

**REPORT OF THE PLANNING AND DEVELOPMENT DEPARTMENT FOR**  
**APPLICATION FOR REZONING ORDINANCE 2019-877 TO**  
**PLANNED UNIT DEVELOPMENT**

**JANUARY 23, 2020**

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 **2019-877** to Planned Unit Development.

***Location:*** 4645 Blanding Boulevard (SR 21) between Fender Drive and Randia Drive

***Real Estate Number(s):*** 095461-0010, 095461-0080, 095461-0030

***Current Zoning District(s):*** Commercial Community General-2 (CCG-2)

***Proposed Zoning District:*** Planned Unit Development (PUD)

***Current Land Use Category:*** Community General Commercial (CGC)

***Planning District:*** Southwest, District 4

***Applicant/Agent:*** Patrick Krechowski, Esq.  
Jimerson Birr, P.A.  
1 Independent Drive, Suite 1400  
Jacksonville, Florida 32202

***Owner:*** Roberts Lansburgh  
Blanding Self Storage, LLC  
20340 NE 15<sup>th</sup> Court  
Miami, Florida 33179

***Staff Recommendation:*** **APPROVE WITH CONDITIONS**

**GENERAL INFORMATION**

Application for Planned Unit Development 2019-877 seeks to rezone approximately 11.36 acres of land from CCG-2 to PUD. The rezoning to PUD is being sought to allow a distribution, fulfillment and delivery center with vehicle staging.

**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.

***(A) 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 CGC 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. [Copy + Paste ¶ from LU Consistency Review] The proposed PUD [ADD description]. 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.

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

Yes. This proposed rezoning to Planned Unit Development is consistent with the 2030 Comprehensive Plan, and furthers the following goals, objectives and policies contained herein, including:

**Future Land Use Element:**

**Policy 1.1.12** Promote the use of Planned Unit Developments (PUDs), cluster developments, and other innovative site planning and smart growth techniques in all commercial, industrial, and residential plan categories, in order to allow for appropriate combinations of complementary land uses, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations.

**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.

**Policies 3.2.1** The City shall promote development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.

**3.2.2** The City shall promote, through the Land Development Regulations, infill and redevelopment of existing commercial areas in lieu of permitting new areas to commercialize.

## Transportation Element

**2.3.3** Three or more driveway approaches from an arterial or collector shall not be permitted for a single site unless otherwise authorized by the Traffic Engineering Division and the JPDD. Existing sites having three or more approaches from a particular street shall be required to eliminate the excess drives or convert the excess drives to right-turn-only accesses or egresses at such time as application is made to the City for any change in land use, zoning or increase in gross leasable square footage. Final acceptance of revised driveway approaches shall be subject to the approval of the Traffic Engineering Division and the JPDD, or the appropriate authority.

**2.3.6** The City shall require access to new and redeveloped non-residential parcels with frontage along two or more roadways be limited to one access point per roadway. Access from the higher functional class roadway, or roadway with the higher average daily traffic inclusive of development traffic for roadways of the same functional class, shall be limited to right turn-in/right turn-out only, unless 1) it can be demonstrated in a traffic study, submitted for review and approval to the JPDD, that such access restrictions would present a safety hazard, would cause undue congestion or delay on adjacent road facilities, would cause environmental degradation, or would hinder adequate traffic circulation, or 2) there already exists more than one full access point on the roadway, and at least one of the full access points is eliminated.

The subject property has three access points on Blanding Blvd. According to the City's Traffic Engineer, The middle access point should be eliminated.

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

The written description and the site plan of the intended plan of development, meets 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 category as identified in the Future Land Use Map series (FLUMs): Community General Commercial (CGC). The Planning and Development Department finds that the proposed PUD is consistent with the 2030 Comprehensive Plan, as evaluated in Criteria (B).

***(2) Consistency with the Concurrency Mobility and 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 and Mobility Management System (CMMSO) prior to development approvals.

***(3) Allocation of residential land use***

This proposed Planned Unit Development intends to utilize lands for distribution and trucking facility. 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. An evaluation of the internal compatibility of a proposed Planned Unit Development shall be based on the following factors:

- The use of existing and proposed landscaping: Due to the existing site conditions, the development cannot meet all requirements in Part 12. However, the application has submitted a landscape plan which will screen the vehicular use area from Blanding Blvd and Westconnett Blvd.
- Traffic and pedestrian circulation patterns: The site plan shows a design that separates employee parking and staging/loading areas.
- The use and variety of building setback lines, separations, and buffering: The PUD is proposing setbacks that exceed the CCG-1 Zoning district. The intent is to use the existing building and no additional structures are proposed.

***(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:

- The type, number and location of surrounding external uses: The subject property is surrounded by commercial and industrial uses. Blanding Blvd (SR 21) is a commercial corridor with CCG-1 and CCG-2 zoning districts along both sides of the road. There are many intensive uses, such as repair garages, pawn shops in the immediate vicinity. The east side of the property fronts on Westconnett Blvd. This area has business offices, dog obedience facility, and other commercial uses. There is a recreation field for the middle school adjacent to the southeast corner of the subject property.
- The Comprehensive Plan and existing zoning on surrounding lands: The adjacent uses, zoning and land use categories are as follows:

<b>Adjacent Property</b>	<b>Land Use Category</b>	<b>Zoning District</b>	<b>Current Use</b>
<b>North</b>	CGC	CCG-2	Internet café, abandoned car wash
<b>South</b>	CGC	CCG-2	Self-storage facility, service garage
<b>East</b>	NC PBF	CN PBF-1	Cosmetology, vacant commercial building Jeb Stuart Middle School
<b>West</b>	CGC	CCG-1 CCG-2	Motorcycle sales, gun store, tire store, Internet cafe

***(6) Intensity of Development***

The proposed development is consistent with the CGC functional land use category as a distribution and trucking facility. The PUD is appropriate at this location because of the other intensive commercial uses in the immediate area.

- The existing residential density and intensity of use of surrounding lands: Low density residential uses are located behind the commercial zoning along Blanding Blvd and Westconnett Blvd, and should not be impacted by the proposed use.
- The access to and suitability of transportation arteries within the proposed PUD and existing external transportation system arteries: Blanding Blvd (SR 21) is a principle arterial with 4 lanes and a center turn lane. Wesconnett Blvd is a two lane collector road with center turn lane.

The City Traffic Engineer has made the following comments.

- The site shall meet 2.3.3 and 2.3.6 of the Transportation Element of the 2030 Comprehensive Plan. At least one of the existing accesses shall be eliminated from Blanding Blvd. (SR 21). The middle access shall be eliminated from Wesconnett Blvd. (SR 21) since a left turn lane cannot be accommodated there. The southern and northern access can remain open.
- There shall be no parking on any public right of way, including semi-truck parking.
- Blanding Blvd. (SR 21) is an FDOT Right of Way. Permitting for access to Blanding Blvd. (SR 21) will be through them.

FDOT has commented that the owner will need to coordinate with FDOT regarding any change to existing driveway connections to Blanding Blvd. FDOT indicates that there are sufficient capacity to accommodate the trips generated from the proposed use.

***(7) Usable open spaces plazas, recreation areas.***

The project will be developed with the required amount of open space. No recreation area is required.

***(8) Impact on wetlands***

Review of a 2004 Florida Land Use and Cover Classification System map provided by the St. Johns River Water Management District did not identify any wetlands on-site.

***(9) Listed species regulations***

No wildlife survey was required as the project is less than the 50-acre threshold.

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

The site will be developed in accordance with Part 6 of the Zoning Code.

***(11) Sidewalks, trails, and bikeways***

The project will contain a pedestrian system that meets the 2030 Comprehensive Plan.

**SUPPLEMENTAL INFORMATION**

Upon visual inspection of the subject property on January 23, 2020, the required Notice of Public Hearing sign was posted.



**RECOMMENDATION**

Based on the foregoing, it is the recommendation of the Planning and Development Department that Application for Rezoning **2019-877** be **APPROVED** with the following exhibits:

1. The original legal description dated November 7, 2019.
2. The original written description dated November 20, 2019.
3. The original site plan dated November 1, 2019.

Based on the foregoing, it is the recommendation of the Planning and Development Department that the application for Rezoning **2019-877** be **APPROVED** subject to the following conditions, which may only be changed through a rezoning:

1. The subject property shall install and maintain the landscaping as shown on Exhibit 4 dated November 1, 2019.



Aerial view of subject of property.



View of existing building on subject property

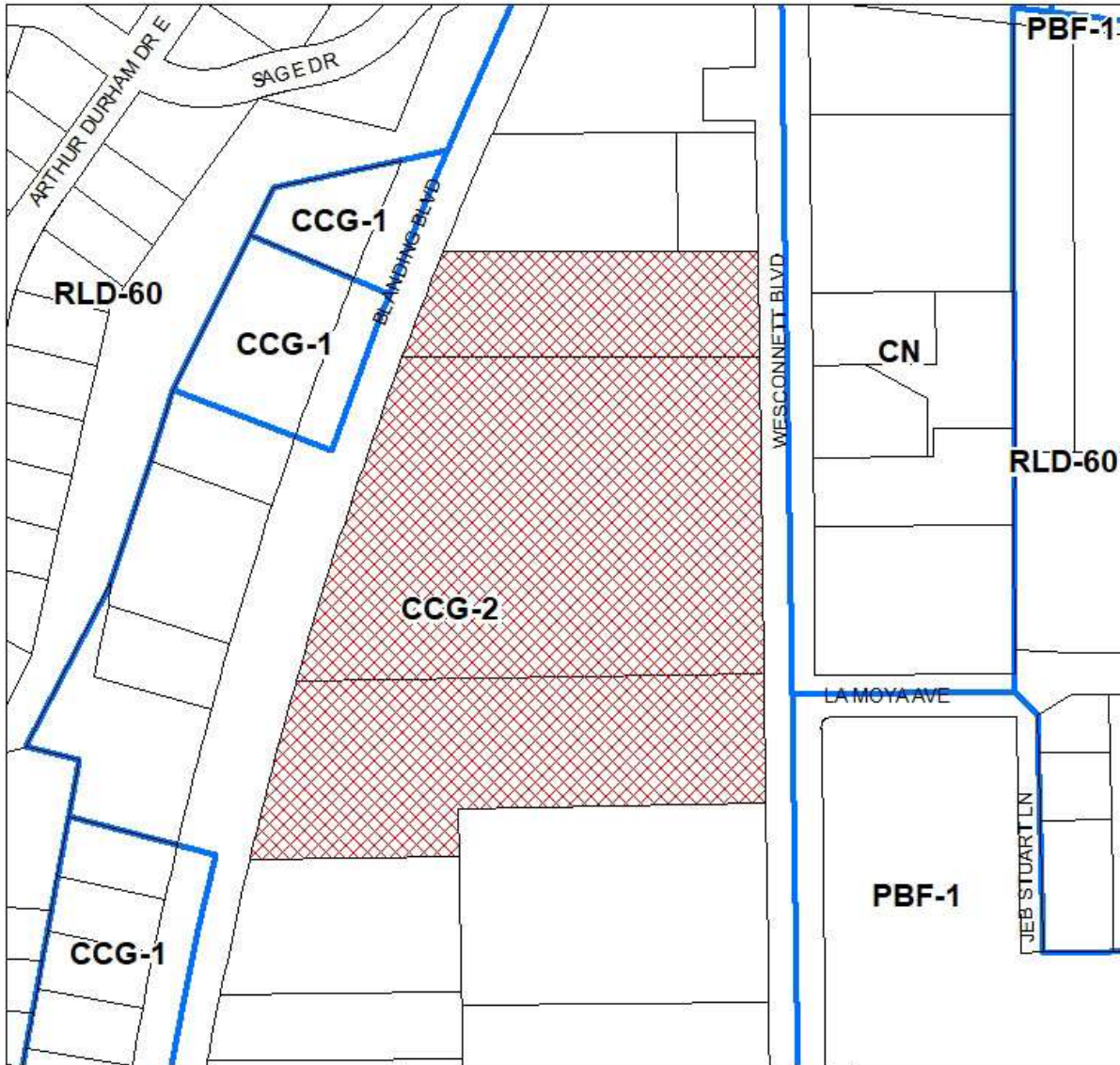


Service garage adjacent to subject property





Office building across Wesconnett Blvd from subject property



<p><b>REQUEST SOUGHT:</b></p> <p><b>FROM:</b> CCG-2  <b>TO:</b> PUD</p>	<p><b>LOCATION MAP:</b></p>	
<p><b>ORDINANCE NUMBER</b>  <b>ORD-2019-0877</b></p>	<p><b>TRACKING NUMBER</b>  <b>T-2019-2581</b></p>	<p><b>COUNCIL DISTRICT:</b>  <b>9</b></p> <p><b>EXHIBIT 2</b>  <b>PAGE 1 OF 1</b></p>