

Commercial Pre-Application Meeting February 6, 2024

Note: These are PRELIMINARY inquiries, 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.

401 Flagler (lot behind and next to the former Wicker Basket which includes Cooper St. and Jessamine Ave.)

The applicant is proposing a temporary shell open public parking lot that will have 34 spaces with two being ADA and a bike rack. It will not be valet but will be supervised, so people know where to park. The parking spaces will all be 18'x10' but will have two end ones in the middle designated for compact cars due to the spot's location for turns. It will have four rows with tandem parking in the middle so the two rows of six cars each are touching each other and considered one space since there is no divider. The spots will have wheel stops by almost fully sunken painted railroad ties. There will be landscaping buffers and stormwater systems around the perimeters. Also, the commercial loading zone on Copper will be used for parking when not being used. The access points will be entering on Cooper and exiting on Jessamine. In the future, the applicant wants to open a restaurant and some of the spots will be relegated for that business. The owner wants to concentrate on opening the lot ASAP due to the need for public parking in the area. On the NE corner, there may be an area for shuttle and/or tour buses to park to drop off people coming from out of the area. Some comments/concerns/questions discussed follow:

Planning:

- The buffers need to be 5' not 3' and infiltration trenches can be there, especially by entrance and exit.
- The noted future restaurant on the Concept Plan is an issue as the number of parking spots needed will depend upon the number of seats so it should be removed from the immediate plan for the lot when it is submitted for review.

Engineering:

- Will need a larger stormwater system as the previous drainage swale is now used for parking.
- Stormwater retention can go underground, but it is expensive.
- Landscaping buffers can be for stormwater retention as well as a buffer, but design on the submitted Site Plan will need to show that as well as any other stormwater ponds/trenches. Applicant requested that someone from engineering come out to the lot and help with what needs to be done.

Fire:

- Entrance and exits must be 20' wide if one-way. There will need to be a 50' radius for a turn-around and this needs to be addressed.
- Concerned about the restaurant "end game", for there is a strict code which may hinder the restaurant plan. Felt that this should be looked at first as the lot going first isn't usually the best approach. The applicant responded that the need for parking is now and has found that in true ER situations, what is set in the codes, isn't always followed. There was no future discussion.

Next Steps: Planning will send the temporary parking application that afternoon and a revised Concept Plan submitted, using the above suggestions, for final review which will allow for more one-on-one communication which will help move this project forward faster as they just see items that need to be "tweaked" before it goes to the City Commission for approval.