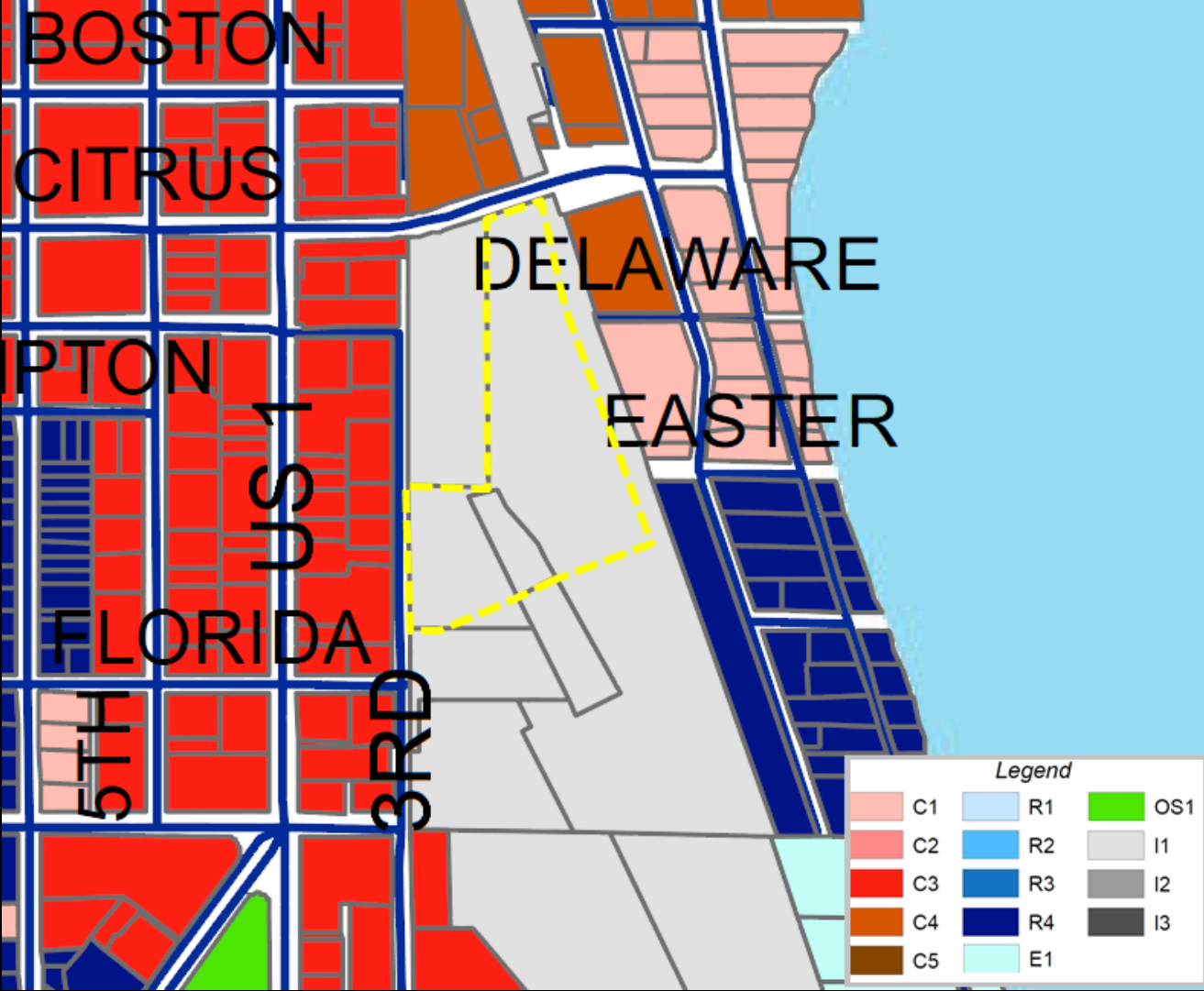
Rezoning & Development Plan  
600 South 3<sup>rd</sup> Street

# Site Aerial



- 7.18 acres
- Owned by FEC

# Zoning Map



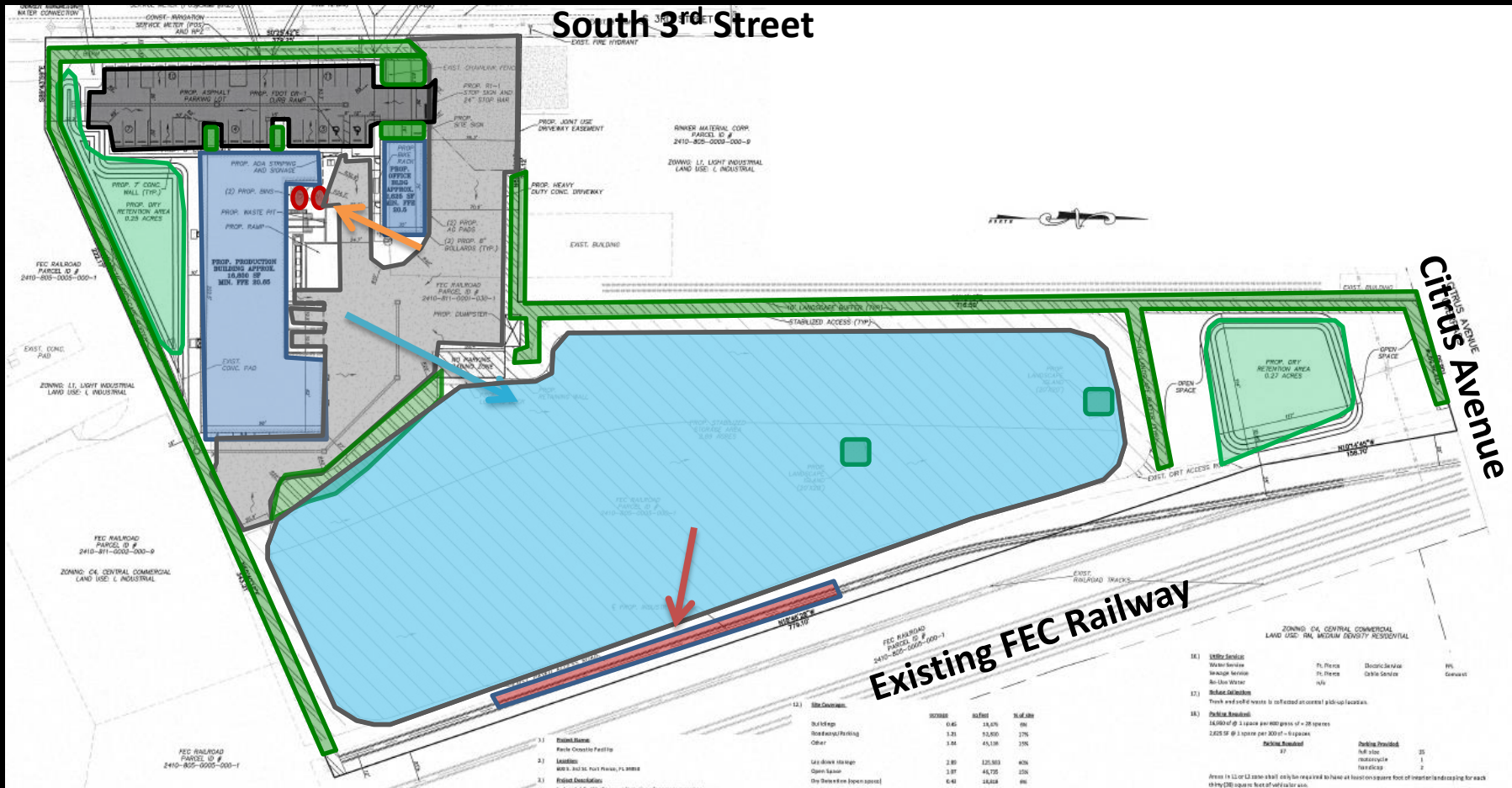
Zoning: I-1, Light Industrial

Future Land Use Designation: Industrial (I)

# View of Property from Citrus Overpass



# Development Plan - Updated



## Roca Concrete Tie Plant

- 16,850 sq. ft. manufacturing facility
- 2,625 sq. ft. support office
- Two concrete batch storage silos
- 550 ft. railroad spur
- 2.89 Acre storage & staging yard
- Two-way Driveway Access (shared) via 3rd Street
- Thirty-seven (37) vehicular parking spaces
- Payment In-lieu of a Sidewalk along 3rd Street
- Dry Retention Area

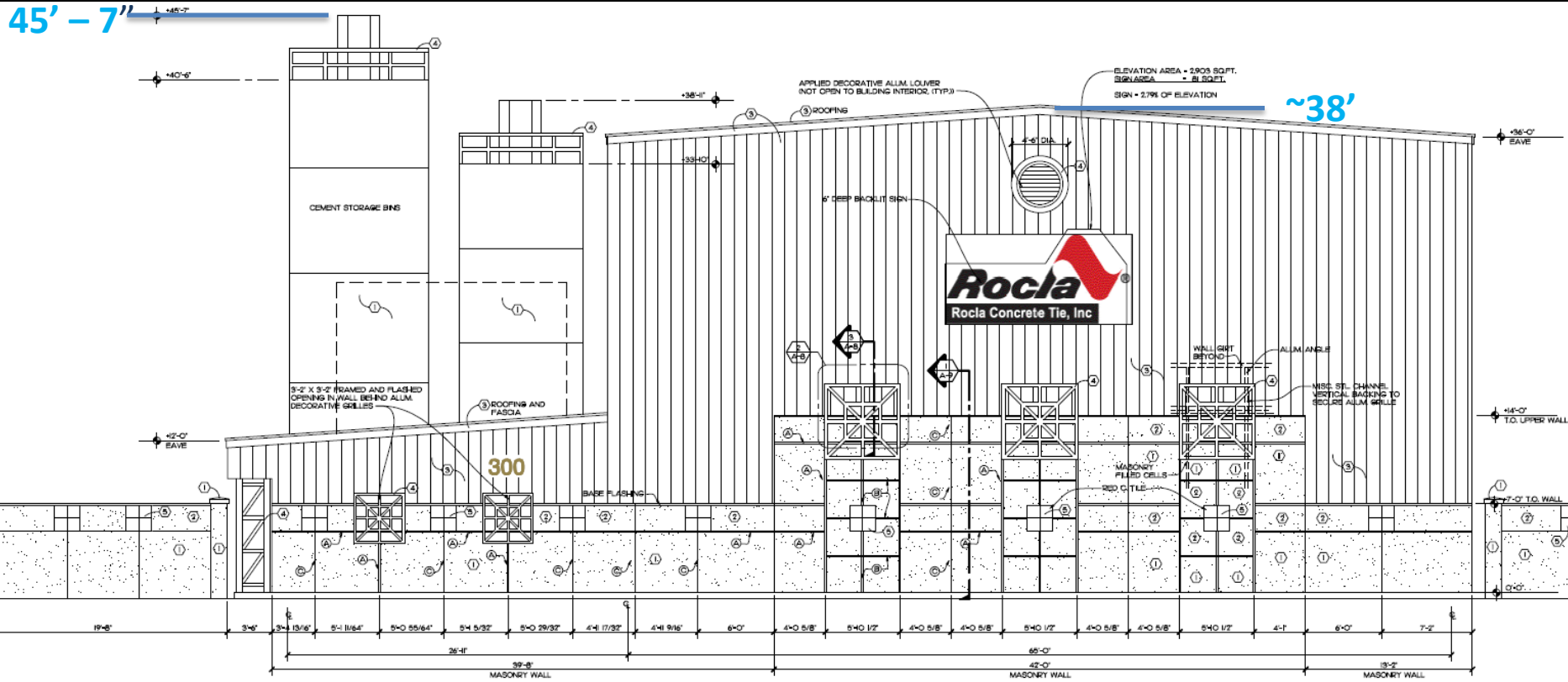
# Elevations - Updated



West Elevation – S 3<sup>rd</sup> Street

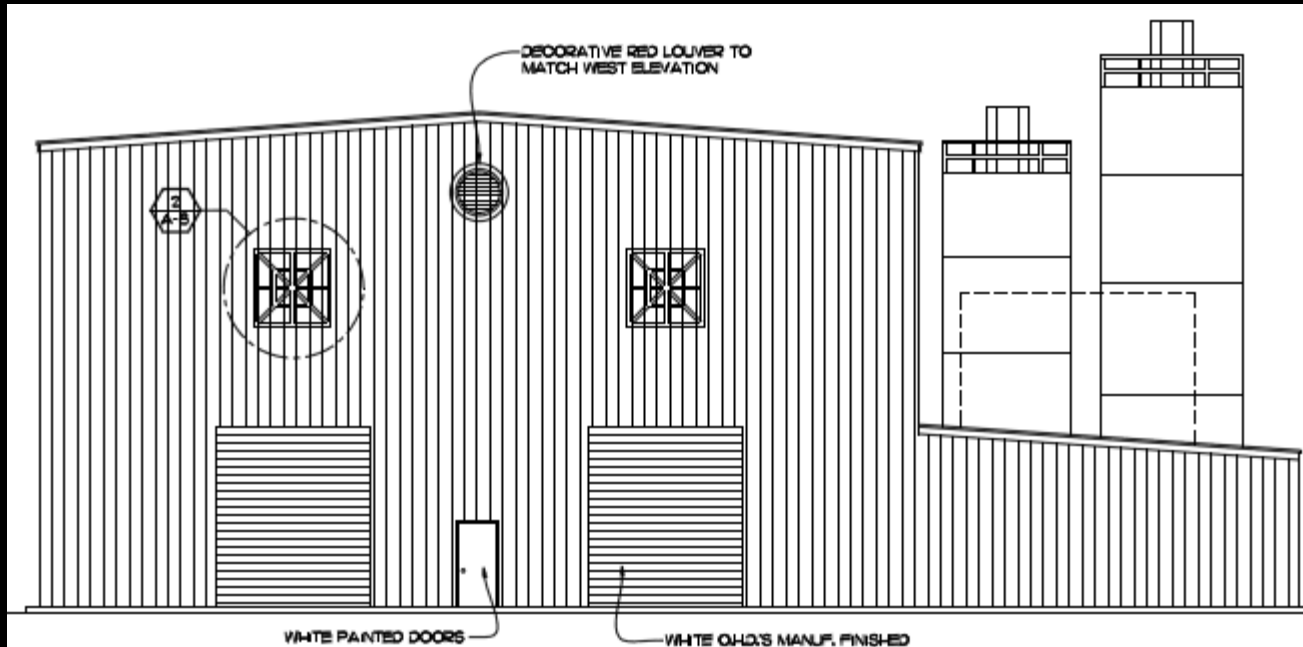


# Elevations - Updated

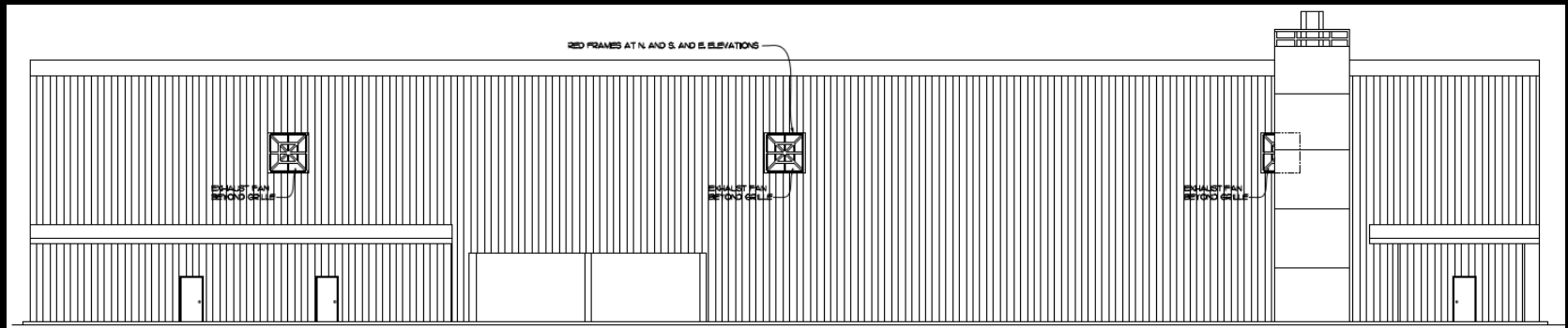


West Elevation - S 3<sup>rd</sup> Street

# Elevations - Updated



East Elevation – FEC Tracks / S 2<sup>nd</sup> Street



North Elevation – Citrus Avenue



# Perspective View



- \* Prepared by the Applicant

# Perspective View - US Highway 1

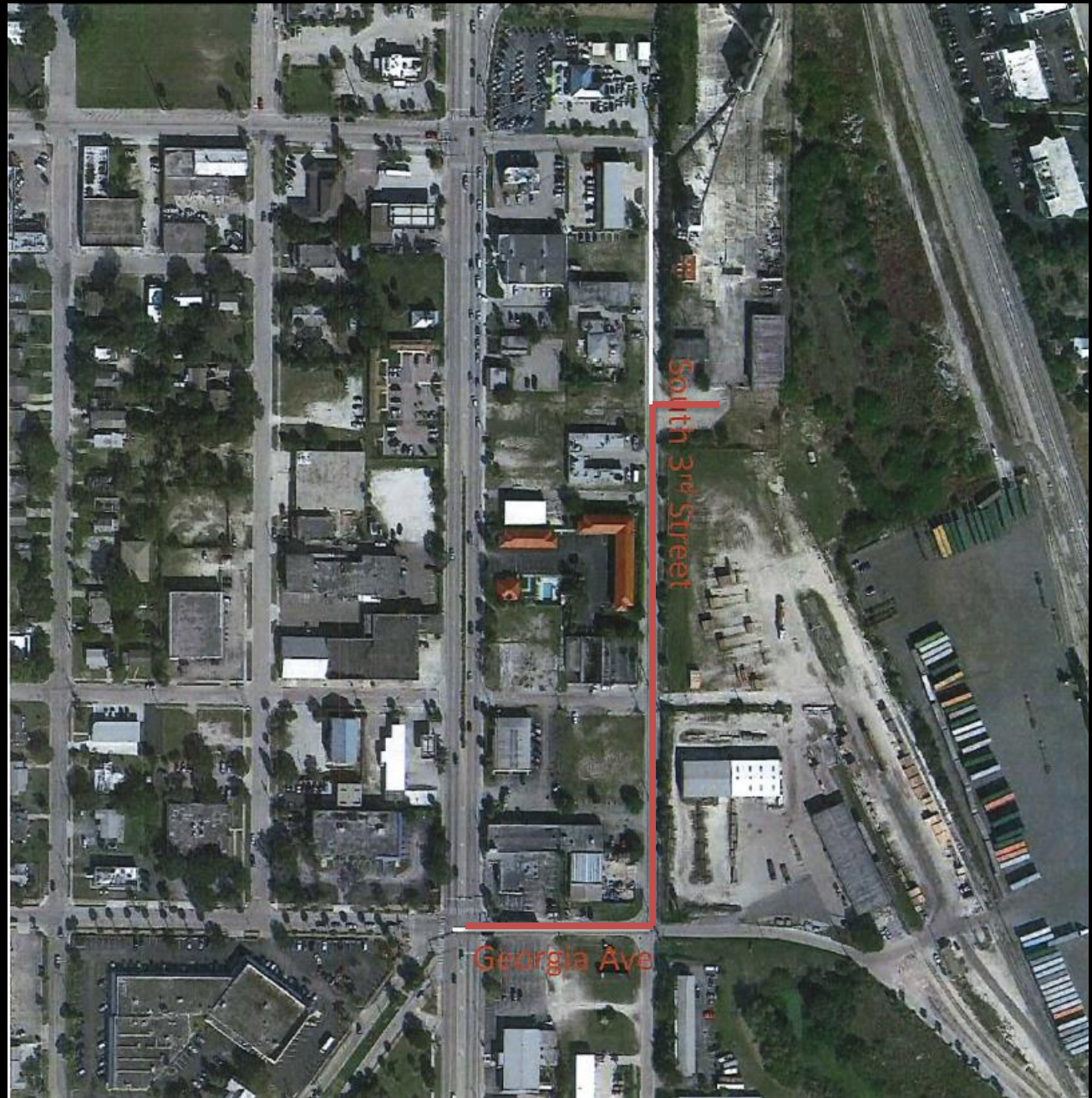


- \* Prepared by the Applicant

# Traffic Impacts

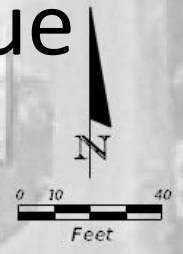
- 112 additional daily trips will be generated by the proposed project
- Peak hour of operation traffic is presented by the combination of administrative staff and early shift employees with an arrival time between 6 AM and 7 AM, at a rate of 24 Vehicles Per Hour (VPH), for this period.
- The study suggests that the nature of the facility's operations and timing of the shift work presents negligible trips during the AM and PM peak hours of traffic on the surrounding roadway networks.
- The analysis presented concludes that all of the surrounding roadway segments are expected to operate at their current adopted level of service (LOS) with the additional trips.

# Probable Traffic Route



# US Highway 1 & Georgia Avenue

US HIGHWAY



Georgia Avenue

US Highway 1

S 3RD STREET

North Bound



# Zoning Atlas Amendment (Rezoning)

Pursuant to City Code Section 22-131 before an amendment, including a zoning atlas change, is approved, findings will be made that the following standards are satisfied:

- (1) The amendment is consistent with the comprehensive plan;
- (2) The amendment will not have an adverse affect on the ability of the city to:
  - a. Satisfy land and water use needs; and
  - b. Meet transportation demands and provide community facilities and services; and
- (3) The amendment will promote and protect the public health, safety and general welfare.

# Rezoning & Development Plan

The Planning Board, at their June 9th, 2015 meeting, voted 7-3 to recommend approval of the requested Zoning Atlas Amendment and associated Planned Development (PD), further supporting the use as light-industrial.

## *Property Owner Response Summary*

*184 Letters Sent to Adjacent Property Owners*

*28\* - APPROVED*

*21 - OPPOSED*



# Staff Recommendation

The proposed Zoning Atlas Amendment and Planned Development (PD) present concerns related to the prospective industrial traffic, noise, and dust impacts to adjacent roadways and sites. The applicant and staff have coordinated to develop offsetting mitigation through design, and the integration of prevention protocols into the development plan to minimize many of the noted concerns, with an emphasis on addressing transportation impacts to adjacent roadways and minor design elements; therefore Staff recommends the **approval** of the requests as presented, with the following conditions:

- 1) Adoption of a defined delivery route for the facility, which deters use of, and minimizes conflicts with residential or non-industrial roadways;
- 2) The facility confines operational hours for the rail component, servicing the site, to reflect the established time schedule for transitioning of noise limitations (limiting operations between 11 pm – 7 am);
- 3) The property owner and/or applicant provide necessary, and reasonable, contributions to roadway improvements, not to exceed \$50,000, in order to offset impacts of the facility operations prior to issuance of a Certificate of Occupancy;
- 4) The existing chain-link, barbed wire, fence presently securing the western portion of the site is replaced with an appropriate alternative to comply with established design review guidelines.
- 5) The property owner and/or applicant provide payment in-lieu of providing a sidewalk along South 3rd Street, prior to building permit issuance;
- 6) The property owner and/or applicant record a unity of title for the project boundaries, prior to building permit issuance;

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## Planned Development, PD

Rezoning & Development Plan

600 South 3<sup>rd</sup> Street