



TO: Members of the City of Fort Pierce Planning Board

THROUGH: Rebecca Grohall, AICP, Planning Director

FROM: Kori Benton, Senior Planner

RE: Application for Site Plan & Design Review
 Precast Specialties Concrete Facility
 3798 Selvitz Road

DATE: October 3, 2016

STAFF REPORT

Owner: Cargill Juice N America Inc
 PO Box 5626
 Minneapolis, MN 55440

Applicant: Precast Specialties, LLC. (PCS)
 Dean Locke
 1380 NE 48th Street
 Pompano Beach, FL

Representative: JMorton Planning
 Steve Pickett, AICP
 3920 RCA Blvd. Suite 2002
 Palm Beach Gardens, FL 33410

Requested Action: Approval of a Site Plan & Design Review to construct a Precast Concrete Manufacturing Facility

Location: 3798 Selvitz Road

Parcel IDs: 2432-122-0001-000-5 (75 Acre Portion) & 2432-221-0002-000-6 (Access)

Current Zoning: IH, Industrial Heavy (SLC)

Proposed Zoning: I-3, Heavy Industrial

Future Land Use: Heavy Industrial (HI)

Surrounding Zoning:

North	East	South	West
IH (SLC)	R-2	Canal/R-1/PD	I-1

Site Size: 75 acres*

Utilities: Located within the FPUA Retail Service Area

Staff Analysis:

Request

In accordance with Sections 22-22, 22-34.1, 22-58, and 22-59 of the City Code, the applicant is requesting the review and approval of a Site Plan & Design Review to authorize the development of a Precast Concrete Manufacturing Facility. The subject property is currently zoned IH, Industrial Heavy, which is a St. Lucie County zoning designation held since the time of annexation.

Project Summary

The applicant seeks to develop a 76,100 sq. ft. precast concrete production facility in multiple phases, located on a 75-acre expanse of land located at 3798 Selvitz Road. The site is situated to the east of Selvitz Road and west of Fort Pierce Central High school, adjacent to many existing industrial users along this corridor. The property is owned by Cargill Juice N America Inc, and subject to a purchase agreement with Precast Specialties, LLC. (PCS).

The proposed project consists of a 40,000 sq. ft. administration building, and roughly 36,000 of support structures to house equipment, carpentry components, steel fabrication, and other operational components for the plant. A notable portion of the development is allocated for a stabilized outdoor area designated for production, storage, and loading of the manufactured concrete products.

The development plan incorporates the framework to provide access, vehicular parking, site lighting, landscaping, and storm water facilities to support the proposed plant.

Phasing:

The plan is designed for completion in two key phases, with sub phases during the initial site work. The first phase will focus on the precast utility division and the second phase will focus on the construction of a batch plant and precast parking garage components.

Phase IA will focus on the construction of the onsite infrastructure needed to begin precast production as quickly as possible. This step includes the necessary improvements to Selvitz Road, the construction of the access drive from Selvitz Road, the installation of site utilities, and connections to main lines, the installation of drainage structures and storm water retention area, implementation of landscaping and buffering, placement of the shell rock base within the plant, installation of concrete slabs to support the steel forms, construction of the employee parking lot, and completion of the dispatch office and employee restrooms.

Phase IB will include the construction of the remaining buildings depicted on the included site plan. These buildings include the administration building, covered storage areas, carpentry and steel shops, mechanics shop, and other ancillary support buildings.

During Phase I operations, concrete materials and supplies will be provided from local sources, and delivered to the site..

Phase II seeks to incorporate further production components and potentially integrate an on-site concrete batch plant to assist in vertically integrating production operations, as presented on the included site plan.

The applicant has provided a series of pictures to delineate the operation types and components to be furnished within each phase. Phase IA exhibits present components such as utility pole forms, utility manhole forms, utility splice box forms, utility pole base forms, and utility slabs. Office and employee spaces during this initial phase are intended via temporary trailers.

Phase II exhibits indicate components to support the forming and storage of precast columns, double tee fixtures, as well as a hollow core plank casting line and precast concrete wall form.

The operational hours for the plant are projected for 7 AM to 7 PM, Monday through Saturday.

Existing Conditions

The subject parcel is a former citrus field therefore it remains predominantly vacant and cleared with minor retention ponds on-site. The vegetation present consists primarily of Brazilian pepper trees, vines, herbaceous weeds, and cabbage palms. There are no wetlands or notable topographic features present at the subject site.

Design

The proposed architectural design is presented to embody the style and design of Precast's operations, typified by a precast concrete administrations building, embellished with various architectural features to improve presentation of such as sizeable industrial structure. Use of Stucco, symmetrical fenestration, and a defined front entrance highlight this 35 ft. tall principal structure.

The collection of manufacturing support buildings internal to the site will be of an industrial type with varying heights to not exceed 35ft. A photograph of the typical design of the in-plant buildings has been provided for review.

The intended Phase II concrete batch plant is noted to be similar to the an existing plant located at 4199 Selvitz Road, with a maximum height of 60 ft. The final orientation and design will be subject to final administrative design review approval by staff.

The overall sign design and layout have been strategically planned to orient, locate, and design the structures and plant components to minimize view or disturbance to the adjacent Fort Pierce Central Highschool and residential development. Further elaboration is provided with discussion of storm water retention and landscape design.

The identified and proposed sections of fence on the site plan are presented as chain-link. The applicant is encouraged to utilize a more appropriate fence design at the entrance of the facility in accordance with the City's design review guidelines. Additionally, if any of the fencing along the southern canal is replaced, the applicant is guided to utilize a coated chain-link in-lieu of a bare galvanized option.

Access & Deliveries

Vehicular access to the proposed manufacturing facility will be from a new two-way driveway presented from Selvitz Road, around to the southern acreage of the overall site. This access will be established within a shared access easement to be secured prior to development. This entrance is the sole access for delivery vehicles and employees. Accommodations will be made to integrate designated turn lanes on Selvitz Road to improve access.

Two-hundred and eighty-six (286) vehicular parking spaces (nine of which are handicapped-accessible), are presented to support the facility. An off-street loading space is provided adjacent to the administration building, in addition to the internal driveways and protocols to accept material deliveries.

The Phase I function of the facility will demand frequent delivery of concrete materials to the site for processing and fabrication of the concrete precast products these materials are intended to be shipped to the site via truck. The products from this facility are intended for various applications and users, ranging from utility providers, local governments, contractors, etc.

It's noted that the applicant is finalizing arrangements with the current property owner to prepare and file applications for platting of the property, at which time the necessary documents for submittal will clarify final access agreements.

St. Lucie County will be coordinating the final roadway improvement plans to Selvitz Road to accommodate this new facility. Independent of this project, the County is in the early stages of design for the improvements of Selvitz Road and Glades Cut-Off Road intersection, to include signalization of the intersection.

Traffic Impacts

The traffic impact study, accounting for the specific operation, suggests 506 daily trips will be generated by the proposed project. Of the designated trips, 149 trips are AM peak hour and 162 are PM peak hour due to the combination of staff and delivery activity.

The traffic impacts in the analysis have guided the designed installation of designated turn lanes into the facility for both north and south bound traffic seeking to access the site. Additionally, the Florida Department of Transportation is underway with improvements to Midway Road and Selvitz Road which will assist in accommodating additional traffic along these linkages. The industrial traffic from delivery of concrete materials and departure of finished products will be primarily concentrated to roadways connecting to Selvitz Road, and to the west due to close proximity to Interstate 95.

Stormwater Retention, Landscaping & Buffering

Stormwater retention for the site is designed through the creation of a 7.47 acre retention pond, oriented to the south west corner of the property. This area is strategically place to expand buffering of site operations from adjacent uses. The creation of this extensive pond further seeks to reuse a portion of the fill to create a berm along the southern and eastern boundaries to further develop a physical and landscape buffer for the site. Complete detail of this berm and the typical landscape section proposed for this buffer are presented within the application packet.

The landscape plan designed for the development emphasizes the provision of parameter buffers, 20 to 40 ft. in width, along the southern and eastern portions of the site to build upon the geographic separation of the subject site from established residences and Fort Pierce Central by the existing drainage canal and retention pond. A total of 279 new trees are proposed for planting on-site, consisting primarily of live oak trees, magnolias, and sabal palms.

The planting of a linear landscape hedge along the southern property seeks to further buffer the site from adjacent properties.

Utility Infrastructure, Sidewalks, & Lighting

A twelve-foot (12') utility easement is planned along the southern boundary of the site, to provide necessary infrastructure lines and connections for the development. Interior sidewalk connections are provided for the

administration building and adjacent parking areas, but not designed for pedestrian access from Selvitz Road due to the expansive distance.

Site lighting will be provided along the access drive and on the site in accordance with City Code requirements. Attention to spill-over to the south will be emphasized in the final plan.

Outdoor Storage, Noise, & Dust

A significant element of the development plan is an expansive manufacturing yard and laydown storage area, roughly 45 acres in size. The presented material for this area is compacted shell rock, which will be slated for daily watering protocols to minimize dust generation from the operation areas. The utilization of concrete ingredients, manufacturing of concrete products and on-site transfers of materials and finished products present concerns related to the generation of dust from the subject site. Maintenance of prevention protocols is important to minimizing any impacts.

City Code Section 11-52.18 sets forth the primary noise regulations and sound level limitations. The review and enforcement of noise is measured from the real property line of the nearest receiving property based upon the time of day, and categorization of the receiving property as Residential, Commercial, or Industrial. The presented plan does not detail the sound levels typical for their facility; however the applicant affirms the capacity to comply with the established sound level limits.

The presented development presents a variety of operational aspects that may generate noise from sources including, but not limited to, delivery of construction materials, manufacturing activities, transfer of finished products to storage area, and the loading of finished products for transport. However the orientation of the site development with respect to surrounding users and design of the retention area, berm, and landscape buffers are intended to minimize impacts related to noise. Adherence to established noise and dust control standards is reiterated and essential to assimilation into this industrial corridor, while providing relief for adjacent residential homes further to the south east.

Technical Review Committee

All affected departments have reviewed the proposed Development Plan for consistency with established ordinances and requirements of the City Code. Findings and comments from review by affected departments, and the corresponding responses and plan amendments by the applicant are provided for consideration.

Staff Recommendation:

The proposed Site Plan and Design Review present an industrial facility consistent with the City's land development code, with acknowledgement of associated prospects of traffic, noise, and dust, however the plan has developed mitigation through design and the integration of prevention protocols to minimize the noted concerns; therefore Staff recommends the Planning Board forward a recommendation of approval of the requests as presented, with the following conditions:

- 1) Adoption of a typical delivery route for the facility, which deters use of, and minimizes conflicts with residential or non-industrial roadways;
- 2) The potential replacement of the existing chain-link along the water management canal to the south, and fencing at the facility entrance, are completed with a coated chain-link or aluminum fence to more appropriately comply with established design review guidelines;

- 3) The property owner and/or applicant complete the necessary subdivision (plat), prior to issuance of a Certificate of Occupancy; and
- 4) The final approval of the concrete batch plant is deferred until a complete design review submittal is provided for this component of Phase II construction.