

## Development Review Committee Meeting Review Notes

LOCATION: Dunedin City Hall, 737 Loudon Avenue, Caladesi Room #113  
 DATE / TIME: Wednesday, February 14, 2024, 9:00 am

These meetings are courtesy meetings and are purely exploratory. City Staff in attendance have received the applications in advance and are there to discuss their department’s concerns and opinions, and to take questions from the applicant. These meetings do not constitute a formal review, nor can any guarantees be made during the DRC meeting. Formal review by the various departments and by the board and/or Commission is still required. Please share these notes with your architect, engineer, and contractor, once selected.

### In Attendance:

Kinney, George	298-3199	<a href="mailto:gkinney@dunedinfl.net">gkinney@dunedinfl.net</a>	Community Development Director
Gademer, Kathy	298-3197	<a href="mailto:kgademer@dunedinfl.net">kgademer@dunedinfl.net</a>	Community Development Project Manager
Hutchens, Doug	298-2402	<a href="mailto:dhutchens@dunedinfl.net">dhutchens@dunedinfl.net</a>	Economic Development Project Manager
Gass Natalie	298-3213	<a href="mailto:ngass@dunedinfl.net">ngass@dunedinfl.net</a>	Sustainability Coordinator
Pickrum, Bill	298-3215	<a href="mailto:wpickrum@dunedinfl.net">wpickrum@dunedinfl.net</a>	Solid Waste Director
Handoga, Michael	298-3090	<a href="mailto:mhandoga@dunedinfl.net">mhandoga@dunedinfl.net</a>	Assistant Fire Chief
Sharp, Frances	298-3200	<a href="mailto:fsharp@dunedinfl.net">fsharp@dunedinfl.net</a>	Planner II
Dowdy, Barry	298-3233 x1492	<a href="mailto:bdowdy@dunedinfl.net">bdowdy@dunedinfl.net</a>	Facilities Manager
Sheets, Mary	298-3180	<a href="mailto:msheets@dunedinfl.net">msheets@dunedinfl.net</a>	Asst Director Utilities/City Engineer
Bennett, Nan	298-3186	<a href="mailto:jbennett@dunedinfl.net">jbennett@dunedinfl.net</a>	Utilities Director
Smalling, Theresa	298-3042	<a href="mailto:tsmalling@dunedinfl.net">tsmalling@dunedinfl.net</a>	Human Resources/Risk Mgmt Director
Knott, Randy	298-3215	<a href="mailto:rknott@dunedinfl.net">rknott@dunedinfl.net</a>	Solid Waste Department
McHale, Joan	298-3198	<a href="mailto:jmchale@dunedinfl.net">jmchale@dunedinfl.net</a>	Business Manager

### 1. DEVELOPMENT REVIEW PROJECTS: None

### 2. CITY PROJECTS

#### **362 Scotland Street – Dunedin Station Parking Structure**

#### **Applicant Comments**

Doug gave an overview of the proposed 175-space parking garage at this .75 acre (MOL) site which was purchased by the City in 2022 to permanently secure at-risk parking in downtown at the NW corner of Scotland Street and Douglas Avenue. With the CRA Master Plan to sunset at 2033, the City is looking at an opportunity to utilize County funding that we have retained before this time expires. The Master Plan, approved by the City Commission, included plans for a 2<sup>nd</sup> parking garage. The current parking garage is the Monroe Street garage, which the City does not own, but leases the 1<sup>st</sup> floor only. We lease many parking lots in the City (Ocean Optics, Gateway, 1<sup>st</sup> floor of the Monroe Street garage); and lease parking is always at risk. We also have an agreement with the First United Methodist Church which could change.

The City Commission approved the purchase of this garage as a CIP in FY2024. The City purchased this lot “Station Square” after leasing for many years to secure this site. The current surface parking lot at this location has 65 parking spaces. It is a parallelogram, not a rectangular square which can complicate the construction of a parking garage.

A Phase 1 environmental study was completed as part of the City’s due diligence. This report provided history which showed a property on the house at one time (the Honey House) which was moved off site. Old plans showed a stormwater vault and a former gas station on the property. If the garage is approved, the City will perform ground penetrating radar to look for any buried gasoline tanks, location of the stormwater vault, and how big/deep it is. Are there any foundations on the house that were cut off below grade and were left? All this can become problematic and lead to change orders with a design build contractor.

We need a topo survey to get grades for drainage. We don’t want our project to push water off to a neighboring property.

To move forward with a design build project, precast parking garages are primarily done through a design build process. Fabrication and erection of the structure will be the major cost of this project. A Design Criteria Package (DCP), required by Florida Statutes, will be performed as done with the Blue Jays Stadium. We will hire an architect or engineer. A draft of this DCP was included in the documents you were sent for this meeting to review. Once feedback is obtained by you (here in attendance), we will solicit a proposal for those services. An RFP will be solicited and submitted to the City Commission. The draft RFP for design criteria package gives the overview.

## **Comments by Topic**

### **Zoning**

- The package reflects Zoning designation of Municipal Public Lands (MPL); but current Zoning is Downtown Core (DC). If rezoning, the project will need to go through the Design Review process with all requirements and public hearings. This will make that project subject to architectural review. Under MPL, the City Commission has approval authority.

### **Height**

- Are solar panels included in total height (like elevations)? Yes. Per Section 103-40.11, maximum of 20% of permitted height in addition to elevator, stairwell bulkheads and solar panels. Plans are for rooftop solar but panels will have to be framed up above the cars.
- Proposed structure is at grade with 3 decks. Top deck has a short parapet wall around it – not full height. We only measure to the deck for height, not to the top of parapet. Parapet walls are also included in the measurement of 20%.

### Solid Waste

- Will retail be added to the bottom floor? Doug: Not included in this plan, but conversation has taken place about making the first floor higher to accommodate possible future retail or taller vehicles. May be used to shelter vehicles and bigger equipment during storms.
- If building a parking garage without retail, Solid Waste Division is not concerned. Without container placement, staging area, or collection points, there is no need for Solid Waste comments. If retail is added onto bottom floor, they would get involved (retail business deliveries, pick up, dumpster, etc).
- Currently alleyway behind Main Street properties is an access point for Solid Waste to serve those businesses fronting Main Street. If Old Feed Store property is developed, it will put more demand on utilities, deliveries and trash facilities that access that area.

### Sustainability

- A parking garage should be able to meet DREAM goal of net zero. Not much demand for power – elevator, some LED lighting, cameras, EV chargers.
- Concern with fire, electric vehicles, flooding. Q: Is it safer to put EV on bottom floor or top? National Fire Protection Agency is currently writing protocols for the best way, and is now gathering fact finding data to substantiate which direction they want to go. What are the best firefighting methods approved and tested for EVs.
- Natalie to research EVs in parking garages. Are they mainly on the first level? Any requirements?
- Makes safety sense to put EV chargers at angled parking on Honey. More visible and outside of the parking structure. Idling fees have been imposed so cars won't stay parked.

### Comments from Natalie Gass:

I appreciate that DREAM and sustainability features have already been incorporated at this stage, even before design. It's much easier to incorporate these items upfront instead of as an afterthought.

- My comments in **blue** to the items already mentioned in the Design Criteria Package (DCP):
  - Level-2 electric vehicle chargers, including at least two ADA van accessible charging spaces (**make the width of ADA 11ft to comply with ADA van accessibility**)
  - Bike parking and tire inflation stations
  - Golf cart parking
  - Solar array (**can be on third floor, it was mentioned that these can exceed by 20% in addition to the 36ft structure?**)
  - LED lighting (including Dark Sky fixtures and practices)
  - Florida Friendly landscaping (**change this to Florida Native Landscaping**)
  - No/Low VOC coating, paints and sealants
  - Pervious concrete / permeable pavers / stormwater harvesting

- Engineering considerations: Electric vehicle are much heavier (hundreds to thousands of pounds heavier). Parking garages need to be **structurally engineered to withstand much greater weight**.
- Solar: Adding solar as a “covered parking” option would provide shaded spots on the top level. The solar could make the structure reach “net-zero” energy and cover the power for the lighting, EV chargers, elevator, and other mechanical controls.
- EV Fire Safety: there was a healthy discussion during the DRC meeting about best practices for EV fire safety in parking garages. There is still an emerging field and much has yet to be outlined on best practices. It is known that EVs are more likely to catch on fire when plugged into a charging station or when they are flooded, especially with salt water. The main issue with charging fire hazard is when the vehicle and station are built and manufactured in countries with different standards. For this reason, it is recommended that **EV charging stations be located on the exterior of the building in the street parking**. It is also recommended that the stations selected be in line with the City’s current program (**NovaCharge / ChargeUp stations**). As EVs can cause a domino reaction when on fire, it was recommended that EV stations be spread out in location and not bunched together. For the actual structure, Fire recommended an open vs enclosed design with protection of sprinklers.
- Hurricane / storm use: will this act as a storage area to protect city fleet vehicles during the event of hurricanes and other hazards? Could the City’s EVs go on the roof or higher ground for protection against flooding before a hurricane? This could be controlled through gated access so residents don’t use it as their personal storage / parking area.

#### Public Art

- Two side pieces (triangles) may be used for public gathering spaces, public art component as featured element.
- Bike racks

#### Garage amenities

- No restrooms, No caretaker shed planned.
- Yes to Elevators, Yes to Cameras.

#### Stacking: Is there a requirement in the code for stacking?

- It might trip a requirement for a Traffic Impact Study, which would address that requirement. Not required if it is MPL. Yes to DC.

#### Traffic Circulation

- To lessen impact to residents, keep entrances and exits off Scotland.
- If kept on Scotland, could place a raised median to force people to turn and go off Scotland towards Douglas and not down Scotland to Edgewater.
- If entrance/exit on Douglas it would create a direct traffic flow to move on Douglas.

- Consider a work around for Special Events. Only 2 parades per year close Douglas for several hours (Mardi Gras and Old Fashion Christmas) and will need to reroute traffic down Scotland. Although a two-way street, with on street parking it is very narrow.
- Suggest a pull off for Trolley, Lyft, Freebie
- Obtain law enforcement opinion on traffic flow and provide comments on the placement of cameras

#### Aesthetics

- Consider entrance on Scotland Street so Douglas can be made a little bit dressier for public facing

#### Fire

- Florida has adopted NFPA 88A, 2019 Edition for any new parking garage.
- Depending upon design (enclosed or not enclosed) will make a huge difference to fire protection and ventilation systems needed. Stand pipes vs sprinklers. Much more restrictions for an enclosed structure. DFD recommends sprinklers, even if not necessary now.
- With the growing numbers of Electric Vehicles, it has become a high hazard for DFD.
- Fire needs a larger turning radius from Honey Lane South on Railroad Avenue E to go south – this would become part of the project to redo - widen the road, change the turning radius.
- If we spend the money to have a raised deck for future enclosing, it will trigger the requirement for sprinklers.
- DFD will need access to building, a decent water supply. Trucks cannot be brought into these garage structures, and stairs become very important. The better we can support this system offsite or away makes it easier for firefighting.

#### Cost Difference:

- Theresa to obtain costs for parking garages that are sprinklered vs garages that are not. Will need some specs from Doug (levels, square footage).

#### Utilities:

- We should find all utilities in area (size, depth) in addition to GPR on the property itself. Note: Nan informed that Water Division bought a GPR within the last year, and may not be able to do the professional level needed but can do some preliminary work.
- Should we do a flow test on hydrants? Nan: We have good flow; Danny: If 8" pipes, that will be fine.
- Since it is 100% impervious, we will have to do all the retention on the site. Looking at vault or open systems, but stormwater must be a big consideration because there are such few crossings of the Trail to get to the outfall. Anything downtown has to get across the Pinellas Trail.
- Please read the DCP (sent in agenda package) closely. Consultant will put together a package with all utilities and code requirements, and all jurisdictions that require permits (DEP, SWFWMD, COD). Stormwater treatment attenuation will be part of that package.

- Mary Sheets: They could do an adjusted score design build where they have quality grade and fee grade and they are adjusted.

#### Current Surface Parking Comments:

- If the lot stayed Zoned Downtown Core (DC) and we wanted to improve the lot to bring it to code, we will lose a lot of existing parking. With 65 spaces, we will easily lose 15% of the parking. If City left it surface parking, to meet current code – required islands and landscaping would create at least 15% less spaces.
- When comparing before and after, because this lot was zoned MPL it didn't have to meet those requirements and gave a lot of flexibility.

#### Parking Sensors (Monitor available spaces)

- Cameras – expensive ones are hockey pucks. Least expensive is in and out sensor that counts vehicles w/LED sign.
- With garages being used by golf carts, some of the companies don't have capability for sensors to register the golf carts for total count.

#### Next steps

- Final DCP Scope to be set out to include input at this meeting from various departments
- Architect or Engineer selected for proposal
- Obtain City Commission approval for cost of proposal, and whether to continue
- Contract a design build team by the end of 2024, to encumber ARPA dollars

**3. NEXT MEETING DATE:** Wednesday, March 20, 2024

**4. CITIZEN INPUT:** None in attendance

Meeting adjourned 10:30 am.

Submitted by Joan McHale

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