



TO: Nicholas Mimms, PE, City Manager

THROUGH: Rebecca Grohall, AICP, Planning Director

FROM: Vennis Gilmore, Planning Analyst

RE: **Application for Site Plan and Design Review
 Second Street Station
 102 Avenue A (Marina Way)**

DATE: April 4, 2018

STAFF REPORT

Owner(s): Kraaz and Kraaz Finance LLC
 201 S. 2nd Street, Suite 206
 Fort Pierce, FL. 34950

Applicant: John H. Blum – Carter Associates, Inc.
 1708 21st Street
 Vero Beach, FL. 32960

Applicant’s Request: Approval to construct a building consisting of 3,000 sq. ft. of mercantile and 1,986 sq. ft. of business office.

Location: 102 Avenue A (Marina Way)

Parcel ID: 2410-503-0045-000-6

Current Zoning: Planned Unit Redevelopment (PUR)

Proposed Zoning: Central Commercial Zone (C-4)

Surrounding Zoning:

North	East	South	West
I-1	C-4	C-4	C-4

Future Land Use: Central Business District (CBD)

Site Size: 0.138 acres

Utilities: FPUA

Staff Analysis:

Request

The applicant is seeking approval to build a building consisting of 3,000 sq. ft. of mercantile and 1,986 sq. ft. of business office. The project will consist of four (4) units; totaling 4, 896 sq. ft. The proposed development is an extension of an existing downtown commercial building – Second Street Station. The 0.138 acre property is located on the north side of Avenue A; between the existing PP Cobb and Second Street Station buildings. The subject parcel is currently vacant and consists of an unimproved parking lot.

The applicant has requested the approval of a Zoning Atlas Amendment (Rezoning) from PUR, Planned Unit Redevelopment to C-4, Central Commercial Zone. The current future land use designation is CBD, Central Business District.

Table 1 demonstrates pertinent existing and proposed data for the subject site.

Table 1: Existing and Proposed Site Data

	Existing	Proposed
Zoning	PUR	C-4
Zoning Objective	The Planned Unit Redevelopment (PUR) zone is intended to encourage comprehensive redevelopment within existing residential and commercial areas of the city. It is designed to achieve a desirable environment through application of flexible and diversified land development standards in an overall site plan. It is further intended to promote economics in land development, maintenance, street systems and utility networks, resulting in the provision of needed housing and the redevelopment of older, less economically viable areas.	This district is intended to serve as a primary center of commercial and institutional activity and as a readily identifiable focal point of the community and surrounding area. It is intended to be an intensively used area catering primarily to the pedestrian. The district is not suitable for low intensity uses requiring a large tract of land, most types of repair services, warehouses and other uses which would detract from the character of the area.

History

The City Commission at their meeting on February 7, 2005; approved the Planned Unit Redevelopment Plan for the subject parcel. The proposed development “One Marina Place” consisted of a five-story building with approximately 7,200 square feet of retail space on the ground floor and a total of 41 units on the other four floors. The proposed density was 40 units per acre on a total of 1.04 acres. A total of 98 parking spaces were proposed in a basement, on the ground floor, and along Avenue B which was proposed to be realigned. In addition, a gym and an outdoor pool were proposed to be located on the 5th floor of the mixed-use building. Because the construction of the project had not started; as defined by the Building Department, nor an extension for the Plan had been requested within 12 months of the City Commission approval, the Plan expired. After discussion by the City Commission, Staff committed to place the Plan on the April 11th Planning Board agenda for re-approval. The Planning Board reapproved the Plan at their April 11, 2006 meeting. The Plan was submitted for re-approval and approved by the City Commission at their May 15, 2006 meeting.

Site Plan

The current applicant is proposing to build a building consisting of 3,000 sq. ft. of mercantile and 1,986 sq. ft. of business office. The project will consist of four (4) units; totaling 4, 896 sq. ft. The proposed development is an extension of an existing downtown commercial building – Second Street Station. The site is located in the “Downtown Business and Entertainment Overlay District” and is exempt from off-street parking requirements. Also in the “Downtown Business and Entertainment Overlay District”, there is no minimum setback. With that said, the proposed building will consist of a monolithic slab with footers in-line with the proposed exterior building walls. There will be no encroachment of the foundation on the neighboring properties. The proposed construction will include an elevated patio seating area and re-construction of the existing sidewalk pavers to the south and west of the proposed building. Due to the sloping sidewalk (drops approximately one-foot west to east along the property’s 50-foot frontage), the proposed finished floor elevation has been established to match the adjacent buildings and therefore cannot provide ADA accessibility to the public sidewalk without the ramp and elevated patio. The patio will lend itself to “sidewalk café seating”.

Design Review

The proposed mixed-use building is designed to match the adjacent buildings on each side with “on-street” frontage (i.e. – zero front setback). This configuration occurs predominately throughout the downtown area. The property to the west (i.e. – Second Street Station) is also owned by the applicant. The subject property is also within the Downtown District; a City of Fort Pierce Historic District. This designation will require the applicant to go before the Historic Preservation Board for a Certificate of Appropriateness; for design review and if exterior renovations are needed for ADA Compliance. Given the proposed use and the proposed zoning designation of the site, the site is considered to be conforming with regard to use. The (C-4) Central Commercial Zoning District is intended to serve as a primary center of commercial and institutional activity and as a readily identifiable focal point of the community and surrounding area.

The proposed development’s modern architectural design and construction are compatible with the scale and character of the city’s mix of existing buildings and land uses. The design is architecturally compatible with surrounding structures. The property is located within a historic preservation district (Downtown Historic District), the design features are reasonably consistent with the historic character of the predominant architectural style within the district. The design features will enhance or preserve the quality of the surrounding area so as not to detract from existing property values or impact adversely on existing scenic, natural, or historic beauty. The design avoids undue monotony in structural design features. Per City Code Section 22-59. – Design Review(d)(2); the following standards are considered for approval:

- (i)
The design, including landscape features, is architecturally compatible with surrounding structures so as to be reasonably harmonious in landscaping, style, and color;
- (ii)
If the property is located within a historic preservation district, the design features are reasonably consistent with the historic character of the predominant architectural style within the district;
- (iii)
The design features will enhance or preserve the quality of the surrounding area so as not to detract from existing property values or impact adversely on existing scenic, natural, or historic beauty;
- (iv)
The design avoids undue monotony in structural design features.
The board may condition recommendation for approval upon an applicant obtaining of a suitable variance pursuant to article VIII from the board of adjustment.

Historic Preservation Board

One of the goals of historic preservation is to create new buildings designed in harmony with both adjacent contributing structures as well as the close surroundings and the overall downtown development patterns. The design scheme of the proposed commercial building is somewhat compatible with the commercial architectural style of Second Street Station in massing, size, scale and continuation of some architectural style and horizontal design features, including color scheme, cornice and decorative frieze. Window and door designs are different and the protruding 'sidewalk café' structure has a plain stucco fabric face on the retaining wall topped by an uninterrupted plain aluminum railing to match the door and window frame colors.

Per the Secretary of Interior Standards for Consideration; the applicant should follow adhere to the following:

- New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
- New additions and adjacent or related new constructions will be undertaken in a such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Traffic Impact Study

An analysis of the traffic impacts associated with the proposed mixed use building was performed using data provided by the latest edition of the ITE Trip Generation Manual. The calculations demonstrate that the proposed mixed use building will cause a nominal increase in traffic volumes. Therefore, the results indicate that an acceptable level of service will be maintained on the roadways servicing this project. The study suggests an increase of 404 daily trips with an average morning total of 39 trips and average evening total of 37 trips.

Technical Review Committee

All affected departments have reviewed the proposed Site Plan and Design Review with regards requirements of the City Code. Findings from the review by corresponding departments and any associated responses by the applicant are provided for viewing by the City Commission.

Planning Board Recommendation:

The Planning Board, at their March 13th, 2018 meeting, voted unanimously to recommend **approval** of the request.

Historical Preservation Board

The Historical Preservation Board, at their March 26th, 2018 meeting, voted unanimously to recommend approval with the following condition:

The applicant provides additional design attention, particularly to the “sidewalk café feature. The facing of the retaining wall and overall design of the café railing(s) are of particular concern as they are unique to this structure and embrace the encroachment into the public sidewalk.

Staff Recommendation

The proposed Site Plan meets the criteria specified in Section 22-32 and 22-59 of the City Code and promotes and protects the public health, safety and general welfare; therefore Staff recommends that the City Commission **approve** the proposed Site Plan and Design Review with the following **conditions**:

- 1) The applicant obtains a Right of Way permit with the Engineering Department for re-construction of the adjacent sidewalk and construction of an elevated patio.
- 2) Please provide a color board (11"x17" maximum) containing actual color samples of all exterior finishes, keyed to the elevations, and indicating the manufacturer's name and color designation. Provide an accurate color rendering of proposed signs showing dimensions, type of lettering, materials and actual color samples that demonstrates cohesiveness with the project design.
- 3) Please provide a final landscape plan that meets the requirements of Article XII, Landscaping and Trees.
- 4) Per City Code Section 22-59 and Chapter 23; the design features must be reasonably consistent with the historic character of the predominant architectural style within the historic district (Downtown). The applicant has received Certificate of Appropriateness approval by the Historic Preservation Board with the follow condition:

Please provide additional design attention, particularly to the “sidewalk café feature. The facing of the retaining wall and overall design of the café railing(s) are of particular concern as they are unique to this structure and embrace the encroachment into the public sidewalk.