

## Commercial Pre-Application Meetings September 25, 2024

*Note: These are PRELIMINARY inquiries which are of interest to the Coalition, but many of which do not move forward. Public participation is welcomed at both the Planning & Zoning Board meetings and the City Commission meetings where variances and development agreements must be approved.*

**601 E 3<sup>rd</sup> Ave. (formerly Ocean's Seafood)** The owner/applicant plans to expand and re-open the restaurant as Pickett's. He wants to complete the project in two (2) phases by first opening the front half of the existing building with 35 seats. Phase 2 will include an expansion to the rear of the building with 150 seats and an additional 500 sq. ft. deck. The applicant would like permission to combine both phases into one permit, so they can be grandfathered into the old fire code and eliminate the need for sprinklers. Some comments/concerns that were discussed with the applicant are the following:

### Fire

- As of Jan. 1, 2024, the state instituted significant fire changes for sprinklers in restaurants.
- The addition can be constructed under the existing permit, but it can't be operational until sufficient parking is established.

### Building

- There were questions on what would be included in each phase. The applicant has a permit to redo the restaurant and build the addition but will not open the addition until parking is approved. Parking is planned for the contiguous parcel west of the restaurant. The existing restaurant space will open with 34-35 seats. There is approval for a firewall and coolers in the new addition.
- The approved plan shows 11 parking spaces with 28 restaurant seats.
- The current permit will expire in Feb. 2025, so the owners have several months to get parking approved on the west lot.

### Engineering

- The applicant asked if the owners could park on the adjoining vacant lot. City Staff responded NO - parking is not allowed on a lot that isn't approved for parking.

### Utilities

- The waterline for fire is 2", but 6" is recommended for future use.
- There can be an isolation valve so a larger meter will not be needed unless the project is expanded in the future.
- There is still an outstanding utility bill that needs to be paid.

### Planning

- Asked about plans for the second floor of the existing building. It will be used for Storage.
- Staff suggested the applicant schedule a Pre-App meeting for the parking lot.

**Next Steps:** Schedule a Pre-App for the parking lot to the west and submit the parking lot Site Plan.

**505 10<sup>th</sup> St.- Endsley Station (located east of Myrtle, west of the railroad tracks, and adjacent to the middle school on the south end).** The applicant is now seeking to rezone the property to a residential PUD. A Concept Plan consisting of 300 single-family and town homes was submitted. Note: This idea

has been proposed for this property in the past and even though only residential was discussed at this meeting, the Concept Plan did have designated spots labeled Light Industrial and Commercial/Mixed for Future Phase.) Some comments/concerns that were discussed with the applicant follow.

### **Utilities**

- There is a 20 "water line going through part of the property. It cannot be relocated. The plan must be developed around it.
- Relocating overhead powerlines could be challenging. UC must review the master plan.
- Buried lines require easements. Those lines cannot be on city property.
- There is reclaimed water available north of 44, but there is only capacity available in the wet season. Staff suggested the applicant could sink a well or use the pond for irrigation.
- There is a mini lift station for sewer, but it won't be able to handle the entire development. The project will probably need at least two (2) lift stations as well as upsize to a 10" force main.

### **Planning**

- This is a difficult site. There will be access issues and road improvement projects for Myrtle.
- It an improved project from what has previously been proposed.
- The applicant asked about putting up an 8' wall for sound buffering from the train whistle testing. It will depend upon the Commission.
- Wind can blow particles from the concrete plant toward the property.
- The property is heavily treed, and preservation is based on size and species.
- There are low areas on the site and a canal (Part of Turnbull Creek Canal System) on the State Register of Historic Places that must be preserved.
- There is significant traffic for nearby schools and a back-up at the Lytle light. Access and traffic need to be addressed.
- A mixed-use trail is going in on Myrtle which will jog across the street into this project.
- The applicant will need to discuss Field St. and the access to the railroad with the railroad. It's not a community friendly roadway as it provides access to outside storage materials for the concrete plant that come in by train. There is also a switch track on the property.
- Staff asked the applicant if they still desire building on 40' lots as it causes problems with parking and emergency access. The answer was YES.
- The townhomes are so close to the railroad tracks that a buffer and tree preservation would be ideal. It is an active, loud station (horns are tested there). The buffering is going to be critical. There will be concerns about maintaining the buffer along Myrtle and preserving more trees.
- Adjacent property owners are concerned about the location of access roads and how that could affect them and drainage.
- Future Land Use (FLU) requires this parcel to be rezoned a PUD but noted that the parcel number was incorrect.

### **Engineering**

- The canal has historic and architectural purposes. It needs to continue to flow, and there may be opposition to it being piped.
- A full site survey is required. Portions of the south are in a flood zone.
- Since the property has abutted the railroad for many decades, there may be contamination concerns. Must verify they have been remedied.

**Fire**

- Fire code requires a minimum of 20' clear access. If the streets are 20' wide, No Parking signs must be posted.
- Any dead-end street must have a 50' cul-de-sac or hammerhead.
- Hydrant spacing must be a maximum of 600' from a structure. 500' is preferred. Hydrants need to be flow-tested prior to construction of buildings.

**Next Steps:** Talk to the neighbors and hold meetings. Find out their concerns and attempt to resolve. Alleviate concerns beforehand as much as possible. Schedule another Pre-App. The applicant really likes the parcel but needs to look at all the issues.