



TECHNICAL REVIEW COMMITTEE (TRC) COMMENTS FORM

FROM : Paul Thomas, CBO, CFM, Interim Building Official

RE : ASTA Parking – 111 S. Ocean Dr. – Cond. Use with New Construction

DATE : 3.2.17

The proposed may trigger the following Code requirements:

1. ADA Handicapped Parking Spaces
2. Accessible Route to Sidewalk
3. Turtle Lighting Ordinance – Site lighting, signage and ticketing kiosk to comply with the Turtle Ordinance FAC
4. All electrical equipment shall comply with the approved standards and flood requirements for construction located in special flood hazard area and perhaps seaward of the Coastal Construction Central Line.

PT/km

Conditional Use – ASTA Parking – 111 S. Ocean Drive (Kori Benton)

- W/WW Engineering: No objection
- Gas and Electric Engineering: No objection. FPUA has existing underground electric distribution and fiber optic lines along the south right of way of Seaway Drive and the west right of way of S. Ocean Drive.

Variance – ASTA Parking – 111 S. Ocean Drive (Kori Benton)

- **W/WW Engineering: No objection**
- Gas and Electric Engineering: No objection. FPUA has existing underground electric distribution and fiber optic lines along the south right of way of Seaway Drive and the west right of way of S. Ocean Drive.



THE SUNRISE CITY
FORT PIERCE
ENGINEERING
DEPARTMENT

FORT PIERCE
Florida

TO : Kori Benton, Senior Planner
FROM : John R. Andrews, P.E., City Engineer
**RE : ASTA Parking – 111 South Ocean Drive
Conditional Use Application
TRC No. 17-0400005**



DATE : April 17, 2017

This is to advise you that we have completed the review of the following documents as received by this office on April 14, 2017:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Conditional Use Application | <input type="checkbox"/> P/D Drawings |
| <input type="checkbox"/> Test Reports & Related Documents | <input type="checkbox"/> Certificate of Completion |
| <input type="checkbox"/> Record Drawings | <input type="checkbox"/> Permits from applicable Local, State & Federal Agencies |
| <input type="checkbox"/> Clearances from all applicable Local, State and Federal Agencies | |

Based on our reviews and appropriate site final inspection, we

- | | | |
|--|--|------------------------------|
| <input type="checkbox"/> Recommend | <input checked="" type="checkbox"/> Do Not Recommend | |
| <input checked="" type="checkbox"/> Approval of CU | <input type="checkbox"/> Building Permit | <input type="checkbox"/> C/O |

Developer, Owner, Engineer, Contractor and other members of the Development Team must be aware, the above recommendation is based only on the construction requirements of the engineering plans and other engineering documentation approved by this department. The Development Team shall be responsible for the compliance with other City department requirements and all approved documents, as well as Local, State and Federal regulations. The development requirements for this project may necessitate additional construction requirements that are not subject to this department's review for approval.

- See attached for engineering comments

ENGINEERING COMMENTS:

1. In accordance with the City of Fort Pierce Code of Ordinances Section 17-27(a)(7), please provide a Boundary and Topographic Survey signed and sealed by a Florida Registered Land Surveyor. The survey submitted was not certified, nor did it include any topography, and was also missing some existing improvements located within the adjacent road right-of-ways, i.e. roadway lighting. **Resolved**
2. This department recommends the elimination of the compact space as there is too great of a risk for vehicles to overhang into the drive aisle and cause issues with the adjacent handicapped parking stall. **Resolved**
3. The handicapped parking stall's 5' access aisle is proposed to encroach directly behind the adjacent parking stall which is considered an unsafe situation; please revise the plans to eliminate this hazard.
4. Advisory Comment: The concrete car stops shall be situated to ensure the maximum vehicle overhang will be 1' into the grassed/landscaped area.
5. Advisory Comment: The previously submitted drainage plan is conceptual at this point and will be reviewed in depth at the time of application for a Site Work permit.
6. Advisory Comment: The applicant shall be made aware that FDOT Drainage and Driveway Connection permits will be required at time of application for Site Work Permit.
7. Advisory Comment: The proposed driveway location is in direct conflict with existing FDOT street lighting, the applicant shall be made aware that permitting through FDOT for the relocation of the lighting will be required; any expense associated with this work will be the responsibility of the developer.

JRA/tst

Project: ASTA Parking

Subject: Review Comments

To: Kori Benton

From: Rod Reed, County Surveyor
PW-Engineering Division

Date February 8, 2017

I have no comments.

Rod Reed, County Surveyor

St. Lucie County, Fl.

2300 Virginia Avenue

Ft. Pierce, Fl. 34982-5652

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February 15, 2017

Steven M. Weaver
Realtime Property Development Services
Fort Pierce, FL

**SUBJECT: Variance & Conditional Use with New Construction
ASTA Parking
111 South Ocean Drive**

Dear Mr. Weaver,

The following are advisory comments from the Planning Department's review of the applications for Variance & Conditional Use with New Construction for a Commercial Parking lot at 111 S Ocean Drive:

1) Pursuant to City Code Section 22-60. - Off-street parking and loading. (c) Design standards. (1) Off-street parking space size. Each off-street parking space shall be at least nine and one-half (9½) feet wide (except required spaces for the handicapped, which shall be twelve (12) feet wide and nineteen (19) feet deep and have a minimum vertical clearance of seven (7) feet). All parallel parking spaces shall also have a four-foot or larger maneuvering space. These areas are exclusive of the area required for aisles or driveways. Where a parking space abuts a landscaped area, a maximum of one foot of the landscaped area may be part of the required depth of the parking space if the bumper rail is properly placed and if the landscaping will not be damaged.

Resolved - Redesign
& Variance Granted
for Space Width

- **Proposing:** 9 ft. width & 16 ft. depth (.5 ft. & 3 ft. reduction)
- The 3ft. reduction in the parking stall depth creates concerns related to function and safety, primarily related to internal vehicular movements though the hindrance of function may impact access or turn movements into the site from A1A. The **Resolved - Redesign** reduction in depth cannot be supported in the absence of restrictions upon size of vehicles utilizing the parking on site, which may not be practical. Additionally, Federal ADA guidelines .

General Notes: In 2007, the average mid-size sedan was 190 inches long and 71.4 inches wide. A large 2007 sports utility vehicle averaged **208.0 inches (17.33ft.) long** and 78.2 inches wide. A 2007 compact car averaged 177.2 inches long and 68.8 inches wide. (USA Today). These figures do not account for large passenger trucks frequently observed.

2) Pursuant to City Code Section 22-60. - Off-street parking and loading. (5) Combined aisle and stall width. All off-street parking areas shall be designed to allow minimum dimensions based upon the angle of the parking stall: 64 feet for one-way traffic, 90° spaces.

Resolved - Redesign

- **Proposing:** 55 ft. (9 ft. reduction)
- The cumulative reduction of combined stall and driveway width, in the absence of one way movement or angling of parking spaces presents concerns related to function and safety, primarily related to internal vehicular movements though the hindrance of function may impact access or turn movements into the site from A1A, as previously guided.

3) Pursuant to City Code Section 22-60. - Off-street parking and loading. (7) Bumper rails. All off-street parking and loading spaces, except those for single-family dwellings and duplexes, must be equipped with bumper rails located in such a manner as **to prevent vehicles from striking landscaping, fences, buildings or walls or from overhanging their spaces in a manner which might obstruct driveways, aisles or bike paths.** However, the bumper rails may be located such that the **front of a vehicle may encroach a maximum of one foot upon the landscaped area if the landscaping will not be damaged.** Where the parking area abuts a sidewalk the sidewalk may be used in lieu of the bumper rails provided that the sidewalk is at least six (6) inches high.

- **Proposing:** bumper rail configuration may allow for a greater extension beyond one (1) foot.
- Bumper rail placement should provide functionality of parking spaces, in addition to providing necessary protection of landscape materials.

4) Pursuant to City Code Section 22-61. - Access control.

(2) Location of access points. Minimum Corner Clearance Distance (Feet) for a property abutting an Arterial street of 230 feet. & c. Distance to property lines (property clearance): Distance to property lines from driveways will be one-half (½) the distances of two-way driveway spacing by roadway class included under b. above, noted as 75 feet.

Proposing: Approximately 136 ft. Distance for Corner Clearance of access point on North side, and 21.5ft. distance to the property line to the south (approximately 30 ft. to the intersection to the south).

(3) Driveway widths. The minimum driveway widths will be utilized on all roadway classes, for a Two-way access is 24 feet.

- **Proposing:** 22 ft. (subject to **Resolved - Redesign**)
- The applicant has noted intention to revise and adjust this dimension to meet the minimum guided by code.

5) Pursuant to City Code Section 22-187. - General landscaping requirements.

(4) Landscape strips. Between street rights-of-way and vehicular use, building and retention/detention areas, there shall be a landscaped strip of land, except where driveways are located, meeting these requirements:

b. The landscape strip shall include an average of at least one tree for each three hundred (300) square feet of required landscaped area. The remainder of the required landscaped area shall be completely covered with **Resolved - Board of Adjustment Variance & Condition** or other landscaped treatment **and shall additionally contain a screen which shall be installed and maintained so as to form a thirty-s continuous, unbroken, solid, visual screen** within a maximum of one year after the landscaping takes place, except in clear vision areas required in section 22-53.

294 ft. between VUA & ROW – 10 Trees required & Hedge

- **Proposing:** 3 trees & 12” flowering plants

6) Pursuant to City Code Section 22-187. - General landscaping requirements (6) Vehicular use, building, retention/detention areas adjacent to other property. Landscape standards for these areas are as follows:

a. Where a vehicular use area does not abut a street right-of-way but abuts other property, there will be a landscaped strip of land which is at least ten (10) feet wide. When a property line abuts a building, another structure, a joint driveway or joint parking area, such landscaped strip shall not be required.

b. The landscaping strip required by the foregoing subsection shall include an average of at least one tree for every one hundred (200) square feet of the required landscape area. The remainder of the required landscape area shall be landscaped with grass, ground cover or other landscape treatment.

298.3' between VUA & Other Property – 15 Trees & Ground Cover

- **Proposing:** 4 trees & 12" flowering plants

- The electronic rendering of the landscape plan filed is not consistent with the hard copies submitted. The notes are regarding the hard copy, acknowledging that the electronic versions seek to integrate additional landscaping, which is encouraged where appropriate. It's noted that the Landscape Plan appears to present placement of Red Maple trees in the State right-of-way, potentially conflicting with established Royal Palms on the north property line.

7) Pursuant to City Code Section 22-187 (7) Interior vehicular use areas. The following are standards relating to landscaping of interior vehicular use areas:

a. Lots with vehicular use areas that are four thousand (4,000) or more square feet in size shall have at least one square foot of interior landscaping for each fifteen (15) square feet of vehicular use area. Each separate landscaped area shall be **curbed** and contain a minimum of one hundred (100) square feet of area and shall be at least ten (10) feet wide and ten (10) feet deep exclusive of curbing. In massive urban parking area designs may be used to provide adequate tree plantings and allow for proper tree root development so shade trees can develop large canopies to reduce parking lot heat islands.

b. Interior landscaping shall include an average of at least one tree for each one hundred (100) square feet of required landscaped area. The remainder of the required landscaped area shall be landscaped with grass, ground cover or other landscaped treatment. Such landscaped areas shall be located in such a manner as to divide and break up the expanse of paving and at strategic points to guide traffic flow and direction.

Based upon VUA area of 18,488 (1/15) = 1232.5 SF / 13 Trees Required

- **Proposing:** Appx. 730 SF / 4 Trees Provided
- The site or landscape plan should clearly denote the required square footage of required interior vehicular use area, and identify the area provided. These areas shall be curbed to protect the landscaping provided and prevent washout into the parking areas.

8) Pursuant to City Code Section 22-187 (12)

d. All landscaping required by the city must be protected from vehicular and pedestrian traffic by the installation of curbing, wheel stops or other protective devices along the perimeter of any landscaping which adjoins vehicular use areas or sidewalks. These protected devices shall have a minimum height of six (6) inches above grade.

&

e. No parking, display of vehicles or outside storage or display of merchandise is permitted in or over any required landscape area, nor are **Noted to applicant** overhang any required landscaped area. (except the one (1) foot overhang provided in 22-60).

- The presented stall depth, bumper rail placement, and limited landscape strip present notable conflicts with these landscape installation and maintenance standards.

9) Pursuant to City Code Section 22-53. - Clear vision areas.

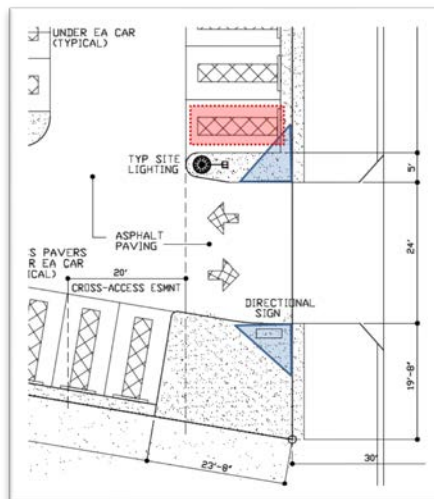
(a) A clear vision area shall be maintained on the corner of all property adjacent to the intersection of two (2) streets or of a street and a railroad, or **a street and a driveway**, except in a C-4 zone. A clear vision area shall contain **no planting, fence or temporary or permanent obstruction** exceeding twenty-four (24) inches in height measured from the top of the curb or, where no curb exists, from the established centerline grade, except that the following may be permitted:

- (1) Trees whose branches and foliage are removed to a height of eight (8) feet above grade; and
- (2) Necessary retaining walls.

(b) A clear vision area shall consist of a triangular area, two (2) sides of which are right-of-way lines or, in the case of an intersection of a street with a driveway, **the street right-of-way and the edge of the driveway**. The third side is a line across the corner of the property which connects the ends of the other two (2) sides. The size of the clear vision area is determined by the distance from the point of intersection of the two (2) right-of-way lines to the third side or, in the case of an intersection of a street with a driveway, the **Resolved - Redesign** of intersection of the right-of-way line with the driveway edge to the third side, measured along the right-of-way line(s) or driveway edge. This distance shall be twenty (20) feet where a street intersects with another street or a railroad. **The distance shall be ten (10) feet where a street intersects with a driveway.**

& 22-187 (12) g. To minimize traffic hazards at street or driveway intersections, all landscaping installations must provide unobstructed views as required in section 22-53.

The southern space, on the east row of parking spaces, appears to infringe upon the required Clear Vision Area, which will require elimination, adjustment/clarification to the design, or pursuit of a variance. Furthermore, please ensure placement of trees and their associated canopy does not infringe upon required clear vision areas.



General Advisory Notes:

-The driveway access point appears to support a right-in, right-out function based upon the established roadway configuration and striping of S. Ocean Drive. Further considerations will be pertinent to FDOT permitting of the driveway.

-Trash cans are recommended for incorporation into the parking lot.

-The site plan should clearly detail tabulation of impervious surface coverage, green/open space, and interior vehicular use area landscaping.

-Cross access to the adjacent development is encouraged. The Site Plan notes future intentions, however coordination with the adjacent property owner to secure such arrangement for the current proposal, or future proposal, is encouraged.

-The site plan shall include any intended stops signs and striping.

- Please identify any provision for irrigation on site, if not provided within the landscape plan.

The presented review is specific to the proposed plans filed for the February TRC review. Please contact me should you have any questions regarding the project at (772) 467-3729 or by e-mail: kbenton@city-ftpierce.com.

Sincerely,



Kori Benton
Senior Planner