

Mar-12-01 01:43P

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HISTORY OF YELVINGTON SITE

1. This site was initialed for potential I-2 zoning with the first meeting with city staff in November, 1998. (Previously site was Land Use - Agricultural and Zoning - Agricultural).
- 2a. Land Use and Zoning petitions were filed in November, 1998 to change land use to industrial and zoning to I-2. (Petitions - Land Use - 224LUC - 98PB, Zoning - 225-ZON-98PB). These petitions were approved by the plan board in December, 1998.
- b. The Owner and EDA met with staff and neighborhood representatives (Hidden Lake/Buck Bay) during this process and agreed not to change land use/zoning on eastern 400' (5.0± ac) fronting SR 121.
 1. To provide adequate buffer.
 2. To assure no driveway connection to SR 121.
- c. The land use petition was approved by the City Commission in February 1999 for transmittal to DCA for determination if Land Use Map change is consistent with City's Comprehensive Plan.
- d. The Land Use petition was adopted and final rezoning was approved by the City Commission on June 28, 1999.
3. The staff, Plan Board, DCA and City Commission, based on the above approval, find that this parcel of land, with Industrial Land Use designation, is consistent with the City's Land Use policies and I-2 zoning/uses is consistent with the surrounding areas.
4. Yelvington Site Plan - Aggregate Distribution Center with rail service:
 - a. Conceptual review by DRB - 11/99
 - b. Preliminary approval by DRB - 4/00
 - c. Finalized site plan to Planning Department - 2/01
5. Watson Asphalt Plant and Concrete Batching Plant Site Plan
 - a. Initial contact at First Step Meeting - 10/00
 - b. Report by Planning Staff that "City Hall" is not proposing or implementing any moratorium on I-2 zoning - 10/00
 - c. Conceptual site review by DRB - 1/18/01
 - d. Submitted preliminary/final site plan application with filing fee - 2/15/01
6. The proposed Watson site plan provides for a co-location user that will utilize the products available by Yelvington. This had been encouraged by the City staff and an effort by Yelvington to accomplish this. Co-location provides a more efficient use and reduced potential truck traffic from the site.