

**Commercial Pre-Application Meeting
December 6, 2023**

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.

SR 44 and Railroad (located north of 44 just east of Lexington Place Assisted Living and west of the railroad tracks. The applicant is considering purchasing this property and would like to build offices and/or units that he can rent to contractors and small business owners. His plan includes 19 units in two buildings. He would like to know what is needed to develop the property and then look for people who might be interested in renting. Some comments/concerns that were discussed with the applicant are the following:.

Planning:

- Since it's zoned industrial, he would need a PUD. In general, it sounds like a good concept, but it is adjacent to the RR tracks and a residential area.
- The connection to Lexington Place is unsure as they may not be agreeable. The City doesn't know if there is a road or public access to Lexington Place or a utilities easement. The applicant will need a survey to determine the current legal status.
- Irrigation will need to be installed for any landscaping.
- The site plan is tight. You might need a driveway loop around the perimeter of the buildings. Fire added that a 360-degree access will be needed.
- Since it's a visible area, aesthetics are a concern and will need to follow our design code.
- Storage of boats and recreational vehicles would be part of public hearings.

Engineering:

- The developed portion of Citron stops a block north of the property so the applicant would need to contact Citron to connect with the property. Retention storm water would be needed if Citron connected to 44.
- A railroad spur was located on the property. The applicant will need to determine if there is any contamination of the property. Lexington Place may have done a contamination study on the property. Contact them to get that study.
- Contact Chris Edwards to see if there is any Brownfield program funding available for a Phase 2 study and cleanup.
- Look at where the Lexington stormwater would discharge. Should it overflow on your property or Lexington?

Fire:

- If any of these units would be office space as opposed to storage, a two-hour fire separation wall for offices is required.
- Without access to 44 and being on a dead end, a 50-foot radius around the buildings would be required for fire truck access.
- The biggest problem is water supply. Myrtle and 44 are closest, but Myrtle has a small water main and does not meet the flow required, and one or more hydrants are needed on or near the property. The water supply will need to come from the south side of 44.
- The access roads to the units need to be able to support 80,000 lbs. for their vehicles.

Utilities:

- On Downing, the water main jumps around from 4" to 6". A hydraulic analysis needs to be done to see if you could get adequate flow.
- The applicant asked if he ties into the 12" main on 44 if that could dead end on the property. Most likely, but a hydraulic analysis would still need to be done.

- If multiple units, there will need to be separate water and electric meters for each unit/tenant.
- Make sure the slope is there for gravity sewer flow.
- Reclaimed water is available.

Building:

- A cabinet or furniture maker would require sprinklers.

Economic Development:

- Economic Director Chris Edwards stated he could supply the applicant with the Brownfield information regarding the railroad spur.

Next Steps: The applicant needs to submit a rezoning application and a PUD. After that is approved by the Planning and Zoning Board and City Commission, a Site Plan needs to be submitted to Planning. The applicant should also communicate with nearby residents, for they may want a limitation of hours of operation included in the PUD and probably wouldn't want a paint and body shop. Set up another meeting when there is a design concept.

Blue Dolphin Boat and RV Storage (6.99 acres located on the west side of US 1 next to the railroad tracks, south of 3rd St. and north of 8th St.). Blue Dolphin Boat and RV Storage PUD was previously approved by the City for 150 boats and/or RVs covered by canopies. The applicant is seeking input on his Class II and Class III site plans. The applicant stated that lighting will be integrated into the canopies which have not yet been designed. The plan is to pave the north part of the area with asphalt. Grading will be done to mitigate slopes for flat parking. Entry off US 1 will be on the south side of the site and exit will be on the north side. FDOT turn lane and traffic plans have been completed. Two fire hydrants and one post bib faucet will be included. Reclaimed water is not available and irrigation has not been discussed. Some comments/concerns that were discussed with the applicant are the following:

Planning:

- It was noted that the only difference from the previous plan was that concerns have been nailed down with DOT.
- If you have a wet pond, can you use that for irrigation? The applicant responded that the pond goes dry in the dry season. If we can't hook to potable water, we'll have to dig a well.
- The applicant can include the lighting and canopy design in your resubmittal, but make sure that traffic on US 1 doesn't have a problem with the lighting.
- Is there any landscape or tree mitigation? On the south end, there may be some specimen trees. The applicant replied that he did not do a tree survey.

Engineering:

- There have been comments about too much truck traffic on 6th Street. The City may be doing something about that with a truck route. Keep that in mind as you move forward.

Fire:

- We'll need to see auto turn drawings to make sure we have a 50' radius turn lane. The applicant stated that the property gates are 50' away from US 1, which will be perfect.
- With one fire hydrant on the north side and one on the south side of the property, they're going to be over 500 feet apart which isn't code. To fix this, either move both hydrants to the center and lose several parking spaces or add a 3rd hydrant to the center and lose one parking space.

Utilities:

- With no sewer and a hose bib for a wash down area for RVs and boats, all the water will go into stormwater. The applicant clarified the hose bib is just for power washing maintenance of the facility, not for boat and RV wash down. Staff responded that needs to be noted in the Site Plan.
- You can put in a meter for irrigation on the potable line or put in a well.

- The applicant stated that he is not sure how his electrical engineer is going to want to bring in power, so he does not know what the demand is yet. The UC responded that they will need to know the electric load feed and type of power, Phase 1 or Phase 3, and to keep in mind that there may be costs incurred in getting power to the property.

Next Steps: Complete the Site Plans including addressing issues mentioned by staff in this meeting and finalize details of lighting and canopy design, irrigation, electric and sewer and submit for review.

629 Pine St. (Beachside Baptist Church). The applicant inquired about expanding the use of the church to open a private Christian elementary academy, with 54 K-3 immediately and opening it through 5th grade in the future. It will have four classrooms, which is 20% of the building. Staff asked if it had been used as a school previously, to which the response was YES, around early 2000s when asked when. Since the property is zoned R-2, schools are allowed as a Special Exception. Some comments/concerns that were discussed with the applicant are the following:

Planning:

- Since the school will be housed in the original building, a 35' buffer will not be needed.
- They will need to apply for a Special Exception and pay for it; no exemptions for this one.
- The applicant asked how quickly approval could be done, with the response two months as the request will have to go to P&Z and then the City Commission where there will be public input.
- Parking will not be a problem.
- Code states bike racks are to hold 10 bikes per classroom but could request a lower number.

Fire:

- Since this will be a full-time school, there are strict codes they will need to follow as educational occupancy has a set standard of rules. The area will need alarms, be sprinkled, and may need a firewall but only between the school area and rest of the building. A block wall may be able to be used as one but will need to be researched for the County usually does this for schools, and the Fire Marshal has never been approached by a private one before.

Building:

- Will need to research as there will be over 50 people between students and staff, so this is a meeting for assembly and will need to make sure the Code for this hasn't changed.
- Will have complexities and may need an elevator, but more research will need to be done since this is a private entity and not a public one.
- Parroted what the Fire Marshal stated.

Utilities:

- Since there are no additions, the existing utilities should be ok unless more water will be needed for fire protection and if another restroom is needed.
- If they do need more, the UC will have to look closer at what they do have, for any upsizing may need to go underground. The applicant asked if someone else besides the UC did the work if needed, would that be ok, to which the response was they will have to review it. Also, if there is upsizing, they may need their own transformer and will need to designate an area for a pad.

Engineering:

- No problems seen since nothing is changing outside.

Next Steps: The applicant will meet at the church with the Fire Marshall and the Building Dept. next week to discuss what was researched. Application for Special Exception will be sent and returned for review.