



CITY OF FORT PIERCE

PLANNING DEPARTMENT

REBECCA GROHALL, AICP, PLANNING MANAGER
COMPREHENSIVE PLANNING ♦ DEVELOPMENT REVIEW
HISTORIC PRESERVATION ♦ URBAN DESIGN ♦ URBAN FORESTRY ♦ ZONING

TO: Members of the City of Fort Pierce Planning Board

THROUGH: Rebecca Grohall, AICP, Planning Manager

FROM: Kori Benton, Senior Planner

SUBJECT: Application for Site Plan and Conditional Use
Causeway Cove Marina & RV
601 Seaway Drive

DATE: January 6th, 2016

STAFF REPORT

Owner: G. Flash G.P., Inc. c/o Ashton de Peyster
306 Worth Avenue, Suite 4
Palm Beach, FL 33480

Applicant: Harold H. Smyth
P.O. Box 13088
Fort Pierce, FL 34979

Representatives: William P. Stoddard, Ph. D., P.E., Leo Giangrande, PE
Schulke, Bittle, & Stoddard, LLC. Giangrande Engineering & Planning
1717 Indian River Blvd. S# 201 73 SW Flagler Avenue
Vero Beach, FL 32960 Stuart, FL 34994

Request: Forward a recommendation for approval of a Site Plan and Conditional Use to complete phased construction of a 198 Slip Marina, Boat Ramp, Dock Master's Quarters, Ship Store, and 10 RV Spaces.

Location: 601 Seaway Drive

Parcel ID(s): 2402-312-0001-000-5 & 2402-331-0002-000-1 (Uplands)

Zoning: Tourist Commercial (C-5) & Aquatic Development Zone (A-2).

Surrounding Zoning

North	East	South	West
OS-1	C-6/PD	A-2	OS-1

Future Land Use: Hutchinson Island Mixed Use (HIMU)

Parcel Size(s): 17.04 +/- acres & .98 +/- acres

Staff Analysis:

Request & Site History

In accordance with Sections 22-33, 22-39, 22-58, and 22-76 of the City Code, the applicant is requesting approval of a Site Plan and Conditional Use to complete phased construction of a 198 slip marina, boat ramp, dock master's quarters, ship store, and 10 Recreational Vehicle (RV) spaces at 601 Seaway Drive. The subject site, known as the Causeway Cove, contains 18.02 acres of uplands and was recently rezoned to C-5, Tourist Commercial.

The property was formerly occupied by the Causeway Mobile Home Park, which was shattered in during hurricanes Frances and Jeanne in 2004. The former mobile home park featured approximately 250 units prior to its completed removal in 2006. The property remains predominantly vacant, with decrepit driveways and a common area structure remaining on-site from the previous use.

The applicant is seeking to initiate redevelopment of the subject site with a phased plan to construct a marina, and support marine recreational and commercial uses as the local economy develops, and further exploration commences for strategies to relocate the adjacent wastewater treatment plant.

The site is surrounded by State Road A1A (SR A1A) and South Causeway Park to the north, Harbour Isle and the Smithsonian Marine Station to the east, and the FPUA Waste Water Treatment Plant to the west. The property features access to the Indian River Lagoon to the south.

Phased Development Plan

Phase I: The first phase encompasses the development of a 47 slip commercial marina, recreational boat ramp, ten (10) RV pads, a 1,296 sq. ft. dock master's residential quarters, ship store and minor support facilities.

Marina & Ship Store

This phase of development seeks to establish a commercial marina intended to serve small to medium size (under 50 ft.) vessels, and a boat ramp for recreational vessels, as the foundation for redevelopment. The first phase of the marina will be developed at the south east shore of the property, exhibited by two primary dock extensions and a breakwater T-dock. The boat ramp is internal to this segment of the marina for added protection from current and wind interference. The dock layout of Phase 1 requires vessels to enter and exit to west, off the bank of the sewer plant property. This configuration may influence, or impact, future development in the aquatic area adjacent to this publically held land. Collaboration regarding the planning and orientation of navigational aids and dredging is encouraged to avoid future conflicts or limitations.

A new structure is proposed adjacent to the marina to provide a dock master residence for convenience and security. A ship store is incorporated with the dock master structure to offer minor sales and service for patrons of the marina and other amenities. Future collocation of structures is anticipated as demand grows for expanded commercial sales and service on-site.

RV Park & Kayak Launch

A recreational vehicle area is presented to offer accommodations for ten (10) RVs on-site, to the north east of the marina. The pads are divided evenly along a drive aisle reserved for RV and support vehicle traffic. Detailed plans to provide access to water, wastewater, and solid waste facilities shall be provided for each bay, and integrated into the presented site plan accordingly.

The plan provides RV guests access to shower and laundry facilities at the marina. A shuffle board court and maintenance structure present on-site will be reused in conjunction with this component of the development. Increased detail of each RV pad and support infrastructure is necessary to verify compliance with City Code. A kayak launch is noted along the riverbank to the south of the RV pads, offering recreational access to the waterway. Detail of any access restrictions has not been presented at this time.

Parking, Sidewalks, Lighting & Landscaping

Phase I incorporates the construction of sixteen (16) improved vehicle parking spaces, two (2) of which are handicap accessible, and the marking of sixteen (16) unimproved parking spaces. The level of parking provided is based upon previous consideration by the Planning Board of one (1) space per two (2) dock slips, in addition to the support facilities. The vehicle parking within Phase I is concentrated around the marina and ship store. An area designated for boat trailer and associated vehicle parking is identified to the north of the boat ramp. Parking areas are not denoted within the RV Park or to support the proposed kayak launch area, however the delineation of support parking, and possibly a loading space, for guests and visitors is encouraged. Bicycle parking is provided adjacent to the ship store; however it may be advantageous to provide additional racks with the RV area.

The presented plan features many internal sidewalk connections including a central sidewalk along the main driveway linking the RV park, support amenities and making connection to the marina facilities along the riverbank. The proposed sidewalk connections shall be linked to the existing pedestrian path along SR A1A, and further connections and crosswalks shall adjoin the proposed parking areas to the marina as required pursuant to City Code Section 22-62.

A future sidewalk linkage is proposed along the northern property line, as required by the City Code; however the consideration of construction deferral shall be decided by the City Commission. Coordination regarding a complete pedestrian connection to South Causeway Park, underneath the bridge, is essential to promote connectivity. Further consideration of bicycle pathways, and multimodal connections for trolleys or shuttles is encouraged in later phases of development.

A landscaping plan emphasizing native landscape is proposed to provide substantial parameter enhancements, including both trees and shrubs. The design seeks to buffer the wastewater treatment plan, and accent other views of the site. Interior landscaping is presented around existing and proposed structures to augment the development.

A site lighting plan has not been provided with the application submittal. A plan conforming to City regulations is requested prior to consideration by the City Commission.

Phase II: The second segment of the development includes build out of the marina with an additional 151 boat slips and 14 mooring spaces within five (5) years of approval. The plan presents general placement of the proposed docks, and areas for connection to the property bank, however complete detail is not present at this time.

Phase II denotes areas earmarked for “future parking” to support the marina expansion, however the applicant is seeking to reserve flexibility in the placement and design. Further guidance of the parking space quantity, construction, access, and associated drainage are imperative prior to further development of this presented phase. Parking considered for the general public to support adjacent parks and civic amenities shall also be assessed further to ensure safety of both vehicular access and pedestrian connection to destinations.

Architectural Design

The vertical construction proposed with the development plan is Florida Vernacular, expressed by simple one & two story structures typified by wood siding, gable roofs gladded with 5 V-crimp metal roof, and double-hung windows. Other ornamental features such as cupolas and wood decks add to the overall design and functionality of the proposed structures. The existing structure on-site will be repainted, and improved with landscaping.

The marina dock construction design and typologies are guided and permitted by the Florida Department of Environmental Protection (FDEP) and Army Corps of Engineers, however the location and scale should complement the initial vertical construction proposed.

Traffic Impacts & Access

The subject project is situated in an exclusive location which presents unique challenges relating to vehicular access, traffic flow, and transportation impacts based upon demand. The submitted development plan presents trip

generation data encompasses phases based upon analysis of existing, background, committed trips, and the projected traffic volumes. Table 1 below presents the trip generation projected for Phase I:

Table 1 – Trip Generation for Phase I Development

Development Component	AM – Peak Trips	PM – Peak Trips	Average Daily Trips
Single-family Home	2	2	10
Variety Store	4	6	53
RV Park	2	3	27
Marina – 47 Slips*	4	9	139
	<u>7</u>	<u>19</u>	<u>229</u>

The projected traffic impacts of Phase 2 were recently provided by the applicant, however have not had the opportunity to be reviewed by the St. Lucie County Transportation Organization (TPO) for verification of analysis and trip distribution methodology. The presented trip generations anticipated with the completion of Phase II of the development are presented in Table 2 below:

Table 2 – Trip Generation for Phase II Development

Development Component	AM – Peak Trips	PM – Peak Trips	Average Daily Trips
Single-family Home	2	2	10
Variety Store	4	6	53
RV Park	2	3	27
<u>Marina – 212 Slips*</u>	<u>17</u>	<u>40</u>	<u>628</u>
	<u>25</u>	<u>51</u>	<u>717</u>

The marina expansion significantly increases the traffic impacts of the development, impacting SR A1A and adjoining roadway links. The established transportation infrastructure, much of which has recently been reconstructed, presents many limitations in preparing off-setting roadway improvements. For instance, the roadway segment from South Causeway Park to Binney Drive currently operates at a Level of Service (LOS) D, however in the absence of the ability to widen roadways, and install designated turn lanes along SR A1A, exploration of promoting strategies of multimodal transportation are essential routes to improving transportation facilities.

Primary access to the site is provided via a two-way driveway connecting to an adjacent extension of SR A1A. A traffic flow and routing plan has been provided, after coordination with the applicant, in order to guide west bound vehicle and boat trailer traffic underneath South Causeway Bridge to facilitate a right-turn scenario in order to avoid traffic conflicts on SR A1A. The newly presented plan, and traffic data provided will be presented to the St. Lucie County TPO and FDOT to further collaboration on transportation solutions.

The increase in traffic upon the bypass route underneath South Causeway warrants further consideration of a fair share agreement to improve this roadway connection. Further, the expanded approval timeline for construction of Phase II, and prospects of further development on-site, compel further analysis and the revisiting of the traffic conditions of adjoining roadway networks prior to construction of Phase II.

Technical Review Committee (TRC) Review:

All affected departments have reviewed and issued comments regarding the Site Plan and Conditional Use based on requirements of the City Code. Minor Code compliance issues related to parking improvements and lighting were identified, and resolution is being sought in further updates to the presented plans.

Staff Recommendation:

The presented Site Plan and Conditional Use are generally consistent with City Code, the Comprehensive Plan, however additional elements are requested for integration to the Site Plan to ensure the development will not adversely affect the public health, safety, convenience and general welfare; therefore Staff recommends that the Planning Board forward a recommendation to the City Commission for approval with the following conditions:

- 1) The applicant provides a Lighting Plan pursuant to City Code Sections 22-58, 22-59, 22-60, and 22-86 prior to scheduling of the application for review by the City Commission.
- 2) The applicant provides complete infrastructure and operational plans for the proposed RV spaces consistent with City Code Sections. 22-86. (5) & (6) and 22-85 (6), prior to building permit issuance for construction of this component.
- 3) The presented access and traffic flow plan for both vehicular and pedestrian traffic presented in the Site Plan are approved by the City of Fort Pierce Engineering Department and FDOT, and implemented, prior to issuance of Certificate of Occupancy.
- 4) Sidewalks are integrated within, and adjacent to, the development pursuant to City Code Section 22-62. (b)(4) & (d) prior to issuance of a Certificate of Occupancy.
- 5) The applicant provides updated traffic, parking, and drainage plans associated with Phase II of the development prior to issuance of building permits for said phase of construction.