



TO: Members of the City of Fort Pierce Planning Board

THROUGH: Rebecca Grohall, AICP, Planning Director

FROM: Kori Benton, Senior Planner

RE: **Application for Conditional Use with New Construction**
ASTA Commercial Parking Lot
111 S. Ocean Drive

DATE: May 2, 2017

STAFF REPORT

Owner: Boch A Galup Inc
 37 Fort Salonga Rd
 Centerport, NY 11721

Applicant: Kash Patel, Mike O’Leary, Partners, ASTA Parking Inc.,
 725 NE 26th Avenue
 Fort Lauderdale FL 33304

Representative: Steven M. Weaver
 Realtime Property Development Services
 S Ocean Dr, Fort Pierce, FL 34949

Requested Action: Approval of a Conditional Use with New Construction to development and operate a commercial parking lot.

Location: 111 S. Ocean Drive

Parcel ID: 2401-501-0055-000-5

Current Zoning: Tourist Commercial (C-5)

Future Land Use: General Commercial (GC)

Surrounding Zoning:

North	East	South	West
C-5/OS-1	C-5	C-5	C-5

Site Size: .5 acres

Staff Analysis:

Existing Conditions

The subject .5 acre site located at the south west corner of Seaway Drive and South Ocean Drive is located with the Tourist Commercial (C-5) district and is presently vacant. The property abutting the site to the west and south is home to a recently completed Oculina Bank branch facility.

The site is located at southwest corner of the intersection of Seaway Drive and South Ocean Drive which was enhanced with a round-a-bout as a component of the joint A1A reconstruction project. As the property abuts a state roadway, Florida Department of Transportation (FDOT) approval is required for access points and right-of-way accommodations for any development.

The demand for parking in the areas adjacent to the subject site has escalated in recent years, attributed to the completion of Inlet Linear Park, Jetty Park, and addition of commercial establishments nearby. The City of Fort Pierce offers free public parking within Jetty Park, and has organized a short term lease for interim public parking along the inlet.

Proposal

The applicant is seeking to establish a 54 space commercial parking lot, containing fifty (50) typical spaces, three (3) handicap accessible spaces, and one (1) space to accommodate two (2) motorcycles. The proposed fee-to-park facility is intended for access on South Ocean Drive, with a two-way driveway for ingress and egress, with a circular one-way traffic configuration on-site. The parking spaces are oriented primarily on a 60 degree angle for accessibility and maximization of parking spaces. The proposal includes the provision of site landscaping (reductions granted by the Board of Adjustment), solar lighting, and underground exfiltration for storm water maintenance, cash and credit payment kiosks, and required sidewalk connectivity.

The Board of Adjustment, at their April 27th, 2017 meeting, granted variances requested by the applicant to reduce required landscape strip widths, interior landscaping and parking stall width as the applicant seeks to maximize the quantity of parking spaces on-site, The initial filing by the applicant featured sixty-five (65) total spaces; however several spaces have been eliminated to lessen many of the previous dimensional deficiencies and improve functionality.

The applicant is seeking to offer parking spaces on-site, which are not intended to supply required parking spaces for businesses or other development pursuant to City Code Section 22-60, but rather introduce a new supply of *surplus* spaces accessible via a required user fee. The Board of Adjustment authorized a parking space design which features a six (6) inch reduction in the required width, resulting in parking space dimensions of 19ft. by 9 ft. Patrons of the proposed commercial parking area would be consenting to the policies for payment and use which provides the capacity to mitigate concerns of the proposed reduction in the width of the land development code guided "regular" parking space.

Transactions & Enforcement

The applicant has identified the digital pay station system to be integrated into the parking area, situating a kiosk at the north east corner of the project adjacent to a sidewalk connection to the adjacent pedestrian routes and crosswalks. The system offers a pay-by-plate format for users via a kiosk, or a mobile phone, with payment methods ranging from coins, bills, credit cards, or pass cards (if adjacent businesses were to consider partnering).

The parking lot would be monitored by ASTA personnel to notify any drivers of non-payment, expiration, or other violations. Presently, there is not a provision for towing a vehicle for noncompliance. Although the enforcement protocols have not been detailed beyond simple notification via warnings of non-payment, booting would be more appropriate than towing to avoid unnecessary tow truck traffic or functional interference within the parking area.

Landscaping, Stormwater, & Lighting

The presented landscape plan includes the placement of 39 new trees, vegetative hedges along the north and east property lines, and infill of lower lying shrubs throughout the remainder of the landscaped areas. The landscape plan will be updated to reflect a revision to the hedge plant species utilized along the right-of-way and western property lines to increase the height capacity of the vegetative screen to meet the minimum requirements of City Code Section 22-187.

Stormwater pretreatment is conceptualized via underground exfiltration and use of pervious paving solutions where feasible.

The application affirms preparation and implementation of a lighting plan in compliance with local and state requirements for both minimum lighting levels and interference of turtle nesting.

Zoning & Land Use

The subject site is located within the Tourist Commercial Zone (C-5) which is designed to provide suitable locations for tourist facilities and certain tourist related establishments. Furthermore, the site has a land use designation of General Commercial (GC).

The General Commercial designation provides for higher intensity commercial developments or horizontal and vertical mixed-use developments. Uses allowed within this designation include multifamily residential, intensive and general commercial, retail, service, offices, tourist/entertainment facilities, hotels/motels, parks and recreation, along with compatible public, quasi-public, and special uses. Development shall include either commercial or mixed uses fronting major roadway corridors with higher intensity near major intersections.

The site is also located within the South Beach Overlay District. This unique district is designed to promote good planning and site design that produces quality development that is functional, an asset to the community, and in keeping with the general character of South Hutchinson Island. By way of this overlay district, the city seeks to preserve, protect and enhance the unique barrier island environment through regulation of development and redevelopment of lots within the district.

The presented use of the property represents a commercial use which provides increased access to parking for tourists and residents visiting Jetty Park and adjacent establishments via automobiles. The use of the parking lot should correlate to adjacent uses and their peak hours of operation. The prospective uses by guests of adjacent hotels, restaurants, or bars with late hours of operation encourage avoidance of parameters for hours of operation for the parking lot. The preclusion of use or overnight parking by any campers, Recreational Vehicles (RVs), or similar transit vans is advised to avoid functional conflicts of the parking lot, and use of the property beyond the scope of the proposal and corresponding support facilities.

Board of Adjustment Approval

The Board of Adjustment authorized a reduction of the vehicle stall and landscape strip widths, contingent upon the following:

- 1) Incorporation of a sign towards the entrance of the parking circle, and stamped notation on each parking space, that acknowledges reduced stall width, or compact nature of the spaces.
- 2) The landscape plan integrates the planting, and appropriate irrigation, of a vegetative hedge along the north and east property lines, which has the capacity to grow to form a 3ft. tall continuous hedge within one year, as required by City Code Section 22-187 (4).
- 3) The landscape plan provides the planting, and appropriate irrigation, of a vegetative hedge along the west property lines, which has the capacity to grow to form a 6ft. tall buffer to mitigate the reduction in landscape strip width adjacent to these property lines.

The noted conditions of approval should be reflected on the development plans prior to scheduling for review by the City Commission.

Technical Review Committee

All affected departments have reviewed the proposed Conditional Use with regards requirements of the City Code, and conditionally approved the request. The Engineering Department identified concerns regarding the reduced depth of a parking space at the northwest corner of the facility, which has since been converted to motorcycle parking.

Findings from the review by corresponding departments are provided for viewing by the Planning Board.

Staff Recommendation:

The proposed use is compatible with the encompassing district, surrounding uses, and generally consistent with the City's Land Development Code and Comprehensive Plan therefore; Staff recommends the Planning Board forward a recommendation to **approve** the request with the following conditions:

1. The operator restricts use, and overnight parking, by any campers, Recreational Vehicles (RVs), or similar transit vans; and
2. Two (2) trash receptacles, and process for collection, are integrated into the development plan.