



GLPC AGENDA ITEM # 5

OCTOBER 28, 2024

Conditional Use Request by JB2 Partners LLC File #: CU-2024-06

JB2 Partners LLC is requesting a Conditional Use Permit (CUP) for a Distribution Center in an Light Industrial (M-1) zoning district. The subject property consists of 15.99 acres and is located at 1805 Bimbo QSR Blvd. This is at the SW corner of the intersection of Bimbo QSR Blvd and South St Augustine Road. It is directly across the street from the Bimbo commercial bakery, and is part of the Phase 2 area of Westside Business Park which is managed by the Valdosta Lowndes County Development Authority (VLCDA). The property is currently vacant and the applicant is proposing to construct a shipping distribution center facility of about 65,000 square feet. It is termed as a “last mile” package delivery facility that will operate on a 24/7 basis. Packages will arrive on large trucks mainly during the overnight hours. They will be offloaded via 10 receiving bays, then sorted within the facility, and then systematically loaded onto smaller delivery trucks/vans for distribution to customers. The applicant anticipates utilizing 85-140 delivery vehicles during the day, depending on the time of year (see attached Project Narrative for further description).

The subject property is located within an **Industrial Activity Center (IAC)** Character Area on the Future Development Map of the Comprehensive Plan.

The subject property is part of the Westside Business Park which is managed by the VLCDA, and is a relatively large area that is planned for industrial development --- mostly warehousing and light manufacturing – including some distribution type uses. The reason for the proposed use triggering a CUP review as a “distribution center” is that it is an all-purpose kind of distribution center for a variety of manufacturers/vendors, rather than just for one industry. Such facilities have the potential to become quite large and generate very high volumes of truck traffic, which can produce significant negative impacts on the local street system as well as nearby development. In this particular case, the proposed use will operate 24 hours a day and is seemingly rather busy. However, it will actually generate a relatively minor amount of traffic compared to the amount of traffic that is already being generated by other industrial uses in the Westside Business Park and the other industrial parks a little farther south. According to the applicant’s traffic study, the proposed use will add less than 5% additional traffic volume to what is already existing on South St Augustine Road (approximately 11,000 AADT), and which is well-within the capacity limits of the roadway. Also, because this is a 24-hour facility, its traffic impacts are somewhat spread throughout the day, and the use will certainly be consistent with the scope and manner of operation of adjacent and nearby industrial uses. The proposed site plan shows a near 100% buildout of the existing 16-acre site, and therefore the site boundaries themselves will reasonably limit and prevent very large future expansions of the use that could cause significant impacts. Therefore other than a customary expiration date, there is no need for additional conditions of approval.

Staff Recommendation: Find consistent with the Comprehensive Plan and the Conditional Use Review Criteria, and recommend approval to the City Council, subject to the following condition:

- (1) Conditional Use approval shall expire five (5) years from the date of approval if the proposed use is not fully constructed and operational by that date.

Planning Analysis & Property Information

Applicant:	JB2 Partners LLC (Jason Bennett)		
Owner:	Valdosta Lowndes County Development Authority (VLCDA)		
Request:	Conditional Use Permit for a Distribution Center in M-1 zoning		
Property General Information			
Size & Location:	One (1) parcel of land comprising 15.99 acres located at the SW corner of Bimbo QSR Blvd and South St Augustine Road. This is directly across the street from the Bimbo commercial bakery, and is part of the Phase 2 area of Westside Business Park.		
Street Address:	1805 Bimbo QSR Blvd		
Tax Parcel ID:	Map 0121C Parcel 001	City Council District:	3 <i>Councilman McIntyre</i>
Zoning & Land Use Patterns			
		Zoning	Land Use
Subject Property:	Existing:	M-1	Vacant land
	Proposed:	M-1	Distribution Center
Adjacent Property:	North:	M-1	Bimbo bakery
	South:	M-1	ACE Electric (manufacturing)
	East:	R-1, R-21	Rural residential
	West:	M-1	Westside Business Park (light industrial)
Zoning & Land Use History:	This parcel has been zoned M-1 since it was annexed into the City in 2007 (all of Westside Business Park).		
Neighborhood Characteristics			
Historic Resources:	No known historic resources on or near the subject property.		
Natural Resources:	Vegetation:	Grassland	
	Wetlands:	No existing NWI wetlands on or near the property	
	Flood Hazards:	The property is located well-outside the FEMA designated 100-year floodplain	
	Groundwater Recharge:	No significant recharge areas in the vicinity.	
	Endangered Species:	No known endangered species in the area.	
Public Facilities			
Water & Sewer:	Existing Valdosta water & sewer services along South St Augustine Road and Bimbo QSR Blvd. (8" water, 8" /sewer)		
Transportation:	Bimbo QSR Blvd (Local Street) South St Augustine Road (Major Arterial),		
Fire Protection:	Fire Station # 1 (S Oak Street) = approximately 1.8 miles to the NE Fire Station # 6 (Enterprise Drive) = approximately 2.0 miles to the NW The nearest fire hydrants are along Bimbo QSR Blvd.		

Comprehensive Plan Issues

Character Area: Industrial Activity Center

Description: Area used in manufacturing, wholesale trade, distribution activities, assembly, and processing activities. Uses may or may not generate excessive noise, particulate matter, vibration, smoke, dust, gas, fumes, odors, radiation, or other nuisance characteristics..

Development Strategy: Development or, where possible, retrofitting should occur as part of planned industrial parks having adequate water, sewer, storm-water, and transportation infrastructure for all component uses at build-out. Incorporate landscaping and site design to soften or shield views of buildings and parking lots, loading docks, etc. Incorporate signage and lighting guidelines to enhance quality of development. Also incorporate measures to mitigate impacts of external impacts on the adjacent built or natural environments. Encourage greater mix of uses such as retail and services to serve industry employees to reduce automobile reliance/use on site.

Goals and Policies:

GOAL 2: ECONOMIC DEVELOPMENT – To support a growing and balanced economy that bolsters the community’s position as a regional economic engine offering high-wage jobs, by ensuring a high-level of workforce adequacy.

Objective 2.3.2 – Encourage quality growth of economic engines without unnecessary impact on surrounding natural and built environments.

GOAL 6: COMMUNITY FACILITIES – To ensure the provision of infrastructure, community facilities, and public services that support efficient growth and development patterns.

Objective 6.1.2 – Locate industrial growth in existing or planned industrial parks where appropriate infrastructure is available.

GOAL 7: LAND USE – To ensure the community’s anticipated growth occurs in a well-integrated yet organized fashion, which protects our community resources, promotes efficient use of infrastructure and transportation facilities, and supports quality economic development.

POLICY 7.5 – Available land shall be utilized in the most efficient manner while focusing on redevelopment of land where feasible.

Conditional Use Review Criteria

The following criteria shall be applied in evaluating and deciding any application for a Conditional Use Permit. No application for a Conditional Use Permit shall be granted by the City Council unless satisfactory provisions and arrangements have been made concerning each of the following criteria, all of which are applicable to each application:

(1) Is the proposed use consistent with the requirements of the zoning district in which it is located, including required parking, loading areas, setbacks and transitional buffers?	
Applicant:	The proposed use will be located within the Westside Business Park which is managed by adopted Park covenants of the VLCDA. The proposed use will meet all requirements of the zoning district, including required parking, loading areas, setbacks, and transitional buffers..
Staff:	Yes, all standard development requirements of M-1 zoning will be followed.
(2) Is the proposed use compatible with the land uses on adjacent properties, including the size, scale and massing of buildings?	
Applicant:	There are three (3) other properties located within Westside Business Park along with the proposed use location. All of these are similar in size and focus on distribution in some capacity or manner (i.e. manufacturing distribution, food processing distribution, and cold storage distribution) There are an additional ten (10) properties located directly across S St Augustine Road. These are all residential properties which were in existence prior to the formation of this Industrial Park, and who are familiar with the kinds of uses locating here.
Staff:	Yes, the proposed use is generally consistent with other uses of the Westside Business Park.

(3) Is the ingress and egress to the subject property, and all proposed buildings, structures and uses thereon adequate? Are the public streets providing access to the subject site adequate to safely handle the traffic generated by the proposed use?	
Applicant:	The ingress and egress within the site, as well as public streets allowing access to the site, are adequate to safely handle traffic generated by the proposed use. A traffic study conducted in March 2024 found that the development would have a nominal effect on the ingress/egress as well as the public street access.
Staff:	Yes, existing ingress and egress to the site is adequate for the proposed use, and this is being managed through a Traffic Study analysis of the entire Westside Business Park which shares access via Bimbo QSR Blvd.
(4) How will the proposed use impact other public facilities and services, including stormwater management, schools, parks, sidewalks, and utilities? Are these facilities and services adequate to support the proposed use?	
Applicant:	All public facilities and services are adequate to support the proposed use. The entire Westside Business Park is serviced by City of Valdosta water and sewer. In 2023, the new Dukes Bay lift station, force main, and gravity sewer were constructed adjacent to the park.
Staff:	Public facilities are adequate to support the proposed use.as well as other industrial uses in the area.
(5) Will the proposed use create adverse impacts on any adjacent or nearby properties by reason of noise, smoke, odor, dust, or vibration or by the character and volume of traffic generated by the proposed use?	
Applicant:	The proposed use will not create adverse impacts on adjacent or nearby properties..
Staff:	No significant adverse impacts.
(6) Will the proposed use adversely affect adjoining properties by reason of the manner of use or the hours of operation of the proposed use?	
Applicant:	The proposed use will not adversely affect adjoining properties as the parcel is located within the Westside Business Park. All adjacent properties have a similar scope of business and all are managed by the Park covenants.
Staff:	No adverse impacts. All nearby industrial uses operate in a similar manner.
(7) Will the proposed use create adverse impacts on any environmentally sensitive areas or natural resources (wetlands, floodplain, etc.)?	
Applicant:	The proposed use will not adversely impact environmentally sensitive or natural resources. No wetlands nor floodplains are located within the parcel..
Staff:	No adverse impact.

Supplemental Standards of the LDR Applicable to the Proposed Use

< none >

Development Review Comments

The following comments are provided by the reviewing departments and are only intended to provide the developer with useful information for planning purposes. This list should not be considered all-inclusive as additional items may appear during the plan review process.

Building Inspections: Inspections has no comments on these cases

Fire: The Fire Dept has no comments

Engineering: No comments at this time

Landscape: Must comply with M-1 landscape requirements as outlined in LDR Chapter 328

Police: < No comments received >

Public Works: No comments from Public Works

Utilities: < No comments received >

Attachments:

- Letter of Authorization
- Zoning Location Map
- Future Development Map
- Aerial Location Map
- Survey (Westside Business Park)
- Site Plan
- Project Narrative (letter of intent)

LETTER of AUTHORIZATION

To: Greater Lowndes Planning Commission
Valdosta City Council

Regarding property located at 1805 Bimbo QSR Blvd. Valdosta, GA 0121C 001

(street address) (Tax Map/Parcel #)

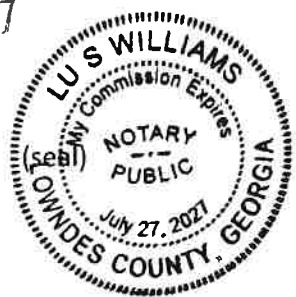
I / We the owner(s) of the above described real property in the City of Valdosta, Georgia, do hereby authorize JB2 Partners to act as agent on my/our behalf, in submitting an application requesting a Conditional Use Permit (CUP) for a Distribution Center as the Land Development Regulations require a Conditional Use Permit for Distribution Centers located in an M-1 zoning district on my/our property, and to represent me/us in all public hearings and other matters with the City of Valdosta relating to this application.

Kathryn Ogletree PRINT name(s) 8/9/24 Date
Signature(s)

NOTARY PUBLIC

State of Georgia, County of Lowndes
Sworn to and subscribed to me on this 9th day of August 2024
My commission expires July 27, 2027

L S Williams
Notary Public



CU-2024-06

CU-2024-06 Zoning Location Map

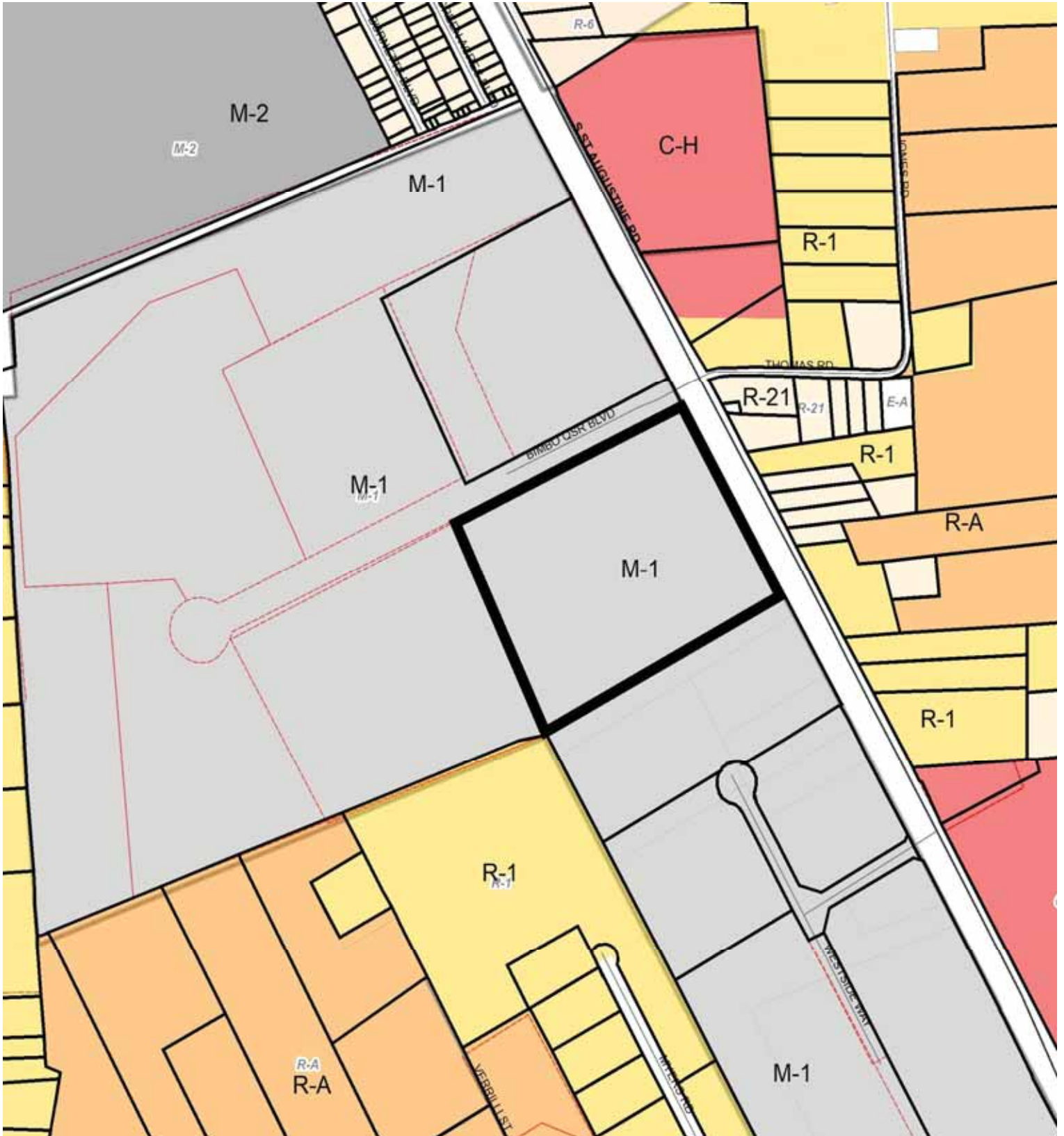


JB2 Partners
CUP Request

1805 Bimbo QSR Blvd
Tax Map # 0121C Parcel 001

Current Zoning = M-1

** Map NOT to scale Map Data Source: VALOR GIS August 2024



CU-2024-06

Future Development Map

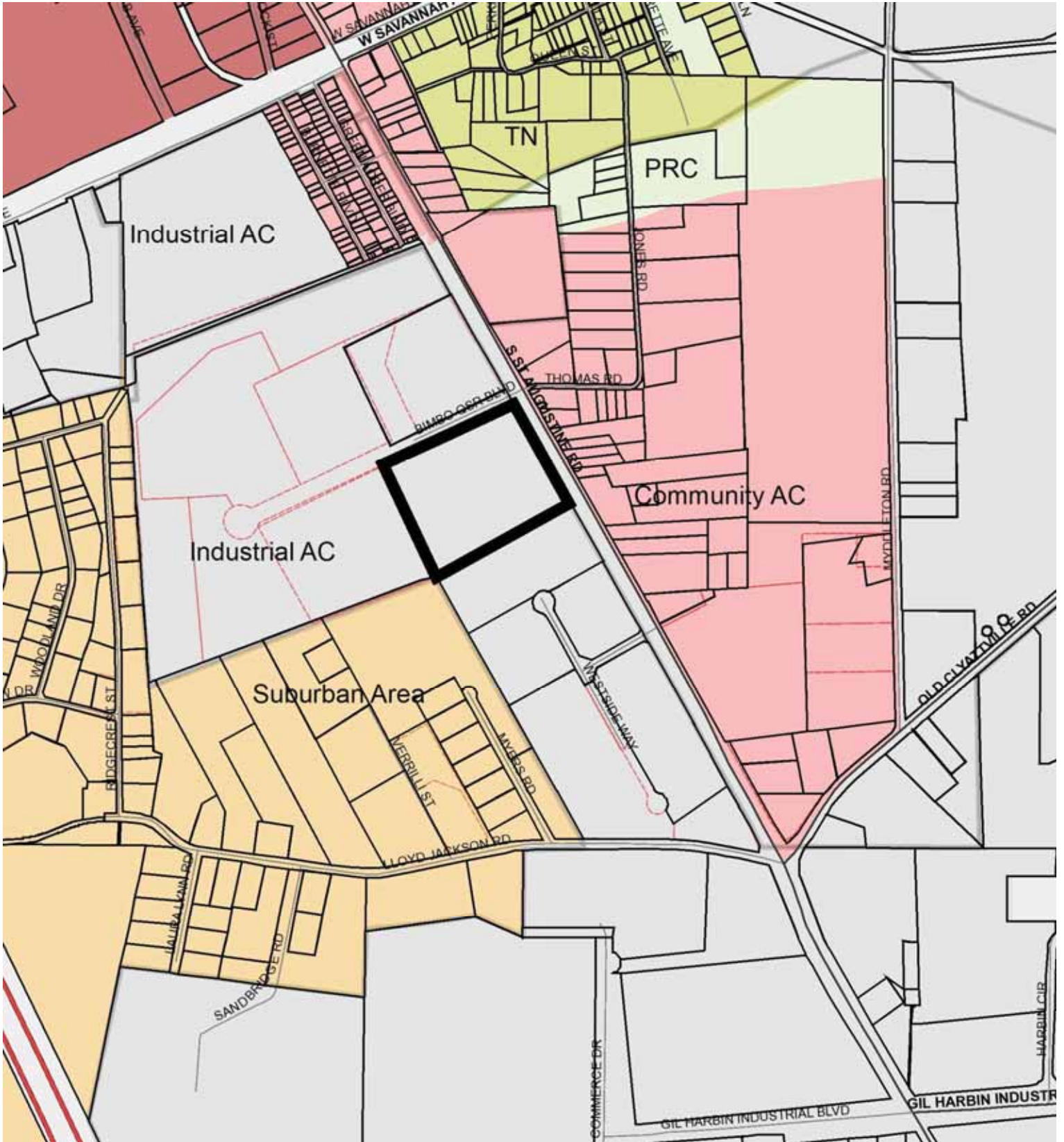


JB2 Partners
CUP Request

1805 Bimbo QSR Blvd
Tax Map # 0121C Parcel 001

Character Area = Industrial AC

** Map NOT to scale Map Data Source: VALOR GIS August 2024



CU-2024-06 Aerial Location Map

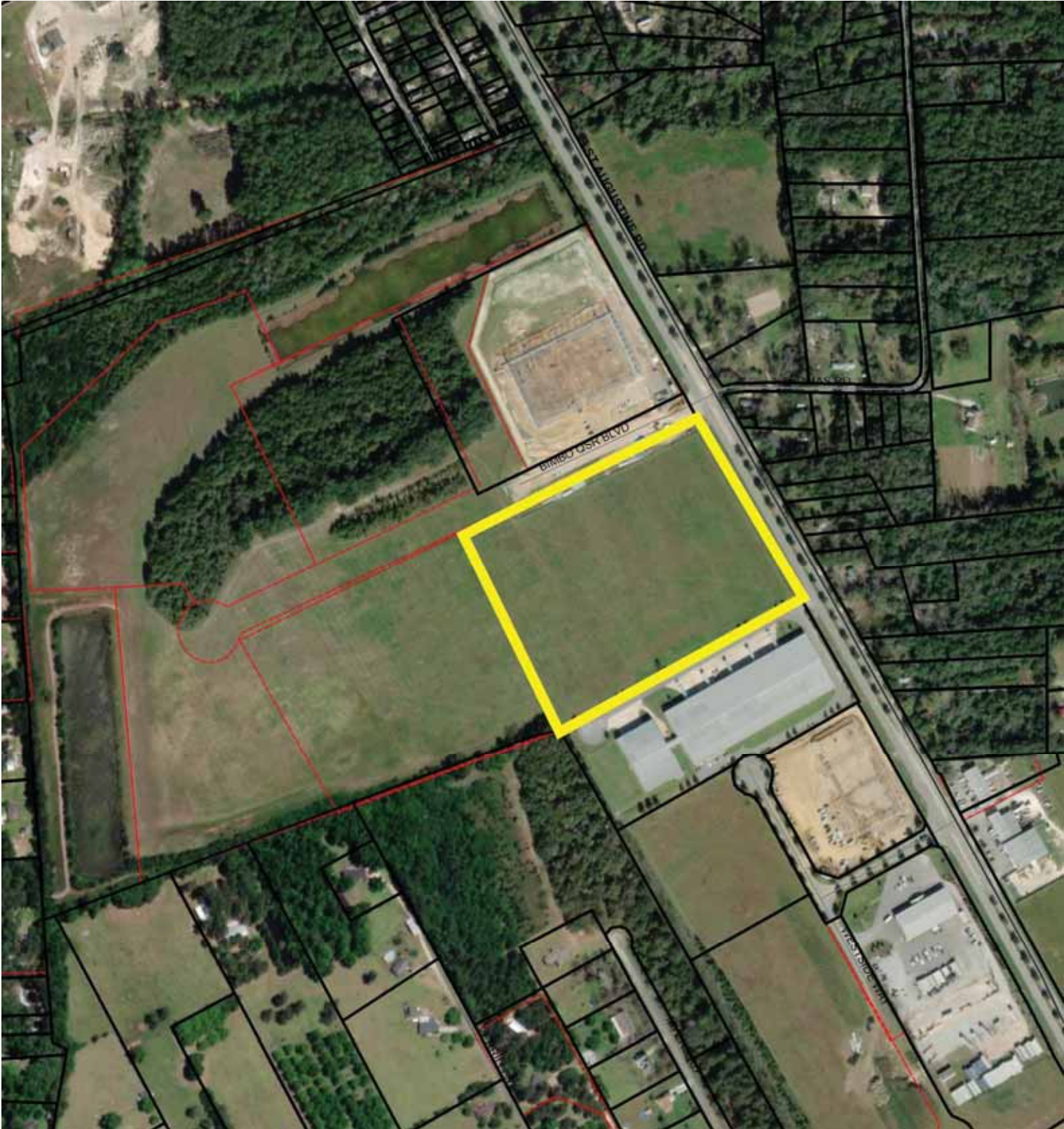


**JB2 Partners
CUP Request**

1805 Bimbo QSR Blvd
Tax Map # 0121C Parcel 001

~ 2022 Aerial Imagery

** Map NOT to scale Map Data Source: VALOR GIS August 2024



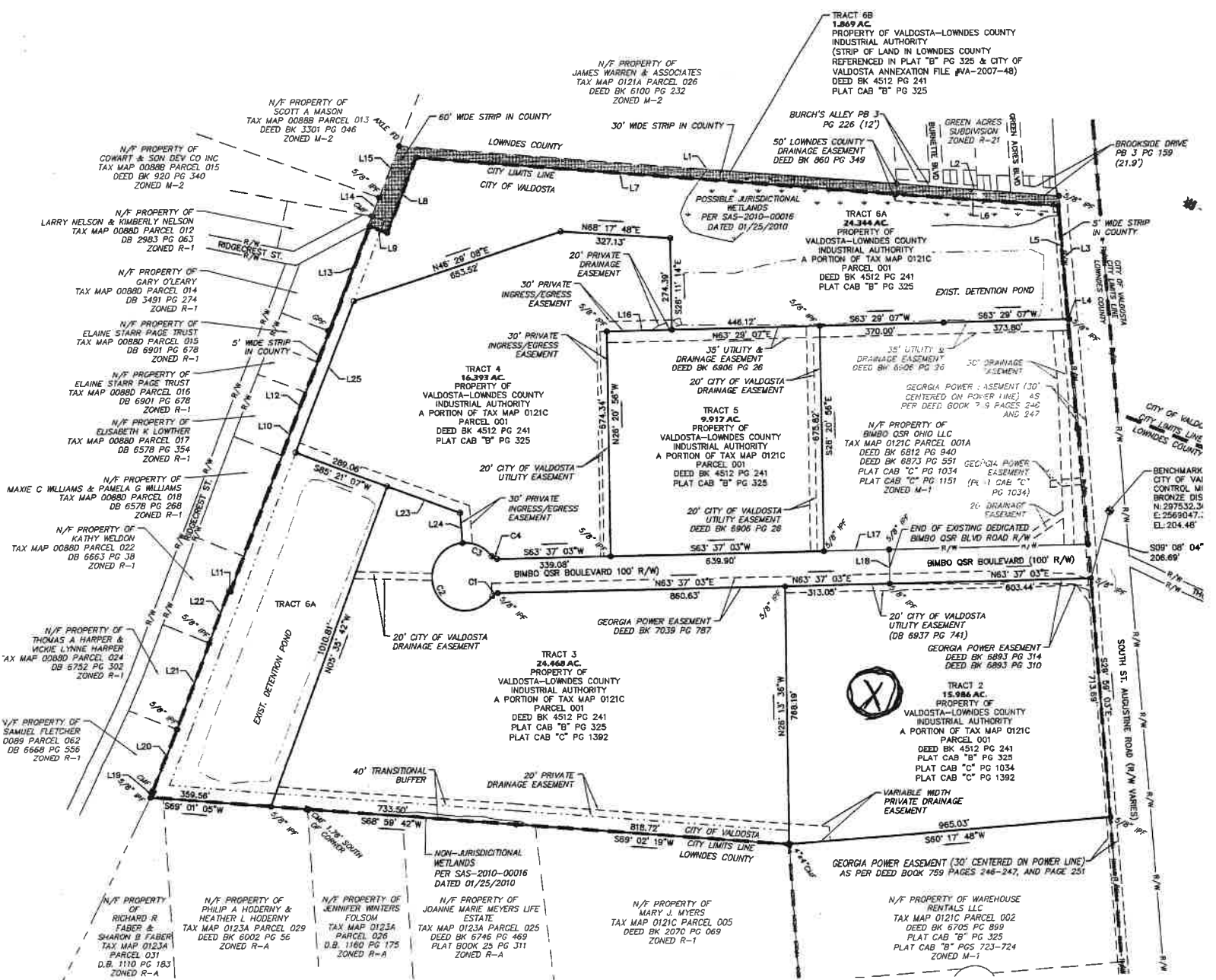
CURVE TABLE				
CURVE #	LENGTH	RADIUS	CHORD DIRECTION	CHORD LENGTH
C1	18.96'	20.00'	S36° 27' 37"W	18.26'
C2	402.64'	100.00'	N55° 20' 55"W	180.74'
C3	101.11'	100.00'	N88° 57' 58"E	96.86'
C4	18.96'	20.00'	S89° 13' 31"E	18.26'

CERTIFICATION:

AS REQUIRED BY SUBSECTION (D) OF O.C.G.A. SECTION 15-6-67, THIS PLAT HAS BEEN PREPARED BY A LAND SURVEYOR AND APPROVED BY ALL APPLICABLE LOCAL JURISDICTIONS FOR RECORDING AS EVIDENCED BY APPROVAL CERTIFICATES, SIGNATURES, STAMPS, OR STATEMENTS HEREON. SUCH APPROVALS OR AFFIRMATIONS SHOULD BE CONFIRMED WITH THE APPROPRIATE GOVERNMENTAL BODIES BY ANY PURCHASER OR USER OF THIS PLAT AS TO INTENDED USE OF ANY PARCEL. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

M. J. Guess 7-5-2024
 CITY OF VALDOSTA PLANNING AND ZONING ADMINISTRATOR DATE

Adam J. Guess 7/05/24
 ADAM J. GUESS DATE
 GEORGIA RLS #2940



12' SIDE SETBACK

STORMWATER POND

STORMWATER POND

10 DOCK DOORS
(8 ACTIVE)

PROPOSED BUILDING
64,235 SF

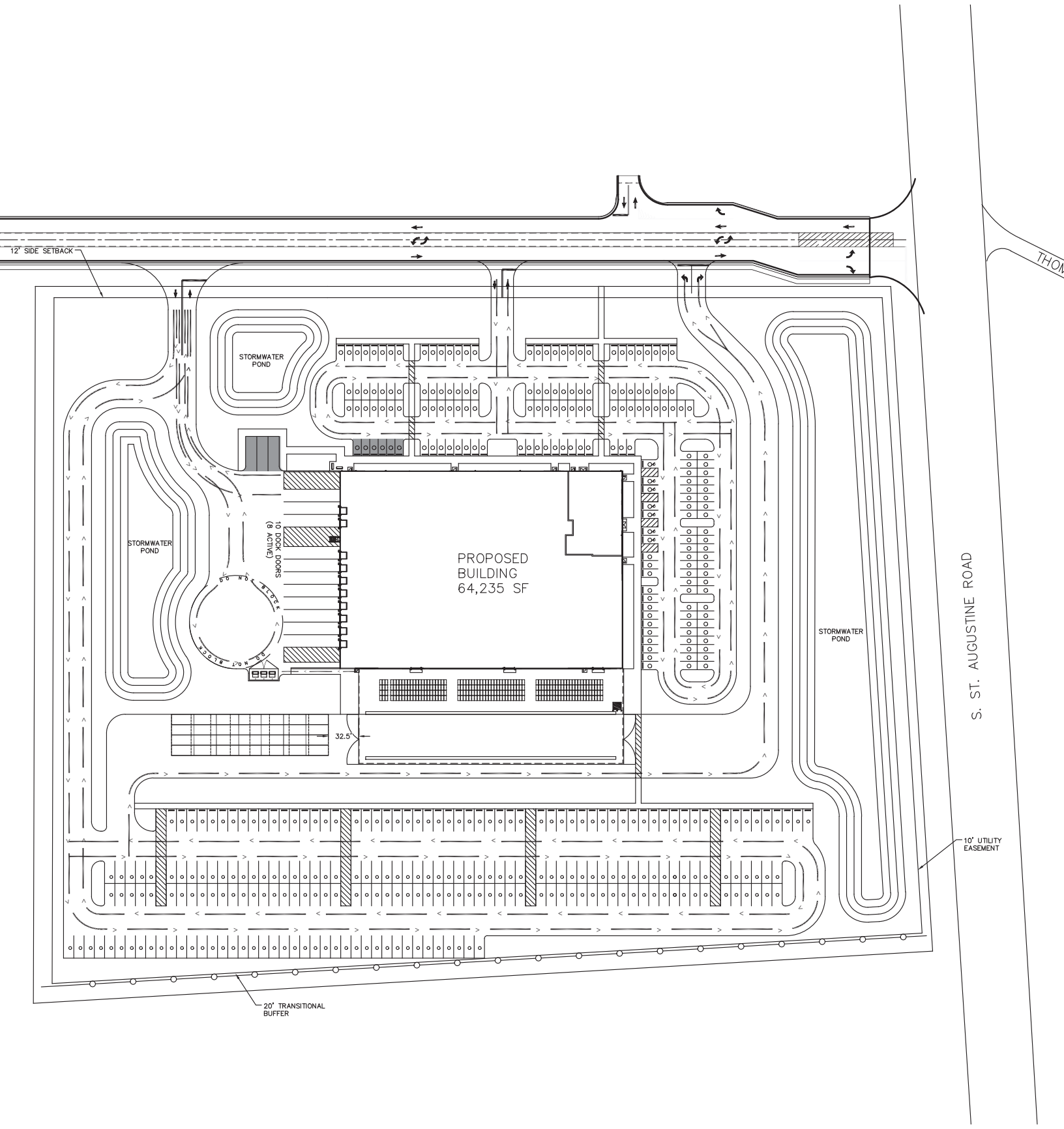
STORMWATER POND

32.5'

S. ST. AUGUSTINE ROAD

10' UTILITY EASEMENT

20' TRANSITIONAL BUFFER



Project Narrative

Last mile delivery facilities, like the one proposed in Westside Business Park, Valdosta, GA, power the last mile of the end-user's customer order process to drive convenient and efficient package delivery to the end-user's customers.

As denoted in the term "last mile", the delivery facility is the last stop that the package makes before arriving at the customer's doorstep. Delivery facilities operate 7 days a week pursuant to a designated daily operations clock. The operations start with the arrival of packages from the end-user's network of first- and middle-mile facilities. These packages are pre-labeled for customer delivery and arrive at the site via tractor trailers, mainly overnight. As the packages arrive, company employees receive the packages and use material handling equipment to sort the packages by delivery route, and then stage them for pick up by delivery partners.

Deliveries to the customer from this delivery facility will be supported by two types of delivery partners: 1) small-business owners that employ drivers who deliver packages in company branded vans ("Drivers"), 2) individuals who use their personal vehicles to deliver packages ("Partners"). Drivers will arrive on site early morning to pick up the packages for their designated delivery routes. Drivers park their personal vehicles in the dedicated van driver parking area, proceed to the van parking area to enter their assigned delivery van, and then drive to the dedicated package loading area. Partners will enter the site and proceed directly to the package loading area.

The load-out process, which is supported by company employees and Driver managers, is structured to minimize impact on the roadway during peak commuter hours. It is expected that approximately 85 delivery vans will be used to service this delivery station during normal operating months. Up to 50 additional vans could be hired during peak seasons. For optimal efficiency, the loading and dispatch operations occur in waves, with Drivers loading up and departing in approximate 20 to 30-minute intervals. Partners typically deliver to customers within a 45-minute drive time, and standard delivery routes run approximately 8-10 hours for Drivers and 3-6 hours for Partners. Once the last wave of Drivers has departed the station, company employees prepare the delivery facility for receipt of the next day's packages.

Partners do not return back to the delivery facility after completing their deliveries, unless they have undelivered packages. Drivers return to the station. After completing a checkout process, they exit the site in their personal vehicle or by public transport. The same 24-hour operations process is repeated daily.

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