



**CITY OF ST. PETERSBURG
PLANNING & DEVELOPMENT SERVICES DEPT.
DEVELOPMENT REVIEW SERVICES DIVISION**

**DEVELOPMENT REVIEW COMMISSION
STAFF REPORT**

**SITE PLAN REVIEW
PUBLIC HEARING**

According to Planning & Development Services Department records, no Commission member or his or her spouse has a direct or indirect ownership interest in real property located within 1,000 linear feet of real property contained with the application (measured in a straight line between the nearest points on the property lines). All other possible conflicts should be declared upon the announcement of the item.

REPORT TO THE DEVELOPMENT REVIEW COMMISSION FROM DEVELOPMENT REVIEW SERVICES DIVISION, PLANNING & DEVELOPMENT SERVICES DEPARTMENT, for Public Hearing and Executive Action on **Wednesday, January 4, 2023, at 1:00 PM** at Council Chambers, City Hall, located at 175 5th Street North, St. Petersburg, Florida. The City's Planning and Development Services Department requests that you visit the City website at www.stpete.org/meetings for up-to-date information.

CASE NO.: 22-31000024 PLAT SHEET: F-2

REQUEST: Approval of a site plan to construct a 21-story building with 200-dwelling units, 10,843 square feet of commercial space, and a 264-space parking garage. The applicant is requesting floor area ratio bonuses.

OWNER: SPGRP II, LLC
1273 Putnam Ave, PO Box 991
Riverside, CT 06787

AGENT: R. Donald Mastry, Trenam Law
200 Central Avenue, Suite 1600
St. Petersburg, FL 33701

ADDRESSES: 685 & 699 1st Avenue North and 694 Arlington Avenue North
PARCEL ID NUMBERS: 19-31-17-34218-000-0230; 19-31-17-99180-000-0152 and 0150

LEGAL DESCRIPTION: On File

ZONING: Downtown Center (DC-1)

SITE AREA TOTAL: 24,669 square feet or 0.57 acres*
**Existing site area includes vacated alley*
 23,336 square feet or 0.53 acres**
***Post site area includes vacated alley, minus r-o-w dedication*

GROSS FLOOR AREA:

Existing:	8,222 square feet	0.38 F.A.R.
Proposed:	172,683 square feet	7.0 F.A.R.*
Permitted:	172,683 square feet	7.0 F.A.R.*

**F.A.R. is based on using existing site area*

BUILDING COVERAGE:

Existing:	7,028 square feet	28% of Site MOL
Proposed:	15,698 square feet	67% of Site MOL
Permitted:	22,169 square feet	95% of Site MOL

IMPERVIOUS SURFACE:

Existing:	22,414 square feet	91% of Site MOL
Proposed:	21,918 square feet	94% of Site MOL
Permitted:	NA	

OPEN GREEN SPACE:

Existing:	2,255 square feet	9% of Site MOL
Proposed:	1,418 square feet	6% of Site MOL

PAVING COVERAGE:

Existing:	15,386 square feet	62% of Site MOL
Proposed:	6,220 square feet	27% of Site MOL

PARKING:

Existing:	35; including 1 handicapped spaces
Proposed:	264; including 7 handicapped spaces
Required	211; including 7 handicapped spaces

BUILDING HEIGHT:

Existing:	25 feet
Proposed:	235 feet
Permitted:	300 feet

APPLICATION REVIEW:

I. PROCEDURAL REQUIREMENTS: The applicant has met and complied with the procedural requirements of Section 16.10.020.1 of the Municipal Code for a mixed-use development which is a permitted use within the DC-1 Zoning District.

II. DISCUSSION AND RECOMMENDATIONS:**Request:**

The applicant seeks approval of a site plan to construct a 21-story building with 200-dwelling units, 10,843 square feet of commercial space, and a 264-space parking garage. The applicant is

requesting floor area ratio bonuses. The subject property is located at 685 and 699 1st Avenue North and 694 Arlington Avenue North.

The subject property is located within the Downtown St. Petersburg National Register District, but it is not located within a designated local historic district. The existing structures on the subject property are contributing to the district but are not nationally or locally designated or listed as potentially eligible.

Proposal:

The ground floor of the proposed 21-story building is sited towards the west side of the property leaving a large outdoor space at the northeast corner of the subject property. The outdoor space will help provide additional separation between the proposed building and the existing Unitarian Universalist Church that is located on the north side of Arlington Avenue North. The building layout also permits a large covered open space along the south and east sides of the building. The covered open space will have a 22-foot-high ground level clearance helping to create an open feel and reducing the overall mass of the building at ground level. The covered open space on the east side of the subject property will permit a mid-block connection from 1st Avenue North to Arlington Avenue North.

The ground floor of the proposed tower will consist of a residential lobby, commercial space, back of house facilities, uncovered and covered open space and a parking garage entrance. Floors two through seven will consist of parking. The eighth floor will consist of amenity space and residential units with the remaining levels of the tower consisting of residential units. Pedestrian access to the residential lobby will be from the covered open space along the east side of the building. The commercial space will be accessible from 1st Avenue North, 7th Street North and the covered open space on the east side of the building. The parking garage will be accessed from 7th Street North. The loading area will be accessed from Arlington Avenue North.

The building will feature a contemporary style of architecture. The exterior of the building will be finished with stucco and have multiple accent finishes. The ground level will consist of large storefront windows, covered open space and a green wall. The parking garage facade will incorporate a fenestration pattern similar to the tower above, will be finished with stucco and a bronze metal screen will be installed in the garage openings. The tower above will be finished with stucco and have projecting balconies with an aluminum picket style handrail.

FLOOR AREA RATIO BONUSES:

The base Floor Area Ratio (FAR) within the DC-1 district is 3.0. The applicant is requesting a bonus of 4.0 FAR for a total FAR of 7.0. For projects requesting additional FAR, the following priority shall apply: the project involves a contributing resource to a National Register of Historic Places district, then the first 0.5 bonus FAR shall be historic preservation, and the next 1.0 bonus FAR shall be workforce housing. Thereafter, any bonus or combination of bonuses are allowed.

0.5 FAR – Use transfer of development rights from a locally designated landmark or landmark site.

The applicant is seeking to utilize this bonus to achieve a FAR bonus of 0.5. To qualify for the bonus, the applicant will be required to purchase 12,335 square feet of transfer of development rights (TDRs) from a locally designated landmark or landmark site with available TDRs. The

holder of the TDRs will be required to obtain approval from the City's Urban Planning and Historic Preservation Division to transfer any rights to the applicant.

1.0 FAR – Provide financial support to the City's housing capital improvements projects (HCIP) trust fund or its successor fund equal to one-half of one percent or more of the total construction cost per each 0.5 of FAR bonus.

The applicant is seeking to utilize this bonus to achieve a FAR bonus of 1.0. The total construction cost of the project is approximately \$63,500,000. Since the applicant is seeking to utilize this bonus to achieve a bonus of 1.0, the applicant will be required to provide 1.0 of one percent of the total construction cost to the HCIP Trust Fund. Based on the estimated construction cost, a minimum of \$635,000 shall be paid to the HCIP Trust Fund. The applicant shall provide the funds to the City prior to the release of building permits. A condition has been added to this report to address this requirement.

2.5 FAR – Any combination of the following FAR bonuses: support workforce housing, historic TDR's, LEED certification or equivalent or streetscape improvement program.

To allow flexibility, the applicant is seeking to utilize any combination of the above FAR bonuses to achieve a FAR bonus of 2.5. To qualify for the bonuses, the application will be required to list on the plans submitted for permitting the FAR bonuses that will be utilized, the amount of each bonus that will be utilized and how the project qualifies for each bonus.

Standards for Review

A multi-family development in the DC-1 zoning district is a permitted use. The relevant review criteria for a site plan review are found in Chapter 16, Section 16.70.040.1.4.D. are noted below. It is the responsibility of the DRC to evaluate and weight these criteria in making their determination.

1. The use is consistent with the Comprehensive Plan;

Staff Response: The subject property is zoned Downtown Center-2 (DC-1) and the Future Land Use is Central Business District (CBD), and the proposed uses are consistent with the plan.

2. The property for which a site plan review is requested shall have valid land use and zoning for the proposed use prior to site plan approval;

Staff Response: Multi-family and accessory commercial uses are a permitted use in the DC-1 zoning district.

3. Ingress and egress to the property and proposed structures with particular emphasis on automotive and pedestrian safety, separation of automotive and bicycle traffic and control, provision of services and servicing of utilities and refuse collection, and access in case of fire, catastrophe and emergency. Access management standards on state and county roads shall be based on the latest access management standards of FDOT or the county, respectively;

Staff Response: The City Transportation and Parking Management and Engineering and Capital Improvements teams have reviewed the proposed site plan and have provided special conditions of approval to address all modes of ingress and egress.

4. Location and relationship of off-street parking, bicycle parking, and off-street loading facilities to driveways and internal traffic patterns within the proposed development with particular reference to automotive, bicycle, and pedestrian safety, traffic flow and control, access in case of fire or catastrophe, and screening and landscaping;

Staff Response: As noted above, City staff has reviewed and added conditions of approval to address any concerns.

5. Traffic impact report describing how this project will impact the adjacent streets and intersections. A detailed traffic report may be required to determine the project impact on the level of service of adjacent streets and intersections. Transportation system management techniques may be required where necessary to offset the traffic impacts;

Staff Response: The City Transportation and Parking Management analyzed the project traffic impacts and did not express any concerns.

6. Drainage of the property with particular reference to the effect of provisions for drainage on adjacent and nearby properties and the use of on-site retention systems. The Commission may grant approval of a drainage plan as required by City ordinance, county ordinance, or SWFWMD;

Staff Response: The proposed development will be required to comply with the applicable stormwater requirements at time of permitting (Engineering Department memo dated April 18, 2023).

7. Signs, if any, and proposed exterior lighting with reference to glare, traffic safety and compatibility and harmony with adjacent properties;

Staff Response: Any proposed exterior lighting and signage will need to comply the applicable code requirements at time of permitting.

8. Orientation and location of buildings, recreational facilities and open space in relation to the physical characteristics of the site, the character of the neighborhood and the appearance and harmony of the building with adjacent development and surrounding landscape;

Staff Response: The subject property is located at the southwest corner of 1st Avenue North and 7th Street North. The project provides the required amount of open space, is oriented to address the public realm and is consistent with other projects in the DC-1 zoning district.

9. Compatibility of the use with the existing natural environment of the site, historic and archaeological sites, and with properties in the neighborhood as outlined in the City's Comprehensive Plan;

Staff Response: There are no archeological resources in the general vicinity. The subject property is located within the Downtown St. Petersburg National Register District, but it is not located within a designated local historic district. The existing structures on the subject property are contributing to the district but are not nationally or locally designated or listed as potentially eligible. Within 200 feet there are eight (8) contributing properties with one (1) of these

structures listed as potentially eligible for local designation.

10. Substantial detrimental effects of the use, including evaluating the impacts of a concentration of similar or the same uses and structures, on property values in the neighborhood;

Staff Response: A multi-family and accessory commercial uses are permitted in the DC-1 zoning district. The DC-1 district provides for an intense mixed-use development. The permitted use and use regulations for a project in the DC-1 zoning district (Section 16.20.120.5) requires the gross square footage of a project to consist of a minimum of 5% non-residential use.

11. Sufficiency of setbacks, screens, buffers and general amenities to preserve internal and external harmony and compatibility with uses inside and outside the proposed development and to control adverse effects of noise, lights, dust, fumes and other nuisances;

Staff Response: The development is a permitted use in the DC-1 zoning district. The development meets all required setbacks and the garage will provide screening to shield the view of the garage from adjacent properties. Staff has added special conditions of approval in the staff report to help mitigate for any potential adverse impacts.

12. Land area is sufficient, appropriate and adequate for the use and reasonably anticipated operations and expansion thereof;

Staff Response: As shown on the site plan, the area can accommodate the proposed improvements.

13. Landscaping and preservation of natural manmade features of the site including trees, wetlands, and other vegetation;

Staff Response: The subject property is located in the DC-1 zoning district. There is not any vegetation of significance or wetlands on the subject property.

14. Sensitivity of the development to on-site and adjacent (within 200 feet) historic or archaeological resources related to scale, mass, building materials, and other impacts;

Staff Response: The subject property is located within the Downtown St. Petersburg National Register District, but it is not located within a designated local historic district. The application was routed to the City's Urban Planning and Historic Preservation Division (UPHP) staff for review. A memorandum dated April 26, 2023, was provided by UPHP, which is attached to this report.

Availability of hurricane evacuation facilities for developments located in the hurricane vulnerability zones;

Staff Response: The proposed development does not impact demand for hurricane facilities.

15. Meets adopted levels of service and the requirements for a certificate of concurrency by complying with the adopted levels of service for:

Staff Response: There are available services to accommodate the proposed uses.

Public Comments:

Staff has not received any comments at the time this report was prepared.

III. RECOMMENDATION:

- A. Staff recommends APPROVAL of the following:**
- 1. Floor area ratio bonuses; and**
 - 2. The site plan subject to the Special Conditions of Approval.**
- B. Special Conditions of Approval:**
- 1. Public art shall be provided, the value shall be equal to one-half of one percent of the total construction cost up to \$100,000.00 and shall be reviewed and approved by the POD of Cultural Affairs prior to issuance of the first certificate of occupancy. All public art shall be visually accessible to the public. In lieu of providing the public art, the applicant may provide financial support to the City's downtown public art program equal to one-quarter of one percent of the total construction cost, up to \$50,000.00.**
 - 2. The applicant shall provide a minimum of 1.0 of one percent or more of the total construction cost to the HICP Trust Fund. The funds shall be provided to the City prior to the release of building permits.**
 - 3. The applicant shall purchase a minimum of 12,335 square feet of Historic Transfer of Development Rights from an approved transfer site(s) as required to receive the F.A.R. bonus. Applicant shall complete the transfer of Historic Transfer of Development Rights prior to the release of building permits.**
 - 4. The applicant shall provide, in any combination, to achieve a total bonus of 2.5 FAR by utilizing the following FAR bonuses: support for workforce housing, Historic Transfer of Development Rights, LEED certification or equivalent or financial support to the streetscape fund. To qualify for the bonuses, the applicant will be required to list on the plans submitted for permitting the FAR bonuses that will be utilized, the amount of each bonus that will be utilized and how the project qualifies for each bonus.**
 - 5. Any modifications to the travel lane, parking spaces and landscape islands surrounding the subject property shall be subject to approval by the City.**
 - 6. Concrete driveways shall be continuous through all driveway approaches and truncated domes shall be installed.**
 - 7. The final streetscape and hardscape plan for the abutting streets shall be approved by Staff.**
 - 8. The final design of the parking garage screening shall be approved by staff.**
 - 9. Building materials at the street level shall include materials such as metal, stone, brick, precast masonry, glass, stucco or other similar hard surface material. The use of dryvit, EIFS, or other artificial material shall not be permitted.**

10. Bicycle parking shall be provided as required by Section 16.40.090.
11. Exterior lighting shall comply with Section 16.40.070.
12. Mechanical equipment shall be screened from the abutting rights-of-way.
13. Construction of piers and/or caissons shall be by auger method unless geotechnical data supports a finding that such a method is impractical or impossible.
14. The Construction Action Plan (CAP) shall be submitted to Zoning Official for review and approval prior to the issuance of building permits.
15. The site plan shall be modified as necessary to comply with the comments in the Transportation and Parking Management Department's Memorandum dated April 19, 2023, or as amended at a future date by the Transportation and Parking Management Department.
16. The site plan shall be modified as necessary to comply with the comments in the Engineering and Capital Improvement Department's Memorandum dated April 18, 2023, or as amended at a future date by the Engineering and Capital Improvement Department.
17. This Site Plan approval shall be valid through May 3, 2026. Substantial construction shall commence prior to this expiration date unless an extension has been approved by the POD. A request for extension must be filed in writing prior to the expiration date.

C. STANDARD CONDITIONS OF APPROVAL

(All or Part of the following standard conditions of approval may apply to the subject application. Application of the conditions is subject to the scope of the subject project and at the discretion of the Zoning Official. Applicants who have questions regarding the application of these conditions are advised to contact the Zoning Official.)

ALL SITE PLAN MODIFICATIONS REQUIRED BY THE DRC SHALL BE REFLECTED ON A FINAL SITE PLAN TO BE SUBMITTED TO THE PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT BY THE APPLICANT FOR APPROVAL PRIOR TO THE ISSUANCE OF PERMITS.

Building Code Requirements:

1. The applicant shall contact the City's Construction Services and Permitting Division and Fire Department to identify all applicable Building Code and Health/Safety Code issues associated with this proposed project.
2. All requirements associated with the Americans with Disabilities Act (ADA) shall be satisfied.

Zoning/Planning Requirements:

1. The applicant shall submit a notice of construction to Albert Whitted Field if the crane height exceeds 190 feet. The applicant shall also provide a Notice of Construction to the Federal Aviation Administration (FAA), if required by Federal and City codes.
2. All site visibility triangle requirements shall be met (Chapter 16, Article 16.40, Section 16.40.160).

3. No building or other obstruction (including eaves) shall be erected and no trees or shrubbery shall be planted on any easement other than fences, trees, shrubbery, and hedges of a type approved by the City.
4. The location and size of the trash container(s) shall be designated, screened, and approved by the Manager of Commercial Collections, City Sanitation. A solid wood fence or masonry wall shall be installed around the perimeter of the dumpster pad.

Engineering Requirements:

1. The site shall be in compliance with all applicable drainage regulations (including regional and state permits) and the conditions as may be noted herein. The applicant shall submit drainage calculations and grading plans (including street crown elevations), which conform with the quantity and the water quality requirements of the Municipal Code (Chapter 16, Article 16.40, Section 16.40.030), to the City's Engineering Department for approval. Please note that the entire site upon which redevelopment occurs shall meet the water quality controls and treatment required for development sites. Stormwater runoff release and retention shall be calculated using the rational formula and a 10-year, one-hour design storm.
2. All other applicable governmental permits (state, federal, county, city, etc.) must be obtained before commencement of construction. A copy of other required governmental permits shall be provided to the City Engineering & Capital Improvements Department prior to requesting a Certificate of Occupancy. Issuance of a development permit by the City does not in any way create any rights on the part of the applicant to obtain a permit from a governmental agency and does not create any liability on the part of the City of St. Petersburg for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by other governmental agencies or undertakes actions that result in a violation of state or federal law.
3. A work permit issued by the Engineering Department shall be obtained prior to commencement of construction within dedicated rights-of-way or easements.
4. The applicant shall submit a completed Storm Water Management Utility Data Form to the City's Engineering Department for review and approval prior to the approval of any permits.
5. Curb-cut ramps for the physically handicapped shall be provided in sidewalks at all corners where sidewalks meet a street or driveway.

Landscaping Requirements:

1. The applicant shall submit a revised landscape plan, which complies with the plan approved by the DRC and includes any modifications as required by the DRC. The DRC grants the Planning & Economic Development Department discretion to modify the approved landscape plan where necessary due to unforeseen circumstances (e.g. stormwater requirements, utility conflicts, conflicts with existing trees, etc.), provided the intent of the applicable ordinance(s) is/are maintained. Landscaping plans shall be in accordance with Chapter 16, Article 16.40, Section 16.40.060 of the City Code entitled "Landscaping and Irrigation."
2. Any plans for tree removal and permitting shall be submitted to the Development Services Division for approval.

3. All existing and newly planted trees and shrubs shall be mulched with three (3) inches of organic matter within a two (2) foot radius around the trunk of the tree.
4. The applicant shall install an automatic underground irrigation system in all landscaped areas. Drip irrigation may be permitted as specified within Chapter 16, Article 16.40, Section 16.40.060.2.2.
5. Concrete curbing, wheelstops, or other types of physical barriers shall be provided around/within all vehicular use areas to protect landscaped areas.
6. Any healthy existing oak trees over two (2) inches in diameter shall be preserved or relocated if feasible.
7. Any trees to be preserved shall be protected during construction in accordance with Chapter 16, Article 16.40.060.5 and Section 16.40.060.2.1.3 of City Code.

REPORT PREPARED AND APPROVED BY:

/s/ Corey Malyszka

Corey Malyszka, AICP, Zoning Official

4/20/23

DATE



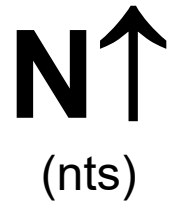
PROJECT LOCATION MAP

Case No.: 22-3100024

Addresses:

685 and 699 1st Ave N. and 694
Arlington Ave N.

City of St. Petersburg, Florida
Planning & Development Services
Department

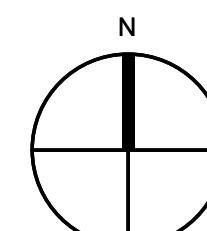
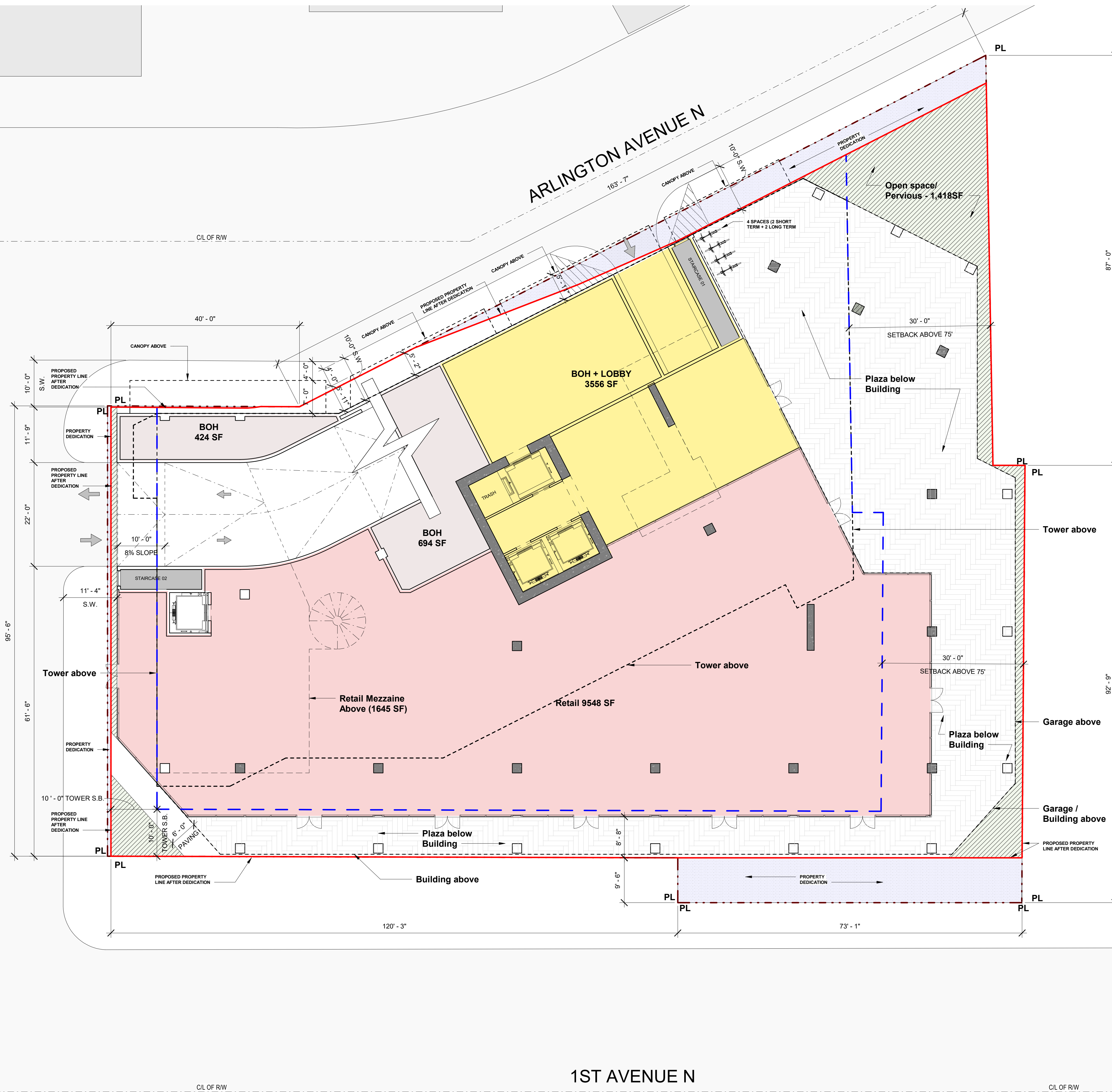


EXISTING BUILDING

ARLINGTON AVENUE N

7TH STREET N

1ST AVENUE N



OWNER
GRAVEL ROAD PARTNERS

ARCHITECT
AA 26000996
ODONNELL DANWOLF AND PARTNERS ARCHITECTS INC.
2432 HOLLYWOOD BLVD. HOLLYWOOD, FL 33020
T: 954.518.0833

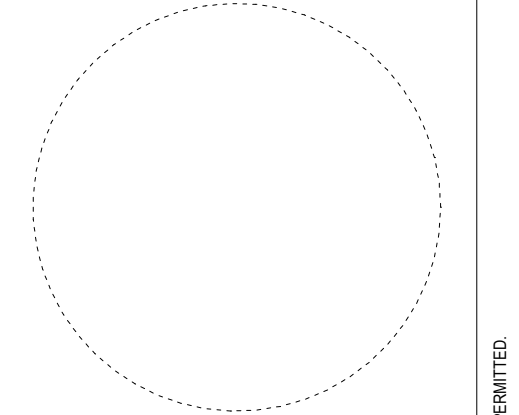
LANDSCAPE ARCHITECT
NAME
ADDRESS
TELEPHONE

STRUCTURAL ENGINEER
NAME
ADDRESS
TELEPHONE

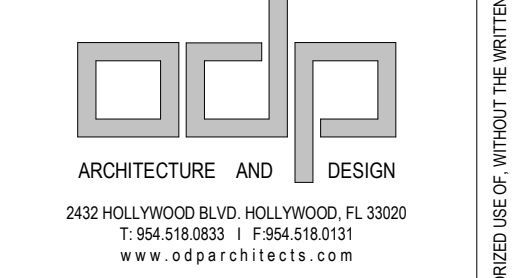
MEP/FP ENGINEER
NAME
ADDRESS
TELEPHONE

LIFE SAFETY CONSULTANT
NAME
ADDRESS
TELEPHONE

CIVIL ENGINEER
NAME
ADDRESS
TELEPHONE



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PROJECT
AUGUSTA BLOCK
699 1ST AVE NORTH

REVISIONS

NO	DATE	REVISION TITLE

KEY PLAN

SCALE: 3/32" = 1'-0"
SHEET SIZE: ARCH D (24"x36")
DATE: 09/09/22
STARTED BY: ODP
DRAWING TITLE:


SITE PLAN

SHEET NO.
A101

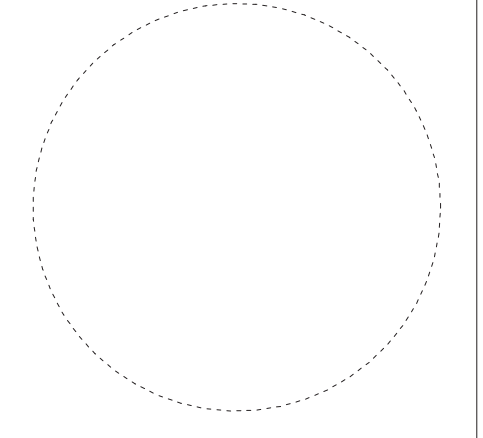
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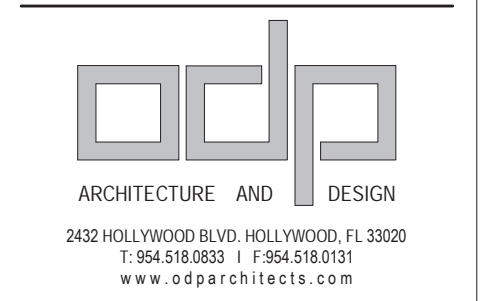
LEGEND

-  STREET TREE:
ROYAL PALM
-  STREET TREE:
LIVE OAK, ELM
-  UNDERSTORY TREE: OLIVE TREE,
INDIAN HAWTHORN STANDARD,
JATROPHA, LIGUSTRUM,
DURANTA, PODOCARPUS
-  PERIMETER SHRUB:
PODOCARPUS, CLUSIA,
VIBURNUM
-  SHRUB/GROUNDCOVER:
CONF. JASMINE, LIRIOPE, NLUE
DAZE, WALTER'S VIBURNUM,
GREEN ISLAND FICUS, IXORA

OWNER	GRAVEL ROAD PARTNERS
ARCHITECT	AA 26000996 O'DONNELL, DANWOLF AND PARTNERS ARCHITECTS INC. 2432 HOLLYWOOD BLVD. HOLLYWOOD, FL 33020 T: 954 518 0833
LANDSCAPE ARCHITECT	NAME ADDRESS TELEPHONE
STRUCTURAL ENGINEER	NAME ADDRESS TELEPHONE
MEP/FP ENGINEER	NAME ADDRESS TELEPHONE
LIFE SAFETY CONSULTANT	NAME ADDRESS TELEPHONE
CIVIL ENGINEER	NAME ADDRESS TELEPHONE



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PROJECT
AUGUSTA BLOCK
699 1ST AVE NORTH
Enter address here

REVISIONS

NO	DATE	REVISION TITLE

KEY PLAN

SCALE:
SHEET SIZE: ARCH D 24"x36"
DATE: 11/17/22
STARTED BY: GSP
DRAWING TITLE:
**GROUND LEVEL
LANDSCAPE**

SHEET NO.
L101



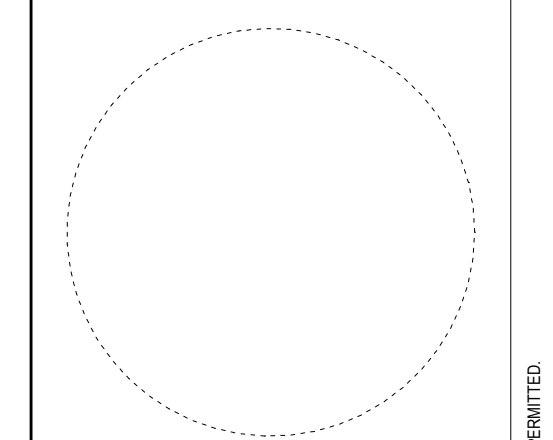
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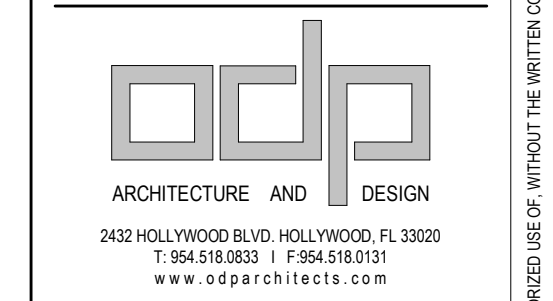
NORTH ELEVATION - ARLINGTON AVE N.

MATERIAL LEGEND		
	CP-01	OFF-WHITE STUCCO
	GL-01	TINT LAMINATED GLASS W/ NEUTRAL COATING
	AL-01	PAINTED BRONZE METAL LOUVERS
	AW-01	ART WALL OPPORTUNITY

OWNER GRAVEL ROAD PARTNERS
ARCHITECT AA 26000996 ODONNELL DANWOLF AND PARTNERS ARCHITECTS INC. 2432 HOLLYWOOD BLVD. HOLLYWOOD, FL 33020 T: 954 518 0833
LANDSCAPE ARCHITECT NAME ADDRESS TELEPHONE
STRUCTURAL ENGINEER NAME ADDRESS TELEPHONE
MEP/FP ENGINEER NAME ADDRESS TELEPHONE
LIFE SAFETY CONSULTANT NAME ADDRESS TELEPHONE
CIVIL ENGINEER NAME ADDRESS TELEPHONE



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PROJECT
AUGUSTA BLOCK
 699 1ST AVE NORTH

REVISIONS		
NO	DATE	REVISION TITLE

KEY PLAN

SCALE: N.T.S.
 SHEET SIZE: ARCH D (24x36)
 DATE: 09/15/22
 STARTED BY: ODP
 DRAWING TITLE:
NORTH ELEVATION

SHEET NO.
A106

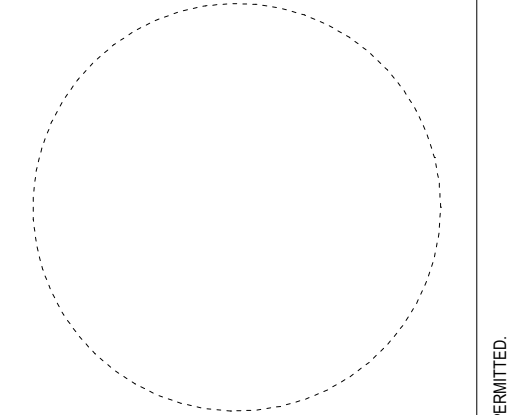
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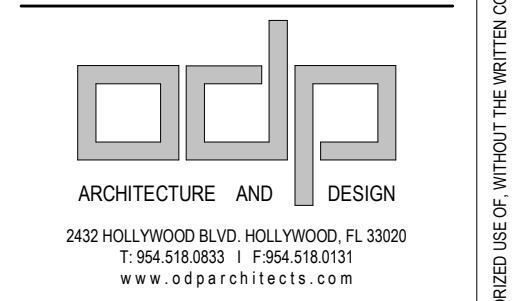
EAST ELEVATION

MATERIAL LEGEND		
	CP-01	OFF-WHITE STUCCO
	GL-01	TINT LAMINATED GLASS W/ NEUTRAL COATING
	AL-01	PAINTED BRONZE METAL LOUVERS
	AW-01	ART WALL OPPORTUNITY

- OWNER**
GRAVEL ROAD PARTNERS
- ARCHITECT**
AA 26000996
ODONNELL DANWOLF AND PARTNERS ARCHITECTS INC.
2432 HOLLYWOOD BLVD. HOLLYWOOD, FL 33020
T: 954 518 0833
- LANDSCAPE ARCHITECT**
NAME
ADDRESS
TELEPHONE
- STRUCTURAL ENGINEER**
NAME
ADDRESS
TELEPHONE
- MEP/FP ENGINEER**
NAME
ADDRESS
TELEPHONE
- LIFE SAFETY CONSULTANT**
NAME
ADDRESS
TELEPHONE
- CIVIL ENGINEER**
NAME
ADDRESS
TELEPHONE



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PROJECT
AUGUSTA BLOCK
 699 1ST AVE NORTH

REVISIONS		
NO	DATE	REVISION TITLE

KEY PLAN

SCALE: 1/8" = 1'-0"
 SHEET SIZE: ARCH D (24"x36")
 DATE: 09/16/22
 STARTED BY: ODP
 DRAWING TITLE:
EAST ELEVATION

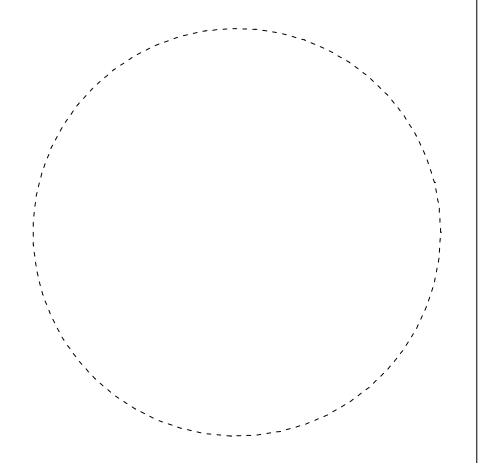
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A107



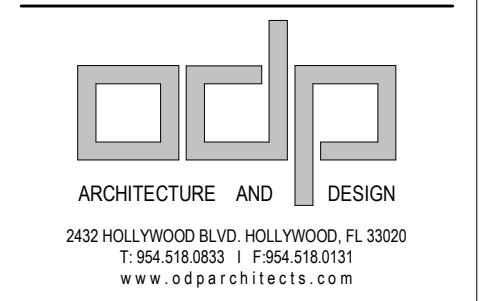
WEST ELEVATION - 7TH ST. N.

MATERIAL LEGEND		
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	GL-01	TINT LAMINATED GLASS W/ NEUTRAL COATING
	AL-01	PAINTED BRONZE METAL LOUVERS
	AW-01	ART WALL OPPORTUNITY

OWNER GRAVEL ROAD PARTNERS
ARCHITECT AA 26000996 O'DONNELL DANWOLF AND PARTNERS ARCHITECTS INC. 2432 HOLLYWOOD BLVD. HOLLYWOOD, FL 33020 T: 954 518 0833
LANDSCAPE ARCHITECT NAME ADDRESS TELEPHONE
STRUCTURAL ENGINEER NAME ADDRESS TELEPHONE
MEP/FP ENGINEER NAME ADDRESS TELEPHONE
LIFE SAFETY CONSULTANT NAME ADDRESS TELEPHONE
CIVIL ENGINEER NAME ADDRESS TELEPHONE



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PROJECT
AUGUSTA BLOCK
 699 1ST AVE NORTH

REVISIONS		
NO	DATE	REVISION TITLE

KEY PLAN

SCALE: N.T.S.
 SHEET SIZE: ARCH D (24x36)
 DATE: 09/16/22
 STARTED BY: ODP
 DRAWING TITLE:



WEST ELEVATION

SHEET NO.
A108

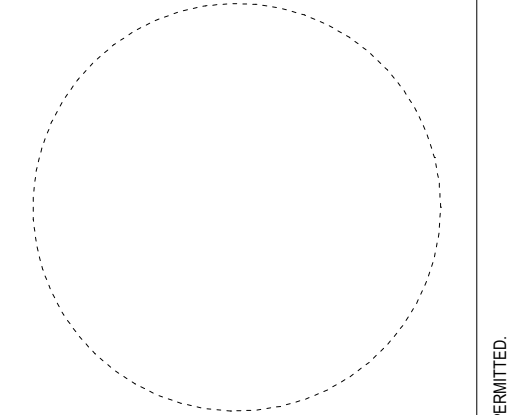
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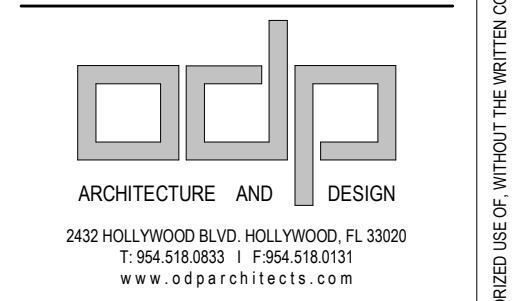
SOUTH ELEVATION - 1ST AVE. N.

MATERIAL LEGEND		
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	GL-01	TINT LAMINATED GLASS W/ NEUTRAL COATING
	AL-01	PAINTED BRONZE METAL LOUVERS
	AW-01	ART WALL OPPORTUNITY

OWNER GRAVEL ROAD PARTNERS
ARCHITECT AA 26000996 ODONNELL DANWOLF AND PARTNERS ARCHITECTS INC. 2432 HOLLYWOOD BLVD. HOLLYWOOD, FL 33020 T: 954 518 0833
LANDSCAPE ARCHITECT NAME ADDRESS TELEPHONE
STRUCTURAL ENGINEER NAME ADDRESS TELEPHONE
MEP/FP ENGINEER NAME ADDRESS TELEPHONE
LIFE SAFETY CONSULTANT NAME ADDRESS TELEPHONE
CIVIL ENGINEER NAME ADDRESS TELEPHONE



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PROJECT
AUGUSTA BLOCK
 699 1ST AVE NORTH

REVISIONS		
NO	DATE	REVISION TITLE

KEY PLAN

SCALE: N.T.S.
 SHEET SIZE: ARCH D (24x36)
 DATE: 09/16/22
 STARTED BY: ODP
 DRAWING TITLE:
SOUTH ELEVATION

SHEET NO.
A109

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VIEW FROM 7TH ST & 1ST AVE LOOKING EAST

OWNER
GRAVEL ROAD PARTNERS

ARCHITECT
AA 26000996
ODONNELL DANWOLF AND PARTNERS ARCHITECTS INC.
2432 HOLLYWOOD BLVD. HOLLYWOOD, FL 33020
T: 954 518 0833

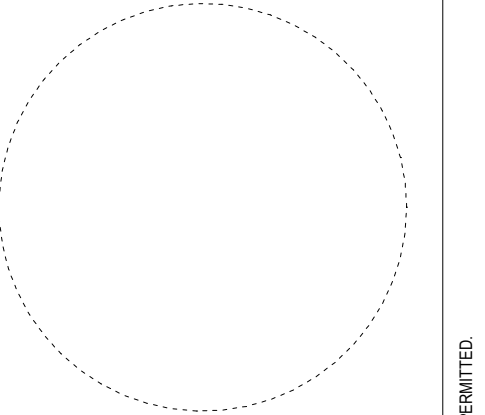
LANDSCAPE ARCHITECT
NAME
ADDRESS
TELEPHONE

STRUCTURAL ENGINEER
NAME
ADDRESS
TELEPHONE

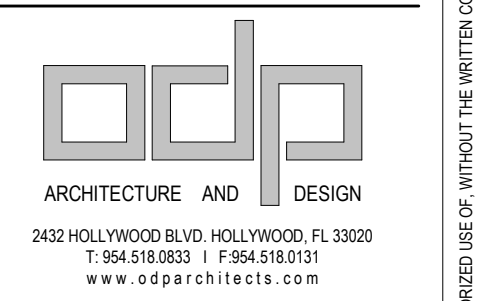
MEP/FP ENGINEER
NAME
ADDRESS
TELEPHONE

LIFE SAFETY CONSULTANT
NAME
ADDRESS
TELEPHONE

CIVIL ENGINEER
NAME
ADDRESS
TELEPHONE



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PROJECT
AUGUSTA BLOCK
699 1ST AVE NORTH

REVISIONS

NO	DATE	REVISION TITLE

KEY PLAN

SCALE:
SHEET SIZE: ARCH D (24"x36")
DATE: 09/20/22
STARTED BY: ODP
DRAWING TITLE:
RENDER - 7TH ST & 1ST AVE

SHEET NO.
A111

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VIEW FROM 7TH ST. N & 1ST AVE - LOOKING NORTH

OWNER
GRAVEL ROAD PARTNERS

ARCHITECT
AA 26000996
ODONNELL, DANWOLF AND PARTNERS ARCHITECTS INC.
2432 HOLLYWOOD BLVD. HOLLYWOOD, FL 33020
T: 954 518 0833

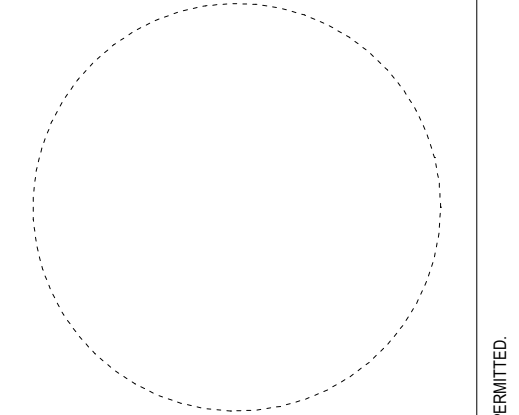
LANDSCAPE ARCHITECT
NAME
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TELEPHONE

STRUCTURAL ENGINEER
NAME
ADDRESS
TELEPHONE

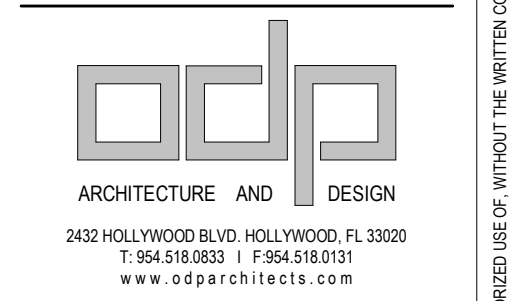
MEP/FP ENGINEER
NAME
ADDRESS
TELEPHONE

LIFE SAFETY CONSULTANT
NAME
ADDRESS
TELEPHONE

CIVIL ENGINEER
NAME
ADDRESS
TELEPHONE



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PROJECT
AUGUSTA BLOCK
699 1ST AVE NORTH

REVISIONS

NO	DATE	REVISION TITLE

KEY PLAN

SCALE:
SHEET SIZE: ARCH D (24"x36")
DATE: 09/20/22
STARTED BY: ODP
DRAWING TITLE:
RENDER - 7TH ST & 1ST AVE II

SHEET NO.
A114

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VIEW FROM 1ST AVE LOOKING EAST

OWNER
GRAVEL ROAD PARTNERS

ARCHITECT
AA 26000996
ODONNELL, DANWOLF AND PARTNERS ARCHITECTS, INC.
2432 HOLLYWOOD BLVD., HOLLYWOOD, FL 33020
T: 954 518 0833

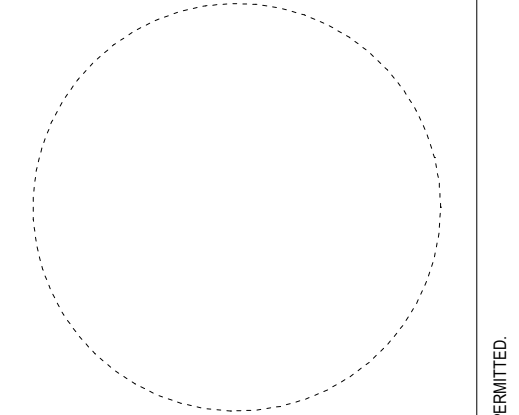
LANDSCAPE ARCHITECT
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TELEPHONE

STRUCTURAL ENGINEER
NAME
ADDRESS
TELEPHONE

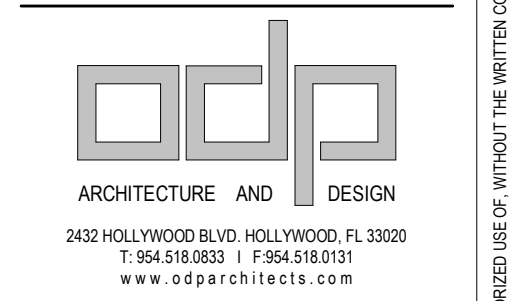
MEP/FP ENGINEER
NAME
ADDRESS
TELEPHONE

LIFE SAFETY CONSULTANT
NAME
ADDRESS
TELEPHONE

CIVIL ENGINEER
NAME
ADDRESS
TELEPHONE



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PROJECT
AUGUSTA BLOCK
699 1ST AVE NORTH

REVISIONS

NO	DATE	REVISION TITLE

KEY PLAN

SCALE:
SHEET SIZE: ARCH D (24"X36")
DATE: 11/01/22
STARTED BY: ODP
DRAWING TITLE:
**RENDER - 1ST AVE
LOOKING EAST**

SHEET NO.
A115

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VIEW FROM 1ST AVE LOOKING WEST

OWNER
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ARCHITECT
AA 26000996
ODONNELL DANWOLF AND PARTNERS ARCHITECTS INC.
2432 HOLLYWOOD BLVD. HOLLYWOOD, FL 33020
T: 954 518 0833

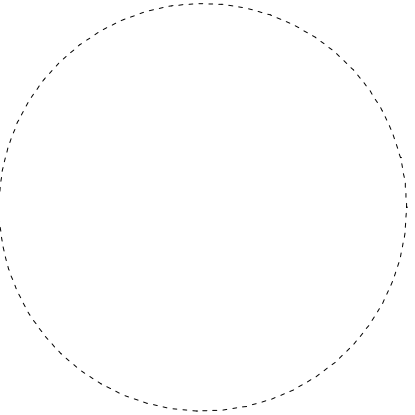
LANDSCAPE ARCHITECT
NAME
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TELEPHONE

STRUCTURAL ENGINEER
NAME
ADDRESS
TELEPHONE

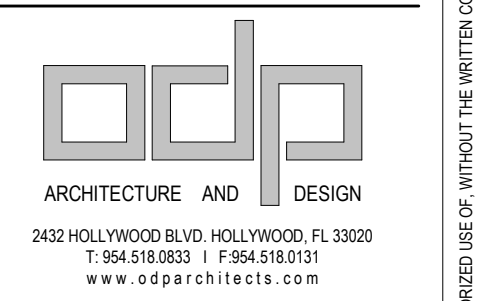
MEP/FP ENGINEER
NAME
ADDRESS
TELEPHONE

LIFE SAFETY CONSULTANT
NAME
ADDRESS
TELEPHONE

CIVIL ENGINEER
NAME
ADDRESS
TELEPHONE



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PROJECT
AUGUSTA BLOCK
699 1ST AVE NORTH

REVISIONS

NO	DATE	REVISION TITLE

KEY PLAN

SCALE:
SHEET SIZE: ARCH D (24"x36")
DATE: 11/02/22
STARTED BY: ODP
DRAWING TITLE:
**RENDER - 1ST AVE
LOOKING WEST**

SHEET NO.
A116

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ENTRANCE FROM ARLINGTON WITH PUBLIC ART

OWNER
GRAVEL ROAD PARTNERS

ARCHITECT
AA 26000996
ODONNELL DANWOLF AND PARTNERS ARCHITECTS INC.
2432 HOLLYWOOD BLVD. HOLLYWOOD, FL 33020
T: 954 518 0833

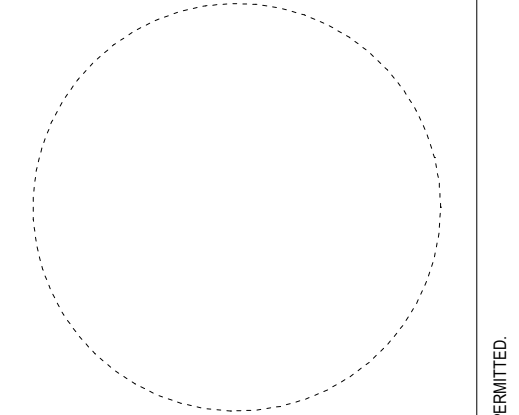
LANDSCAPE ARCHITECT
NAME
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TELEPHONE

STRUCTURAL ENGINEER
NAME
ADDRESS
TELEPHONE

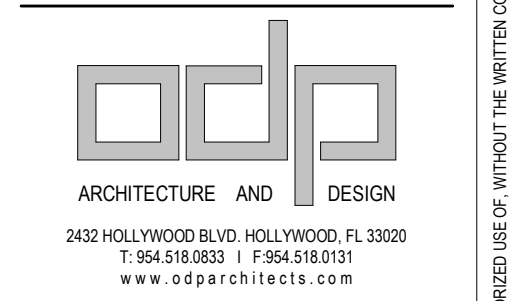
MEP/FP ENGINEER
NAME
ADDRESS
TELEPHONE

LIFE SAFETY CONSULTANT
NAME
ADDRESS
TELEPHONE

CIVIL ENGINEER
NAME
ADDRESS
TELEPHONE



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PROJECT
AUGUSTA BLOCK
699 1ST AVE NORTH

REVISIONS

NO	DATE	REVISION TITLE

KEY PLAN

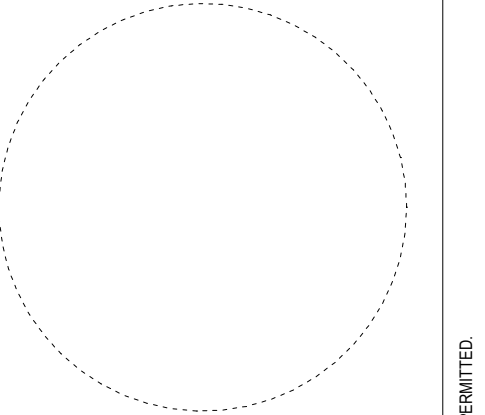
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DATE: 11/17/22
STARTED BY: ODP
DRAWING TITLE:
**RENDER -
ARLINGTON
ENTRANCE**
SHEET NO.
A117

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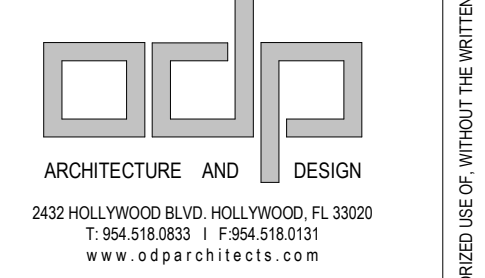


ENTRANCE FROM ARLINGTON

- OWNER**
GRAVEL ROAD PARTNERS
- ARCHITECT**
AA 26000996
ODONNELL DANWOLF AND PARTNERS ARCHITECTS INC.
2432 HOLLYWOOD BLVD. HOLLYWOOD, FL 33020
T: 954 518 0833
- LANDSCAPE ARCHITECT**
NAME
ADDRESS
TELEPHONE
- STRUCTURAL ENGINEER**
NAME
ADDRESS
TELEPHONE
- MEP/FP ENGINEER**
NAME
ADDRESS
TELEPHONE
- LIFE SAFETY CONSULTANT**
NAME
ADDRESS
TELEPHONE
- CIVIL ENGINEER**
NAME
ADDRESS
TELEPHONE



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PROJECT
AUGUSTA BLOCK
 699 1ST AVE NORTH

REVISIONS

NO	DATE	REVISION TITLE

KEY PLAN

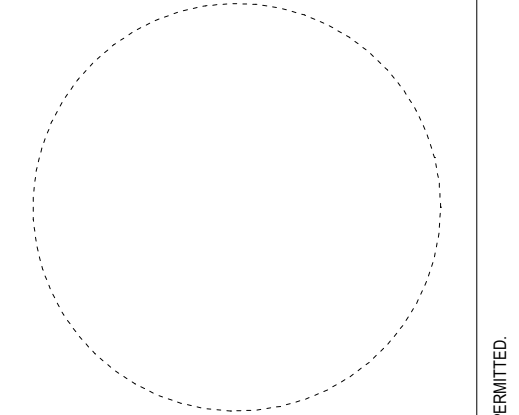
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 DATE: 02/12/23
 STARTED BY: ODP
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PUBLIC SPACE - ARLINGTON

SHEET NO.
A117 B

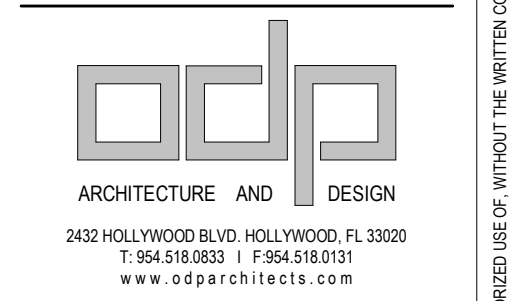


PUBLIC WALKWAY ALONG ARLINGTON

- OWNER**
GRAVEL ROAD PARTNERS
- ARCHITECT**
AA 26000996
ODONNELL DANWOLF AND PARTNERS ARCHITECTS INC.
2432 HOLLYWOOD BLVD. HOLLYWOOD, FL 33020
T: 954 518 0833
- LANDSCAPE ARCHITECT**
NAME
ADDRESS
TELEPHONE
- STRUCTURAL ENGINEER**
NAME
ADDRESS
TELEPHONE
- MEP/FP ENGINEER**
NAME
ADDRESS
TELEPHONE
- LIFE SAFETY CONSULTANT**
NAME
ADDRESS
TELEPHONE
- CIVIL ENGINEER**
NAME
ADDRESS
TELEPHONE



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PROJECT
AUGUSTA BLOCK
699 1ST AVE NORTH

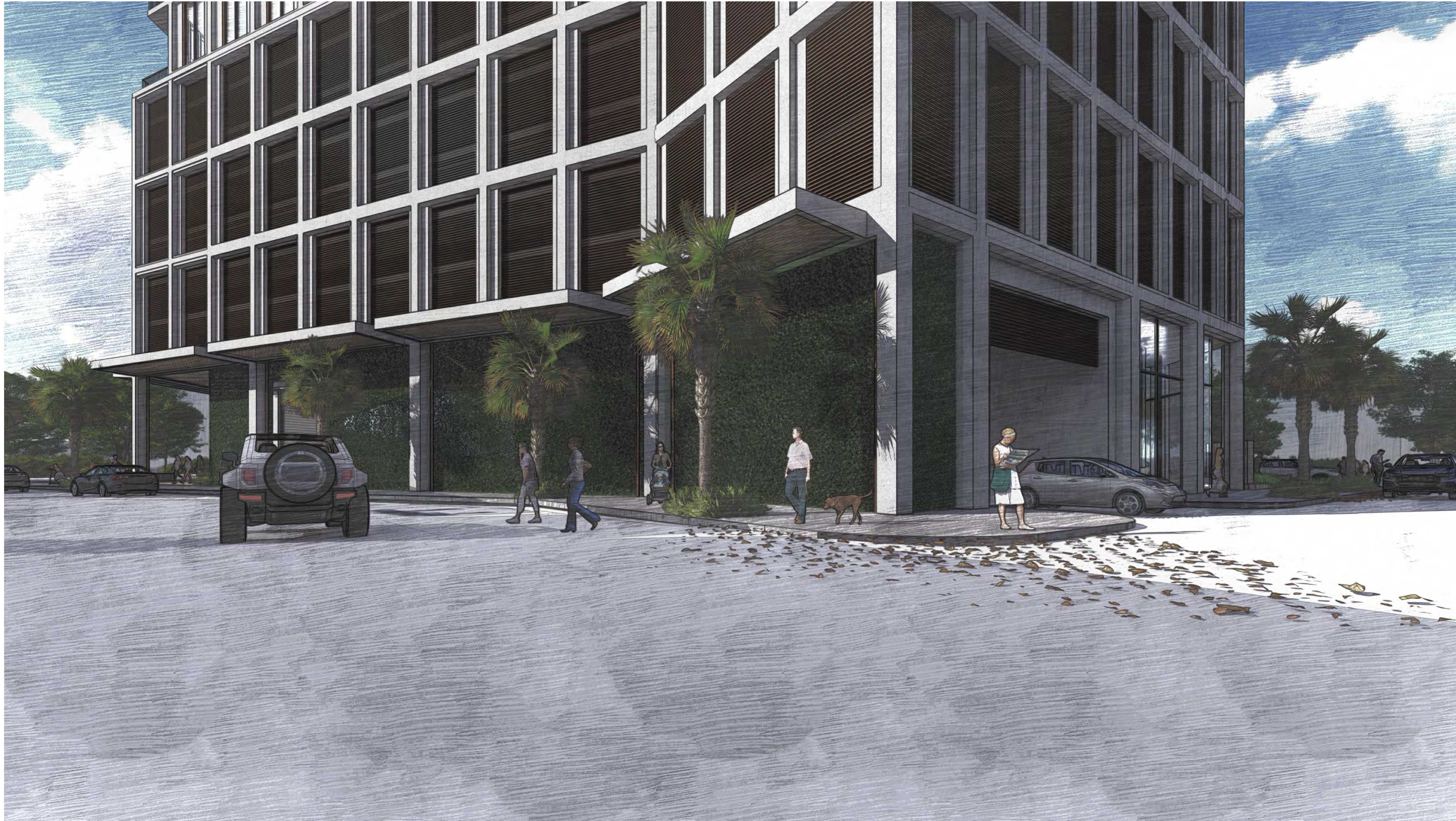
REVISIONS

NO	DATE	REVISION TITLE

KEY PLAN

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SHEET SIZE: ARCH D (24"X36")
DATE: 02/12/23
STARTED BY: ODP
DRAWING TITLE:
**PUBLIC SPACE -
ARLINGTON II**

SHEET NO.
A117 C



NORTHWEST CORNER OF ARLINGTON & 7TH ST

OWNER
GRAVEL ROAD PARTNERS

ARCHITECT
AA 26000996
ODONNELL DANWOLF AND PARTNERS ARCHITECTS INC.
2432 HOLLYWOOD BLVD. HOLLYWOOD, FL 33020
T: 954 518 0833

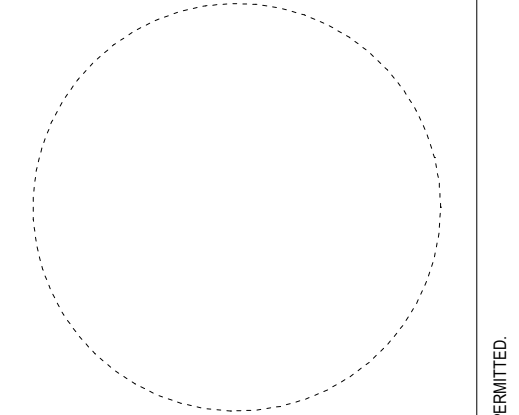
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STRUCTURAL ENGINEER
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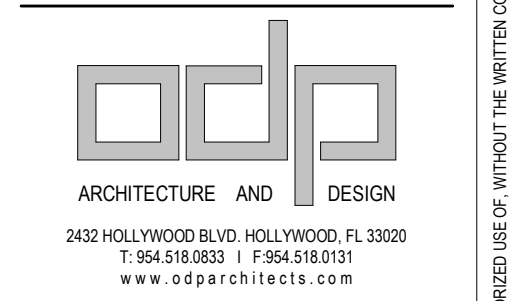
MEP/FP ENGINEER
NAME
ADDRESS
TELEPHONE

LIFE SAFETY CONSULTANT
NAME
ADDRESS
TELEPHONE

CIVIL ENGINEER
NAME
ADDRESS
TELEPHONE



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PROJECT
AUGUSTA BLOCK
699 1ST AVE NORTH

REVISIONS

NO	DATE	REVISION TITLE

KEY PLAN

SCALE:
SHEET SIZE: ARCH D (24"x36")
DATE: 02/23/23
STARTED BY: ODP
DRAWING TITLE:
**PUBLIC SPACE -
ARLINGTON III**

SHEET NO.
A117 D

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LANDSCAPED PUBLIC PLAZA

OWNER
GRAVEL ROAD PARTNERS

ARCHITECT
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ODONNELL DANWOLF AND PARTNERS ARCHITECTS INC.
2432 HOLLYWOOD BLVD. HOLLYWOOD, FL 33020
T: 954 518 0833

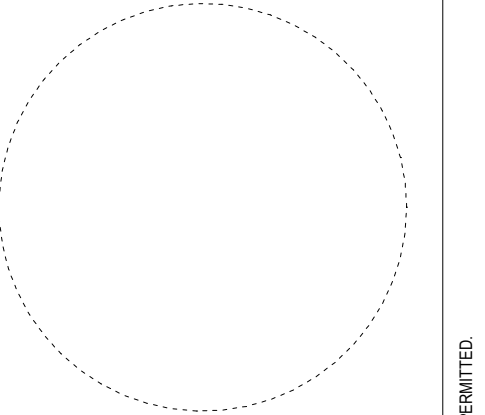
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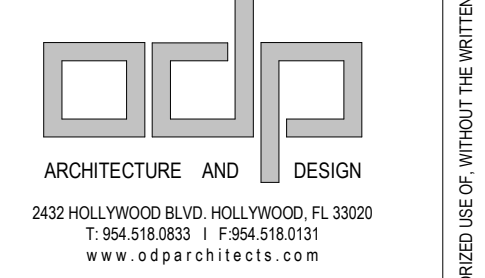
MEP/FP ENGINEER
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LIFE SAFETY CONSULTANT
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CIVIL ENGINEER
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PROJECT
AUGUSTA BLOCK
699 1ST AVE NORTH

REVISIONS

NO	DATE	REVISION TITLE

KEY PLAN

SCALE:
SHEET SIZE: ARCH D (24"x36")
DATE: 11/17/22
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DRAWING TITLE:
RENDER - PLAZA

SHEET NO.
A118

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SOUTHWEST CORNER - SIGNAGE

OWNER
GRAVEL ROAD PARTNERS

ARCHITECT
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T: 954 518 0833

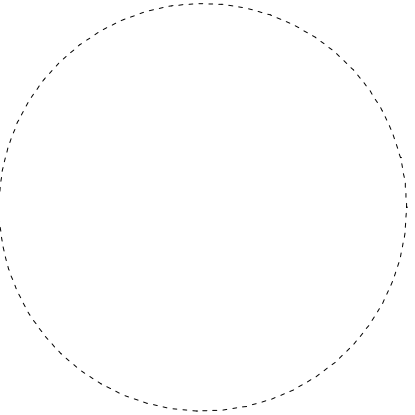
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STRUCTURAL ENGINEER
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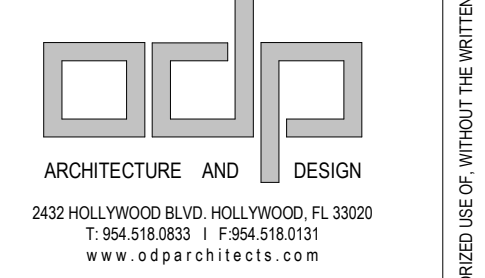
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TELEPHONE

LIFE SAFETY CONSULTANT
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CIVIL ENGINEER
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PROJECT
AUGUSTA BLOCK
699 1ST AVE NORTH

REVISIONS

NO	DATE	REVISION TITLE

KEY PLAN

SCALE:
SHEET SIZE: ARCH D (24"x36")
DATE: 11/17/22
STARTED BY: ODP
DRAWING TITLE:
RENDER - SIGNAGE

SHEET NO.
A119

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OUTDOOR DINING

OWNER
GRAVEL ROAD PARTNERS

ARCHITECT
AA 26000996
ODONNELL DANWOLF AND PARTNERS ARCHITECTS INC.
2432 HOLLYWOOD BLVD. HOLLYWOOD, FL 33020
T: 954 518 0833

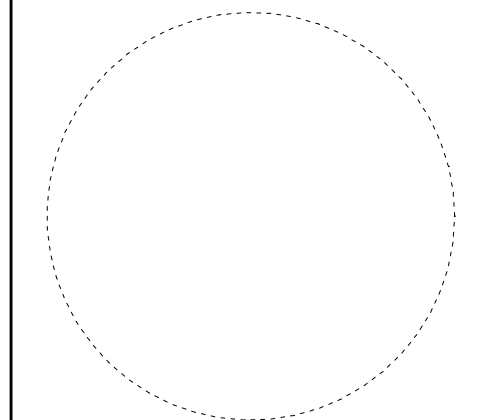
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STRUCTURAL ENGINEER
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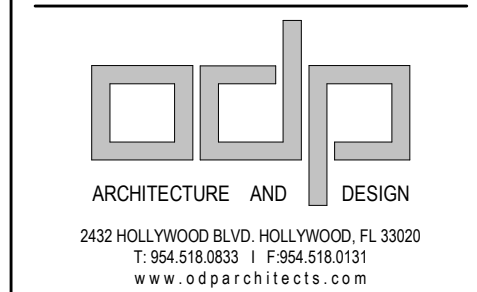
MEP/FP ENGINEER
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ADDRESS
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LIFE SAFETY CONSULTANT
NAME
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CIVIL ENGINEER
NAME
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TELEPHONE



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PROJECT
AUGUSTA BLOCK
699 1ST AVE NORTH

REVISIONS

NO	DATE	REVISION TITLE

KEY PLAN

SCALE:
SHEET SIZE: ARCH D (24"X36")
DATE: 11/17/22
STARTED BY: ODP
DRAWING TITLE:
**RENDER - OUTDOOR
DINING**

SHEET NO.
A120

NARRATIVE IN SUPPORT OF SITE PLAN APPLICATION

SPGRP II, LLC (the “Developer”) is the owner of the property located at 699 1st Ave. N, 685 1st Ave. N., and 694 Arlington Ave. N. (collectively, the “Property”). The Property is zoned DC-1, which permits various residential and commercial uses by right, with an unlimited FAR and no maximum height.

The Property is vacant and was formerly used as office space, surface parking and a triplex. The Developer proposes to redevelop it with a 21-story building containing 200 dwelling units, 10,843 sf of commercial space and a 264-space parking garage (the “Project”).

The Developer is requesting site plan/bonus, streamline approval for the Project. Under the streamline approval process, the Property has a maximum FAR of 7.0 and a maximum height of 375 ft. The Developer proposes a 7.0 FAR (as set forth in the attached FAR calculations) and a maximum height of 235 ft.

The Developer is also proposing to dedicate additional right of way along Arlington Ave. N., 7th St. N. and 1st Ave. N., as shown on the attached plans.

Discussion of Standards of Review for Site Plans

(Sec. 16.70.040.1.4 of the City of St. Petersburg Land Development Code (“Code”))

1. The use is consistent with the Comprehensive Plan;

The Property is designated Central Business District and Intown Activity Center in the City’s Comprehensive Plan. These designations permit the highest intensity development within the City along with a range of various uses, including those proposed for the Project.

2. The property for which a site plan review is requested shall have valid land use and zoning for the proposed use prior to site plan approval;

The Property’s land use (Central Business District and Intown Activity Center) and zoning (DC-1) designations permit the Project.

3. Ingress and egress to the property and proposed structures with particular emphasis on automotive and pedestrian safety, separation of automotive and bicycle traffic and control, provision of services and servicing of utilities and refuse collection, and access in case of fire, catastrophe and emergency. Access management standards on State and county roads shall be based on the latest access management standards of FDOT or the county, respectively;

The Project complies with these items and meets or exceeds all Code requirements. Vehicular and pedestrian access to the Project will be provided on 1st Ave. N., 7th St. N. and Arlington Ave. N. Sufficient loading, utility and emergency access are provided from these access points.

4. *Location and relationship of off-street parking, bicycle parking, and off-street loading facilities to driveways and internal traffic patterns within the proposed development with particular reference to automotive, bicycle, and pedestrian safety, traffic flow and control, access in case of fire or catastrophe, and screening and landscaping;*

The Project complies with these items and meets or exceeds all Code requirements. Off street parking and loading will be provided within the Project's new parking garage, which is accessed on 7th St. N. and Arlington Ave. N. The parking garage will be screened and the Project will be landscaped in accordance with the Code.

5. *Traffic impact report describing how this project will impact the adjacent streets and intersections. A detailed traffic report may be required to determine the project impact on the level of service of adjacent streets and intersections. Transportation system management techniques may be required where necessary to offset the traffic impacts;*

Traffic impact reports are not required in downtown. The entitlements for the Project are already permitted by the Property's land use and zoning designations.

6. *Drainage of the property with particular reference to the effect of provisions for drainage on adjacent and nearby properties and the use of on-site retention systems. The Commission may grant approval of a drainage plan as required City ordinance, county ordinance, or SWFWMD;*

The Project complies with these items and meets or exceeds all Code requirements. The Project includes upgrading the Property's drainage system as required by the Code.

7. *Signs, if any, and proposed exterior lighting with reference to glare, traffic safety and compatibility and harmony with adjacent properties;*

No signage is proposed with this application, but all signage or lighting for the Project will meet or exceed all Code requirements.

8. *Orientation and location of buildings, recreational facilities and open space in relation to the physical characteristics of the site, the character of the neighborhood and the appearance and harmony of the building with adjacent development and surrounding landscape;*

The Project complies with these items and meets or exceeds all Code requirements. The building is oriented towards 1st Ave. N., which is the primary frontage for the Project. Onsite open space will be located adjacent to 1st Ave. N., 7th St. N. and Arlington Ave. N.

The Project meets or exceeds all required setbacks and is consistent with the appearance, harmony and character of other buildings in downtown and the

surrounding high-intensity mixed use neighborhood, which is approved for and contains similar mid to high rise type buildings.

While the Project is primarily located on 1st Ave. N., and is separated from Mirror Lake Park by other properties and buildings, the Project has been designed to be sensitive to the surrounding neighborhood. A detailed discussion of this is provided below in item 14.

9. *Compatibility of the use with the existing natural environment of the site, historic and archaeological sites, and with properties in the neighborhood as outlined in the City's Comprehensive Plan;*

There are no known environmental, historic or archaeological sites on the Property. A discussion of the Project's sensitivity to a nearby potentially eligible historic landmark is provided below in item 14. The Project is compatible with the surrounding high-intensity mixed use neighborhood, which is approved for and contains similar mid to high rise type buildings.

10. *Substantial detrimental effects of the use, including evaluating the impacts of a concentration of similar or the same uses and structures, on property values in the neighborhood;*

The Project is not expected to cause any detrimental effects on property values in the neighborhood. The surrounding neighborhood consists of similar high-intensity mixed-uses and the Project will likely enhance property values in this area.

11. *Sufficiency of setbacks, screens, buffers and general amenities to preserve internal and external harmony and compatibility with uses inside and outside the proposed development and to control adverse effects of noise, lights, dust, fumes and other nuisances;*

The Project complies with these items and meets or exceeds all Code requirements. The Project meets or exceeds all required setbacks and the parking garage will be screened from surrounding properties. The Project provides amenities which are comparable to other buildings of its type in the City. No adverse effects of noise, lights, dust, fumes and other nuisances are expected given the compatibility of the Project with the surrounding high-intensity, downtown mixed-use neighborhood.

12. *Land area is sufficient, appropriate and adequate for the use and reasonably anticipated operations and expansion thereof;*

The Property is of sufficient size for the development proposed and is appropriate and adequate for the use and reasonably anticipated operations and expansion thereof.

13. *Landscaping and preservation of natural manmade features of the site including trees, wetlands, and other vegetation;*

The Project complies with these items and meets or exceeds all Code requirements. No wetlands or other protected vegetation are known to exist on the Property. Removal of any protected trees shall be in accordance with the Code.

14. Sensitivity of the development to on-site and or adjacent (within 200 feet) historic or archaeological resources related to scale, mass, building materials, and other impacts;

The Project complies with these items and meets or exceeds all Code requirements.

No archaeological resources are known to exist on or within 200 ft of the Property. No local or national landmarks are located on or within 200 ft of the Property.

One potentially eligible local landmark, Unitarian Universalist Church, located at 100 Mirror Lake Dr. N., is within 200 ft of the Property. This potentially eligible property is located north of the Property, across Arlington Ave. N. The church faces Mirror Lake Dr. N., with the Property being adjacent to the side and rear of the sanctuary and its non-historic office addition.

The Property and those surrounding it are located within the Downtown St. Petersburg National Register Historic District. National register designations do not impose any restrictions on the use of property. The City has previously declined to designate the area as a local historic district, including as recently as 2021.

Two structures on the Property, the former office buildings, were designated as contributing to the national district when it was originally created; however, these structures have been extensively altered over the years and contain no historically important elements—see attached photographs. The Developer believes that these structures do not qualify for designation as a local or national landmark, and thus are not historic resources requiring protection.

The Project has been thoughtfully designed to be sensitive to both the potentially eligible church and the surrounding neighborhood. A large open space has been deliberately located at the northeast corner of the Property, which is directly across Arlington Ave. N. from the church and at the closest point towards Mirror Lake Park. As depicted on the attached map, the resulting setback provides an even further separation between the Project and the church than the existing approximately 30 ft which is provided by Arlington Ave. N., and significantly exceeds what is required by Code.

In addition to the open space, an extensive covered plaza is being provided on the north and east sides of the building. With the building having a double height (20 ft+) ground floor, this additional open space provides a unique feature that will significantly reduce the mass of the building at ground level. The plaza runs from Arlington Ave. N. all the way to 1st Ave. N., providing a complete midblock pedestrian connection between these

roadways. A mural or other public art is contemplated on the northeast corner of the building facing Arlington Ave. N.

The attention to detail and design elements at the ground level including the 10,000 sf of commercial uses, covered plaza, open space and transparent storefronts, will activate the pedestrian level and reduce the perception of height.

The proposed setbacks and separation distinguish the Project from the potentially eligible historic resource and allow for ample visibility to it. No elements of the church will be obstructed by the Project as the Project is adjacent to the side and rear of the sanctuary and its non-historic office addition.

The Developer also notes that multiple mid to high rise buildings already exist in the vicinity of the church. The Mirror, located at 132 Mirror Lake Dr. N., is six stories (71 ft) high and was built in 2020 directly adjacent to the church with no apparent setbacks. Several high-rise projects have been approved in the Mirror Lake vicinity, including 777 3rd Ave. N., which is adjacent to the potentially eligible Lyceum and Tomlinson Adult Education Center, and 233 & 249 5th St. N. / 430 & 442 3rd Ave. N., which is adjacent to multiple landmarks and potentially eligible landmarks. Like these last two projects, the Project is not located on Mirror Lake Dr. N., and is separated from Mirror Lake Park by approximately 175 ft of other properties, buildings and roadways.

Based on the foregoing, the Developer believes it has shown ample sensitivity to historic and archaeological resources.

15. Availability of hurricane evacuation facilities for developments located in the hurricane vulnerability zones;

The Property is not located within a hurricane vulnerability zone.

16. Meets adopted levels of service and the requirements for a certificate of concurrency by complying with the adopted levels of service for:

- a. Water.*
- b. Sewer.*
- c. Sanitation.*
- d. Parks and recreation.*
- e. Drainage.*

The Project will meet all adopted levels of service.

Discussion of Standards of Review for Planning and Zoning Decisions, Generally

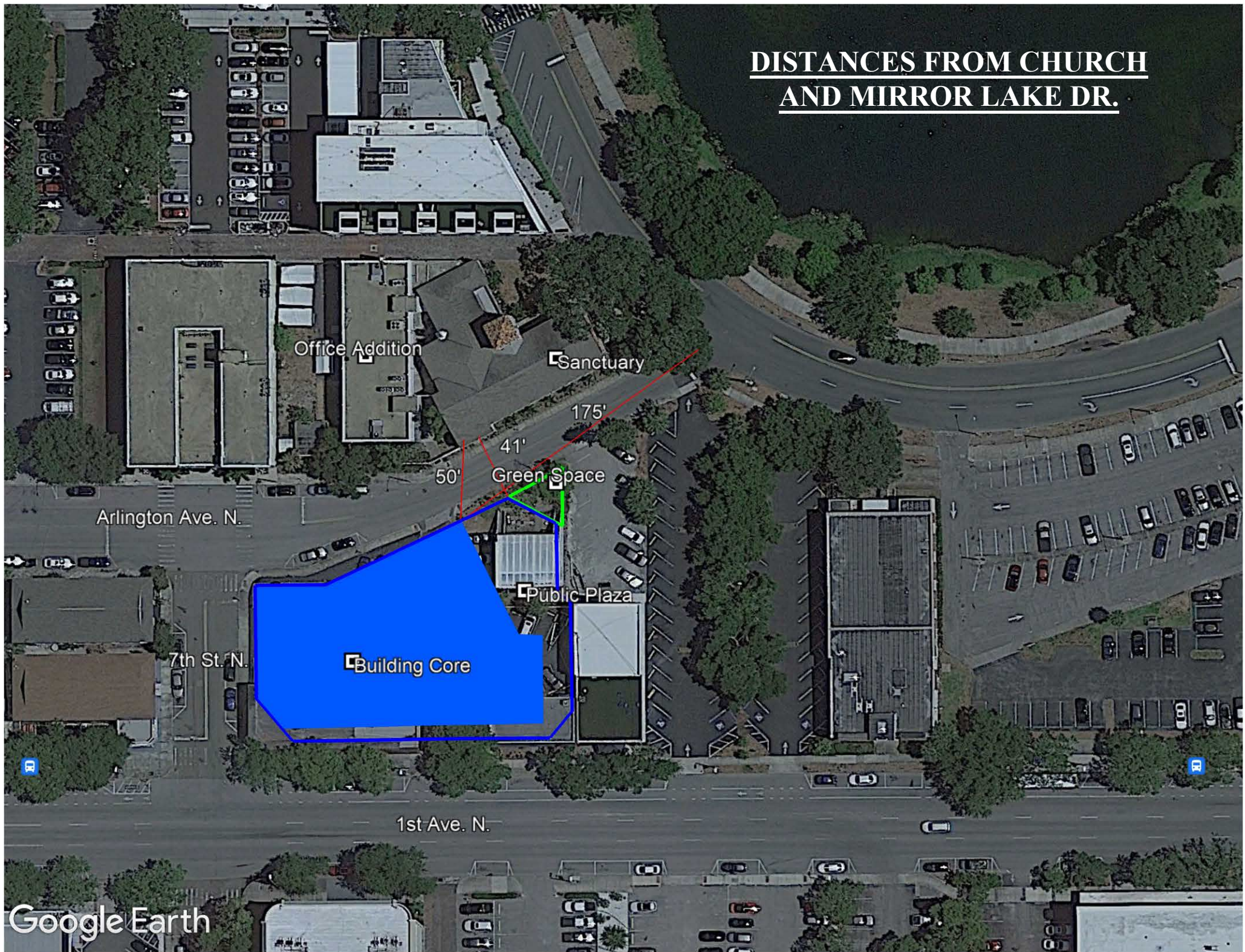
(Sec. 16.70.040.1.E of Code)

- E. Standards for review. In reviewing the application for a planning and zoning decision in addition to the standards of review applicable to the decision, the POD, commission or*

the City Council shall consider whether the proposed amendment is consistent with and furthers the purpose of the Land Development Regulations and other City ordinances and actions designed to implement the plan.

The application is consistent with and furthers the purpose of the Code and other City ordinances and actions designed to implement the Comprehensive Plan, specifically with regard to the promotion of redevelopment, the elimination of surface parking and the promotion and expansion of downtown.

DISTANCES FROM CHURCH
AND MIRROR LAKE DR.



Arlington Ave. N.

Office Addition

Sanctuary

175'

Green Space

Public Plaza

Building Core

41'

50'

7th St. N.

1st Ave. N.

PHOTOS OF EXISTING OFFICE BUILDINGS



699 1st Ave. N.- no historic features. Windows, doors and awning all appear to be non-historic later additions.



685 1st Ave. N.- no historic features. Windows, doors, awning, brickwork and lighting all appear to be non-historic later additions.

MEMORANDUM

CITY OF ST. PETERSBURG ENGINEERING & CAPITAL IMPROVEMENTS DEPARTMENT

TO: Corey Malyszka, Zoning Official
FROM: Kyle Hurin, Engineering Civil Permit Examiner
DATE: April 18, 2023
FILE: 22-31000024

LOCATION: 685 & 699 1st Ave. N. and 694 Arlington Ave. N.
AND PIN: 19-31-17-34218-000-0230 / 19-31-17-99180-000-0152 and
19-31-17-99180-000-0150

ATLAS: F-2
PROJECT: Site Plan

The Engineering and Capital Improvements Department (ECID) has no objection to the proposed site plan provided the following special conditions and standard comments are added as conditions of approval.

SPECIAL CONDITIONS OF APPROVAL:

1. All brick, granite curbing and/or hexagon block pavers which exist within the vacated alley shall remain the property of the City of St. Petersburg and shall be removed by the applicant and returned to the City as part of the redevelopment of this site. Granite curb, brick and hexagon block removed shall be neatly stacked, palletized by the developer / contractor, and delivered to the City at the Contractor's cost. Contact the City Stormwater, Pavement, and Traffic Operations department at 727-893-7421 to coordinate delivery.
2. Approaches to the vacated alley shall be removed upon redevelopment of the site and road curb restored to an appropriate raised curb to match existing adjacent conditions. The applicant's Engineer shall assure that removal of the alley does not impact any historical drainage flow of adjacent public roadways.
 - a. City records indicate a stormwater grate inlet at the south end of the proposed alley vacation which is connected to a north-south 12-inch RCP crossing 1st Avenue North and terminating at another grate inlet on the south side of 1st Avenue North. During the site plan design process, the applicant's engineer shall further investigate the functioning of this drainage system to assure that historical drainage flow is not impacted with the site redevelopment. Any necessary modifications to the public stormwater system to maintain historical flow shall be

by and at the sole expense of the developer.

3. The alley vacation will trigger a replat. The applicant is advised the following ECID special conditions will be applicable to the replat.
 - a. 10-feet of right of way shall be dedicated along the southern boundary of lots 14 and 15 for 1st Avenue North.
 - b. Additional right of way shall be dedicated along Arlington Avenue North as necessary to provide adequate space for the required 10-foot wide public sidewalk. Modifications to the final plan will be required during site plan review for construction permits to assure that the 10-foot wide sidewalk can be accommodated entirely within the right of way at the northwest corner of the site, at the intersection of 7th Street & Arlington. The current restrictions at this location could be accommodated with modifications to the road curb to include curb line bump out to provide adequate space for the 10-foot public sidewalk and to shift the 7th Street cross walk and northbound stop bar to the north of the proposed driveway approach.
 - c. The east-west 6" sanitary sewer main east of public manhole F002-M105 is not available for connection and must be properly abandoned per current City standards as part of the redevelopment of the site.
 - d. A sanitary sewer main extension is required to provide service to the redevelopment. The applicant's Engineer must provide signed and sealed plan and profile for the main extension for City ECID review and approval. All required improvements shall be installed in accordance with the standards, specifications, and policies adopted by the City. Design and construction shall be by and at the sole expense of the applicant/developer. An FDEP Wastewater Collection system permit will be required.
 - e. The applicant shall provide CCTV of the 24" storm sewer located in the southern boundary of Arlington Avenue North for City review prior to ECID approval of construction permits. Any need for repair or lining prior to permit issuance would be a City expense as it is the ROW and would have predated the work on the site. However, due to proximity of the asset to the proposed construction, the assets need to be protected during construction, and a post construction CCTV (prior to final ROW completion) would be required to verify no damage. If damage is discovered, the permittee will be required to repair or replace.
4. The driveway on 7th Street North must terminate before the stop bar.
5. Any proposed incidental architectural encroachments into the public right of way shall meet the requirements of City Code Chapter 25, Article VII. Any building projections or balconies which extend over the public right of way must meet the specific requirements of City Code 25-275; any building foundation encroachments into the public right of way shall meet the specific requirements of City Code 25-274.

STANDARD COMMENTS:

Please assure that the developer's design professional(s) coordinate with Duke Energy regarding any landscaping proposed under Duke's overhead transmission or distribution systems or necessary Duke pole relocations or installations prior to proceeding with further development of this site plan to assure that the design has provided adequate space for any Duke Energy equipment which may be required to be placed within the private property boundary to accommodate the building power needs. Early coordination is necessary to avoid additional expense and project delays which may occur if plans must be changed later in the building/site design stage as necessary to accommodate power systems on and off site. Please initiate contact via email to newconstruction@duke-energy.com.

*Needs for on-street decorative lighting or additional street lighting must be coordinated through Michael.Kirn@stpete.org, the City's liaison with Duke Energy. All lighting shall be installed at the developer's expense.

With the submittal of site civil plans for construction permit review, include a right of way signage plan to show existing and proposed signage and any other existing and/or necessary traffic control features. Also show & dimension existing and proposed on-street pavement markings such as parking lanes, crosswalks, bicycle lanes, travel lane striping, PSTA bus lane striping and pavement markings, and any specialty pavement surfaces or markings in the right of way or within the roadway (decorative crosswalks, colored concrete, hex block or other pavers, colored asphalt, painted curb line bump outs, etc.) which may be present in the vicinity of the site. Upon redevelopment the developer shall assure that all striping and signage is replaced as necessary to meet all applicable current City, MUTCD, & FDOT regulations. On-street parking shall be provided to meet the dimensional requirements of City Code 16.40.090.3.4.

A work permit issued by the City Engineering & Capital Improvements Department must be obtained prior to the commencement of construction within City controlled right-of-way or public easement. All work within right of way or public utility easement shall be in compliance with current City Engineering Standards and Specifications and shall be installed at the applicant's expense in accordance with the standards, specifications, and policies adopted by the City.

Engineering Standard Details are available at the City's Website at the following link: https://www.stpete.org/business/building_permitting/forms_applications.php

City infrastructure maps are available via email request to ECID@stpete.org. All City infrastructure adjacent to and within the site must be shown on the development project's construction plans.

Proposed connections to public infrastructure including potable water and reclaimed water receive prior approval from the City's Water Resources department. Coordinate a review with the City's Water Resources department Technical Services Division via email to WRDUtilityreview@stpete.org, or phone 727-892-5334 for additional information.

Water service is available to the site. The applicant's Engineer shall coordinate potable water and /or fire service requirements through the City's Water Resources department. Recent fire

flow test data shall be utilized by the site Engineer of Record for design of fire protection system(s) for this development. Any necessary system upgrades or extensions shall be performed at the expense of the developer.

Water and fire services and/or necessary backflow prevention devices shall be installed below ground in vaults per City Ordinance 1009-g (unless determined to be a high hazard application by the City's Water Resources department or a variance is granted by the City Water Resources department). Note that the City's Water Resources Department will require an exclusive easement for any meter or backflow device placed within private property boundaries. City forces shall install all public water service meters, backflow prevention devices, and/or fire services at the expense of the developer. Coordinate a review with the City's Water Resources department Technical Services Division via email to WRDUtilityreview@stpete.org, or phone 727-892-5334 for additional information.

All portions of a private fire suppression system shall remain within the private property boundaries and shall not be located within the public right of way (i.e. post indicator valves, fire department connections, etc.).

Wastewater reclamation plant and pipe system capacity will be verified prior to development permit issuance. Any necessary sanitary sewer pipe system upgrades or extensions (resulting from proposed new service or significant increase in projected flow) as required to provide connection to a public main of adequate capacity and condition, shall be performed by and at the sole expense of the applicant. Proposed design flows (ADF) must be provided by the Engineer of Record on the wastewater Concurrency Form (ECID Form Permit 005), available upon request from the City Engineering department, phone 727-893-7238. If an increase in flow of over 3000 gpd is proposed, the ADF information will be forwarded for a system analysis of public main sizes 10 inches and larger proposed to be used for connection. The project engineer of record must provide and include with the project plan submittal 1) a completed wastewater Concurrency Form, and 2) a capacity analysis of public mains less than 10 inches in size which are proposed to be used for connection. If the condition or capacity of the existing public main is found insufficient, the main must be upgraded to the nearest downstream manhole of adequate capacity and condition, by and at the sole expense of the developer. The extent or need for system improvements cannot be determined until proposed design flows and sanitary sewer connection plan are provided to the City for system analysis of main sizes 10" and larger. Connection charges are applicable and any necessary system upgrades or extensions shall meet current City Engineering Standards and Specifications and shall be performed by and at the sole expense of the developer.

Prior to approval of a plan, the owner's engineer of record shall verify that existing public infrastructure has sufficient capacity or will have sufficient capacity prior to issuance of a certificate of occupancy, to convey the drainage flow after considering the current and proposed infrastructure demand.

Plan and profile showing all paving, drainage, sanitary sewers, and water mains (seawalls if applicable) to be provided to the Engineering Department for review and coordination by the applicant's engineer for all construction proposed or contemplated within dedicated right of way or easement.

City approval of a Construction Access Plan (CAP) is a conceptual approval. Final approval of a Temporary Traffic Control plan, phased implementation schedule, public sidewalk closures/detours, bicycle lane detours, vehicular or parking lane closures, etc. requires detailed review & approval by City ECID at the time of construction. TTC plans must be coordinated through jonathan.westmaas@stpete.org. Approval of a CAP plan does not assure approval and ECID permitting of a final Temporary Traffic Control plan & implementation schedule.

The site-specific Temporary Traffic Control (TTC) plan in compliance with FDOT "Uniform Traffic Control Devices for Streets and Highways" and "Roadways and Traffic Design Standards" for submittal to City ECID for approval prior to initiating construction. All Traffic Control Plans shall meet the requirements of the FDOT Standard Plans Index 102-600 – 102-655 and be prepared by or certified by an individual that possesses a current Advanced MOT Course certification. The site specific TTC plan shall provide for pedestrian and vehicular safety during the construction process and shall minimize the use of the public right of way for construction purposes. Roadway travel lane closures are discouraged and will be approved at the discretion of the City's Engineering director pending receipt of adequate justification. Impacts to the Pinellas Trail and bicycle lanes are discouraged and will require approval of a detour plan by City Transportation and City ECID. The TTC plan shall be prepared in compliance with City Engineering's "Temporary Traffic Control Plan Requirements", available upon request from the City Engineering & Capital Improvements department. Proposed use of on-street public parking spaces for construction purposes must receive prior approval from the City's Transportation and Parking Management division. Refer to the City's "Parking Meter Removal & Space Rental Policy During Construction" procedure, available upon request from the City Transportation and Parking Management department.

Redevelopment within this site shall be coordinated as may be necessary to facilitate any City Capital Improvement projects in the vicinity of the site.

Development plans shall include a grading plan to be submitted to the CSP Engineering reviewer including street crown elevations. Lots shall be graded in such a manner that all surface drainage shall be in compliance with the City's stormwater management requirements. A grading plan showing the building site and proposed surface drainage shall be submitted to the engineering director.

Per land development code 16.40.050, habitable floor elevations for commercial projects must be set per FEMA and building code requirements as administered by the building official. Per land development code 16.40.140.4.6 the construction site upon the lot shall be a minimum of one foot above the average grade crown of the road, which crown elevation shall be as set by the engineering director. Adequate swales shall be provided on the lot in any case where filling obstructs the natural ground flow. In no case shall the elevation of the portion of the site where the building is located be less than an elevation of 103 feet according to City datum. *It is noted that meeting required building floor elevations often necessitates elevating existing public sidewalks. Please note that transitions to adjacent public sidewalks shall be smooth, consistent, and ADA compliant with maximum cross slope of 2% and maximum longitudinal slope of 5%. Ramps may only be used at driveways and intersections, not mid-block in the main sidewalk path.

Development plans shall include a copy of a Southwest Florida Water Management District

Management of Surface Water Permit or Letter of Exemption or evidence of Engineer's Self Certification to FDEP.

It is the developer's responsibility to file a CGP Notice of Intent (NOI) (DEP form 62- 21.300(4)(b)) to the NPDES Stormwater Notices Center to obtain permit coverage if applicable.

Submit a completed Stormwater Management Utility Data Form to the City Engineering Department.

Public sidewalks are required by City of St. Petersburg Municipal Code Section 16.40.140.4.2 unless specifically limited by the DRC approval conditions. Within the DC zoning district, a 10-foot wide public sidewalk is required along all right of way frontages. Landscape features and street furniture may encroach up to two feet for no more than 50% of the linear frontage of a parcel. The streetscape design shall include an ADA compliant public sidewalk to the road curb to provide access to all public parking spaces within the public right of way.

Existing sidewalks and new sidewalks will require curb cut ramps for physically handicapped and truncated dome tactile surfaces (of contrasting color to the adjacent sidewalk, colonial red color preferred) at all corners or intersections with roadways that are not at sidewalk grade and at each side of proposed and existing driveways per current City and ADA requirements. Concrete sidewalks must be continuous through all driveway approaches. All existing public sidewalks must be restored or reconstructed as necessary to be brought up to good and safe ADA compliant condition prior to Certificate of Occupancy.

The applicant will be required to submit to the Engineering Department copies of all permits from other regulatory agencies including but not limited to FDOT, FDEP, SWFWMD and Pinellas County, as required for this project. Plans specifications are subject to approval by the Florida state board of Health.

KJH/meh

ec: Sean McWhite – WRD
Kayla Eger – Development Review Services



CITY OF ST. PETERSBURG

Transportation and Parking Management Department

MEMORANDUM

TO: Corey Malyszka, Zoning Official

FROM: Tom Whalen, AICP, Transportation Planning Coordinator, Transportation and Parking Management Department

DATE: April 19, 2023

SUBJECT: Approval of a site plan to construct a 21-story building with 200-dwelling units, 10,843 sq. ft. of commercial space and a 264-space parking garage. The applicant is requesting floor area ratio bonuses.

CASE: 23-32000004

The Transportation and Parking Management ("Transportation") Department has reviewed the site plan application for the proposed multifamily residential and commercial development at 685 and 699 1st Avenue North. The Transportation Department has comments on the site plan and has provided a trip generation analysis and parking demand analysis.

Site Plan Review

Short-term and long-term bicycle parking cannot be combined as they each have separate and distinct code requirements. Per Section 16.40.090.4.2.A of the City Code, for a building with more than one main entrance, short-term bicycle parking shall be distributed along all façades with a main entrance and shall be within 50 feet of at least one main entrance on each façade as measured along the most direct pedestrian access route. Short-term bicycle parking shall be provided along 1st Avenue North and shall meet the additional standards outlined in Section 16.40.090.4.2.C. Per Section 16.40.090.4.2.B.6, long-term bicycle parking shall be secured in a locked room, with a locked gate, or in an indoor area monitored by a security camera.

Per Section 16.40.140.4.2.A of the City Code, 10-foot wide sidewalks are required along 1st Avenue North, 7th Street, and Arlington Avenue North. The street ramps and crossings at the corner of 7th Street and Arlington Avenue North are not ADA compliant. The applicant shall coordinate with the Engineering Department on the provision of ADA ramps for the crossing at 7th Street.

The site plan does not indicate where on-street parking will be located. The applicant shall show on-street parking on the site plan and maximize the number provided. At least one ADA-accessible space shall be provided on 1st Avenue North.

Transportation Analysis

While the City no longer has a level of service (LOS) standard for roadway operating conditions, the Comprehensive Plan (T3.2) requires the City to utilize the Forward Pinellas Annual LOS Report to monitor roadway LOS for major streets. Roadway LOS is divided into six letter grades, "A" through "F," with "A" representing free flow conditions and "F" representing heavy traffic congestion during the peak hour of traffic. According to the Forward Pinellas' 2022 Annual Level of Service Report, the Average Annual Daily Traffic volume on 1st Avenue North from 3rd Street to 20th Street is 11,500. Forward Pinellas analyzed this road segment as a three-lane, one-way facility. Since one of the three lanes has been converted to a bus and turn (BAT) lane, staff analyzed this segment as a two-lane, one-way facility. This approach provides a conservative analysis since the BAT lane still serves motorists that make left turns, just as a through lane would. The peak hour physical capacity of 1st Avenue North as a two-lane, one-way facility is 1,836, which significantly exceeds the peak hour volume of 1,092 trips.

The proposed development is not expected to degrade existing levels of service for motorists in the a.m. and p.m. peak hours on 1st Avenue North. The Transportation Department utilized trip generation data in the Institute of Transportation Engineer's (ITE') "Trip Generation Manual" (11th Edition) to estimate the traffic impact for the proposed 200 multifamily units. Staff utilized ITE land use data for high-rise multifamily housing (ITE Land Use Code 222) in a dense multi-use urban setting. During the a.m. peak hour (7 to 9 a.m.), the dwelling units are projected to generate 48 trips (12 entering, 36 exiting). The 36 trips leaving the site are approximately one trip every two minutes. Outbound motorists could turn right onto 7th Street to travel east or west on Arlington Avenue North or turn left onto 7th Street to travel west on 1st Avenue North or south towards Central Avenue. The multiple travel options mean that the northbound and southbound lanes on 7th Street will likely carry less than one vehicle every two minutes, based on the ITE data. Since there is no signal at Arlington Avenue, the delay in turning left or right onto Arlington Avenue, the closest intersection to the garage access, should be minimal.

During the p.m. peak hour (4 to 6 p.m.), the dwelling units are projected to generate 40 trips (29 entering, 11 exiting). The 29 trips entering the site are approximately one trip every two minutes. Inbound motorists could enter the parking garage from the southbound lane on 7th Street or the northbound lane on 7th Street. The multiple travel options mean that the northbound and southbound lanes on 7th Street will likely carry less than one vehicle every two minutes, based on the ITE data. Short backups on southbound 7th Street near the intersection at Arlington Avenue North may occur based on the projected traffic. The parking garage's ingress shall be designed per Section 16.40.090.3.5 of the City Code so that the stacking of vehicles occurs inside the parking garage.

The Transportation Department utilized parking generation data in the ITE' "Parking Generation Manual" (5th Edition) to estimate the peak parking demand for the proposed 200 multifamily units. Staff utilized ITE land use data for high-rise multifamily housing in a city center core setting. There are only two studies for a dense multi-use urban area. The center city core data is appropriate since the site is essentially in the downtown core. The peak parking demand on a weekday is projected to be 91 vehicles. Please let me know if you have any questions about the Transportation Department's review of the case.

MEMORANDUM
CITY OF ST. PETERSBURG
Water Resources Department

TO: Corey Malyszka, Zoning Official

FROM: Rebecca Lachance, Designer I, Water Resources

DATE: April 24, 2023

SUBJECT: Approval of a site plan to construct a 21-story building with 200-dwelling units, 10,843 sq. ft. of commercial space and a 264-space parking garage. The applicant is requesting floor area ratio bonuses.

PLAT: F-2

CASE: 23-31000024

LOCATION: 685 1st Ave. N.; 19-31-17-99180-000-0152, 699 1st Ave. N.; 19-31-17-34218-000-0230, 694 Arlington Ave. N.; 19-31-17-99180-000-0150

REMARKS: Water Resources has no objection to the above referenced subject as long as the conditions set for the vacation of the alley from previous zoning case 22-33000024 are met as listed below:

- The 3 lots must be replated as one lot.
- New terminating manhole to be installed on east side of property.
- Existing sanitary sewer main is six (6) inches in diameter and per city policy an

Project file

MEMORANDUM
CITY OF ST. PETERSBURG
Water Resources Department

eight (8) inch lateral is required for all other properties that are not a single residential property. This will require a sanitary sewer main extension at the sole expense of the developer.

Project file



To: Corey Malyszka, Zoning Official, Development Review Services Division

From: Derek S. Kilborn, Manager, Urban Planning and Historic Preservation Division

Date: April 26, 2023

Subject: Application Case No. 22-31000024
Project Name: "Mirror Lake"
Owner and Applicant: SPGRP II, LLC
Agent: R. Donald Mastry, Trenam Law
Architect: Gadiel Marquez, ODP Architects
Address: 685 and 695 1st Ave. No. and 699 Arlington Ave. No., St. Petersburg, Florida 33701

INTRODUCTION

Pursuant to City Code Section 16.70.040.1.4.D, a Site Plan Review ("SPR") decision shall be guided by more than 16 factors, described alternatively as criterion. Criterion No. 14 states:

"Sensitivity of the development to on-site and adjacent (within 200 feet) historic or archaeological resources related to scale, mass, building materials, and other impacts."

Summary Statement

This proposal is technically *not consistent* with Criterion No. 14 because it will result in *demolition* of two (2) contributing resources to the Downtown St. Petersburg National Register District; however, City staff reviewed the subject buildings proposed for demolition and agree with the applicant's narrative. The subject buildings have been significantly altered and no longer retain their historic integrity.

The DRC must consider whether this proposal has otherwise demonstrated design sensitivity toward adjacent historic resources and weigh these determinations against the balance of criteria necessary for the granting of a Site Plan Review ("SPR") approval under City Code Section 16.70.040.1.4.D.

PROPERTY DESCRIPTIONS

The City of St. Petersburg values historic preservation through the Historic Preservation Element of the St. Petersburg Comprehensive Plan and the St. Petersburg City Code, Chapter 16, Section 16.30.070 titled, "Historic and Archaeological Preservation Overlay."

Historic preservation is recognized through listing in the National Register of Historic Places ("NRHP") and local landmark designation and listing in the St. Petersburg Register of Historic Places ("SPHP"). In addition to listing in the National and St. Petersburg Register of Historic Places, select historic properties

may also be listed as potentially eligible for local landmark designation (“PEL”) meaning the property has been identified as potentially eligible for local landmark designation but has not been formally processed and approved for listing in the St. Petersburg Register of Historic Places.

Subject Property Information and Surrounding Streetscapes

Address	Parcel ID	Current Use
685 1 st Avenue North	19-31-17-79918-000-0152	Commercial use
699 1 st Avenue North	19-31-17-34218-000-0230	Commercial use
694 Arlington Avenue North	19-31-17-99180-000-0150	Multi-family residential use

Figure 1. Plat map of the subject property highlighted in [red]

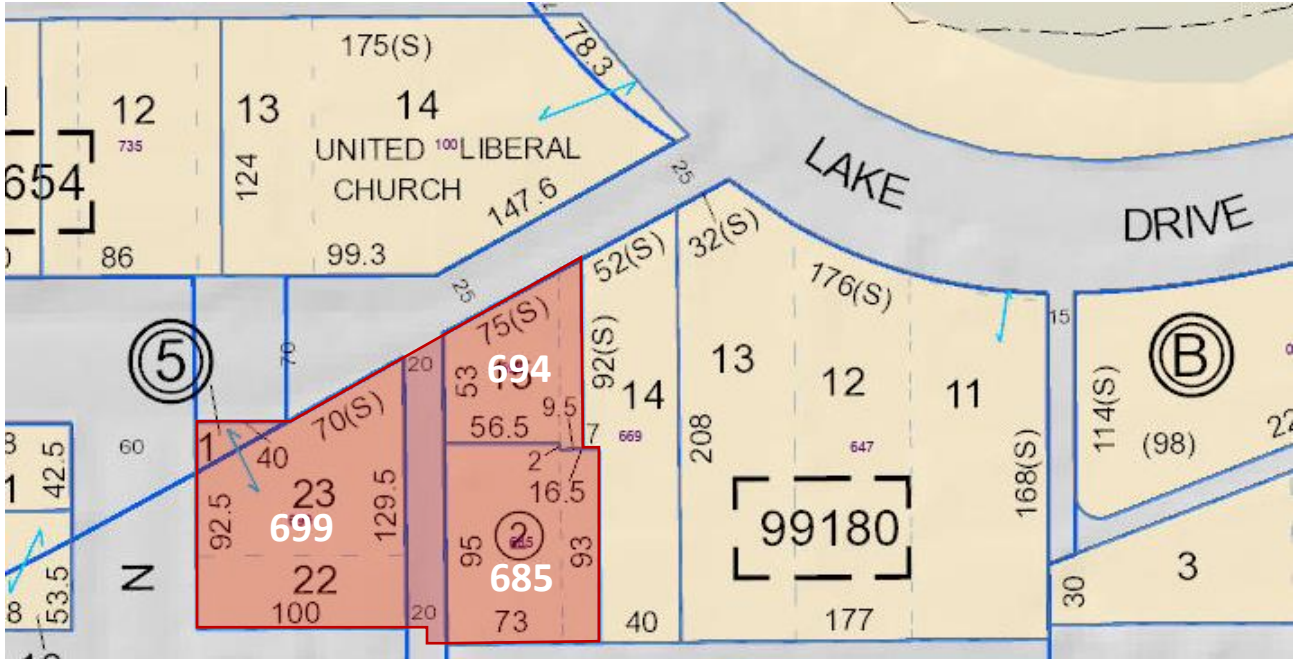


Figure 2. Aerial photograph of the subject property highlighted in [red]

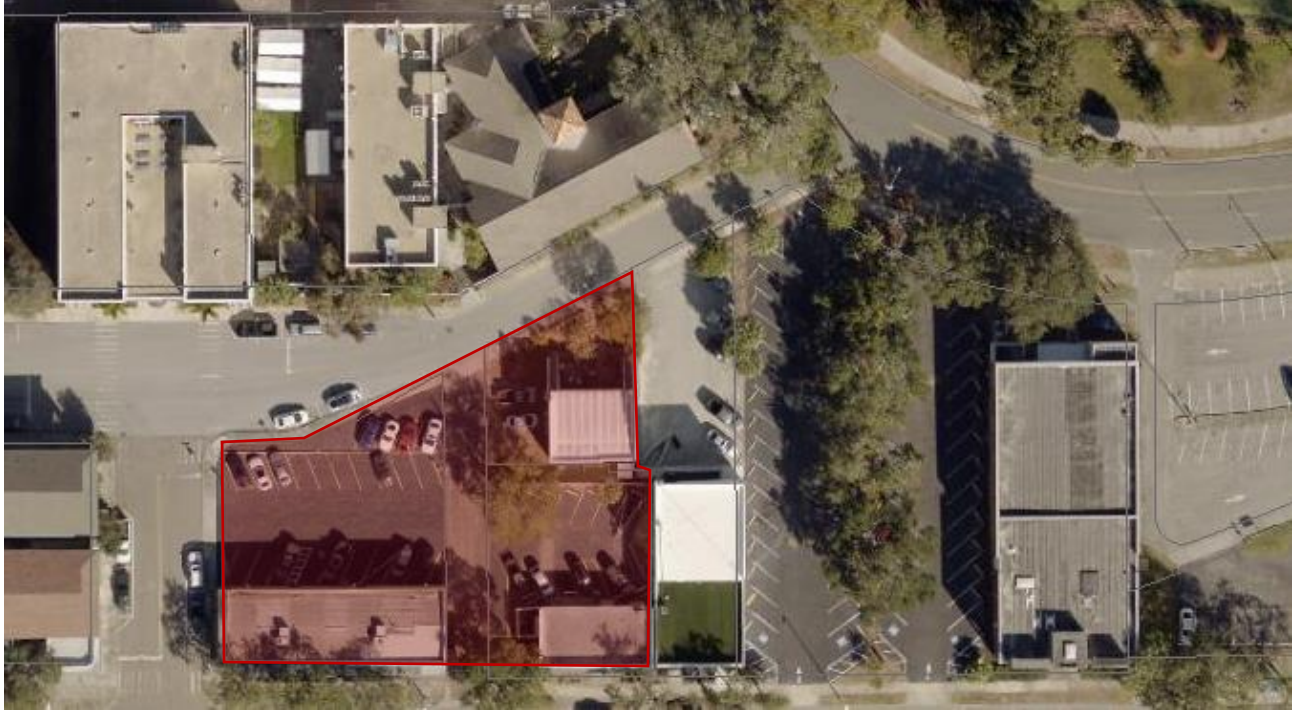


Figure 3. Looking north at 699 1st Avenue North, building proposed for demolition



Figure 4. Looking north at 685 1st Avenue North, building proposed for demolition



Figure 5. Looking south along 7th Street North, subject property on left side



Figure 6. Looking north along 7th Street North, subject property on right side

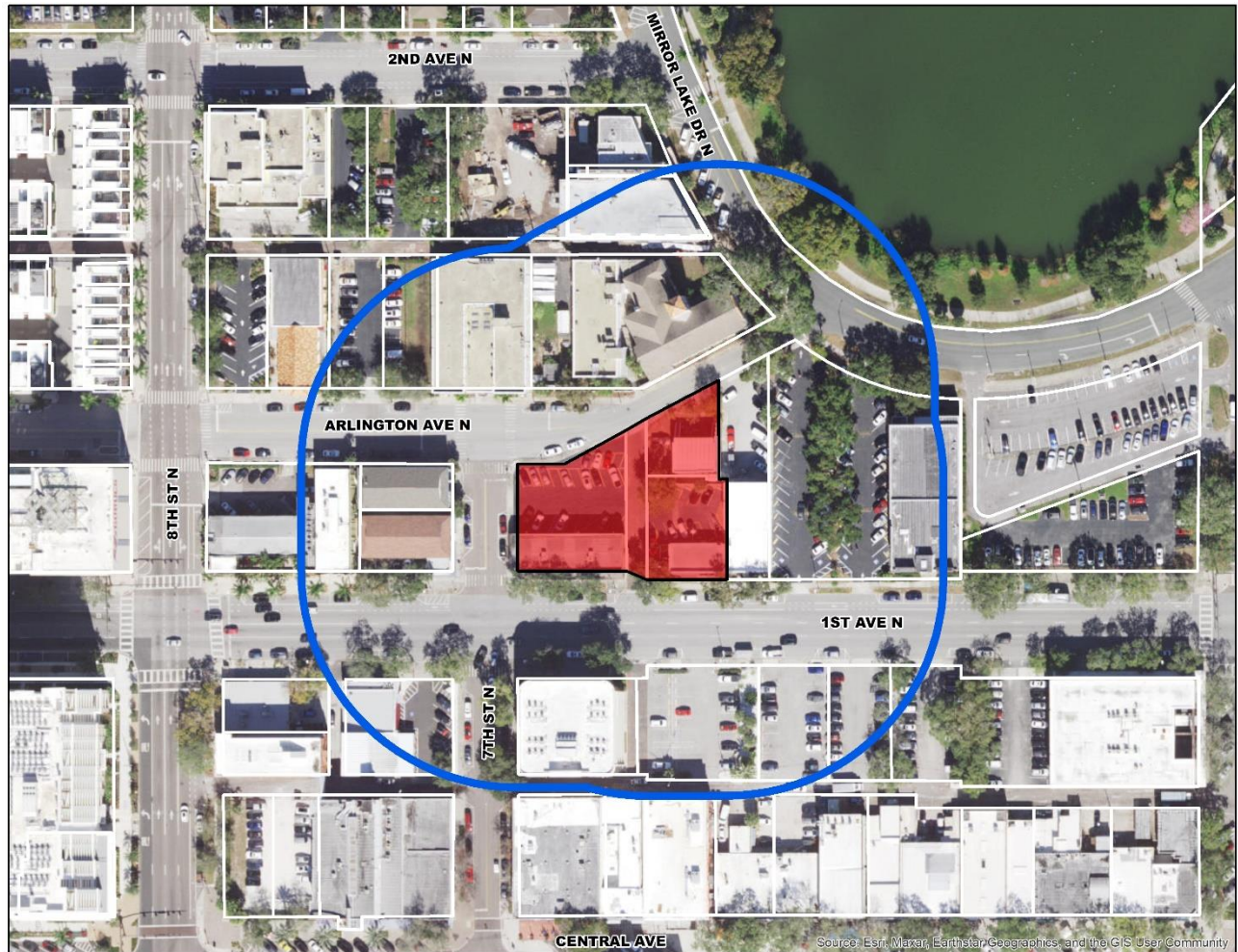


Figure 7. Looking northeast along Burlington Avenue NE, subject property on left side



200-Foot Buffer

Figure 8. 200-foot buffer parcel map.



National Register of Historic Places

Address	Parcel ID	FMSF	DTSP-NR
685 1 st Avenue North	19-31-17-79918-000-0152	No FMSF	Contributing
699 1 st Avenue North	19-31-17-34218-000-0230	No FMSF	Contributing
694 Arlington Avenue North	19-31-17-99180-000-0150	No FMSF	Contributing
100 Mirror Lake Drive	19-31-17-48654-004-0140	Pi03052	Contributing
735 Arlington Avenue North	19-31-17-48654-004-0120	Pi10528	Contributing
757 Arlington Avenue North	19-31-17-48654-004-0090	Pi10529	Contributing
114 7 th Street North	19-31-17-83124-000-0010	Pi10505	Contributing
108 7 th Street North	19-31-17-34218-000-0130	No FMSF	Contributing
696 1 st Avenue North	19-31-17-34218-000-0180	No FMSF	Contributing
721 1 st Avenue North	19-31-17-83124-000-0030	Pi10423	Contributing
No Address	19-31-17-99180-000-0080	No FMSF	(Vacant)

Figure 9. National Register of Historic Places map



- 1. Yellow = Contributing resource
- 2. Pink = Non-contributing resource

Special Note: An earlier version of this graphic erroneously identified one contributing property as having been demolished. This graphic was corrected on May 2, 2023.

The Downtown St. Petersburg National Register District (“District”) was established in 2004 and includes a diverse collection of buildings constructed between 1888 and 1954. *According to the original National Register listing*, there are 11 contributing and 10 non-contributing resources, including the subject property and properties within 200-linear feet. Please note that one (1) contributing property was subsequently converted to a surface parking lot.

City staff reviewed the subject buildings proposed for demolition and agree with the applicant’s narrative. The subject buildings have been significantly altered and no longer retain their historic integrity. City staff researched the original National Register application and Florida Master Site File (“FMSF”) for additional information regarding the subject buildings’ contributing status, but the application does not include a detailed description and it appears no FMSF forms were ever recorded for the individual buildings.

St. Petersburg Register of Historic Places

Figure 10. St. Petersburg Register of Historic Places in relation to 200-foot buffer

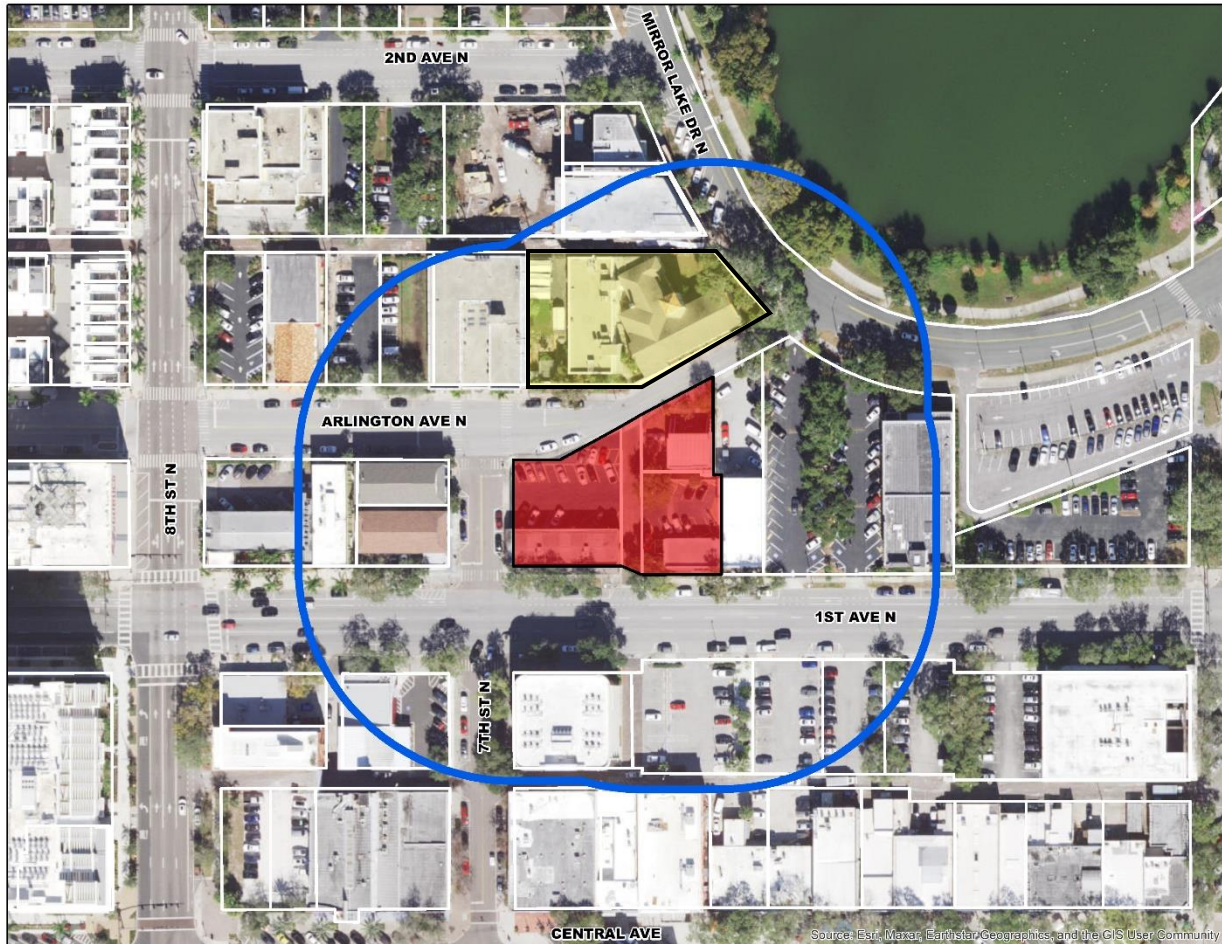


The subject property and the surrounding area are not regulated under a local historic district designation. There are no local landmarks within 200-linear feet of the subject property, although two (2) are located immediately south – State Theater at 685 Central Avenue and Green Richman Arcade at 689 Central Avenue.

Potentially Eligible List (“PEL”)

Address	Parcel ID	Built	FMSF	DTSP NR
719 Arlington Avenue North	19-31-17-74466-016-0040			Contributing

Figure 11. List of Potentially Eligible Properties in relation to 200-foot buffer

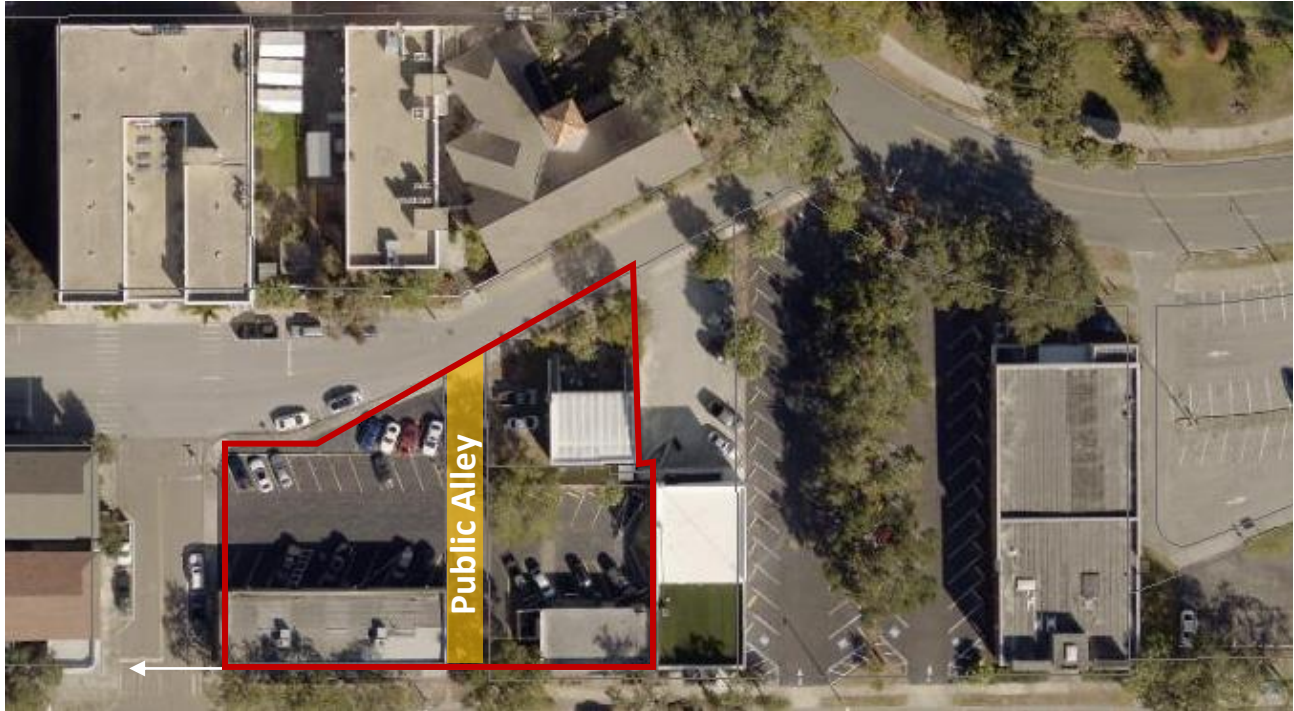


The identification and listing of property as *potentially eligible* means that, based on a preliminary assessment, the subject property likely qualifies for designation as a local landmark. It does not mean that a listed property is, or will shortly become, a designated local landmark. The process for becoming a designated local landmark is very specific, includes at least two (2) public hearings, the participation of the property owner, and approval of an ordinance by the City Council. The original PEL was first proposed in 2005 at the request of then-Mayor Rick Baker. Following a public meeting with the then-named Historic Preservation Commission on December 6, 2005, the PEL was approved by the Mayor and formally established on January 3, 2006.

There is one (1) historic building listed in the 2006 PEL within 200-linear feet of the subject property. The PEL building is located at 100 Mirror Lake Drive and commonly known as the Unitarian Universalist Church.

PUBLIC STREETS and ALLEYS

Figure 12. Aerial photograph showing the public alley [orange]



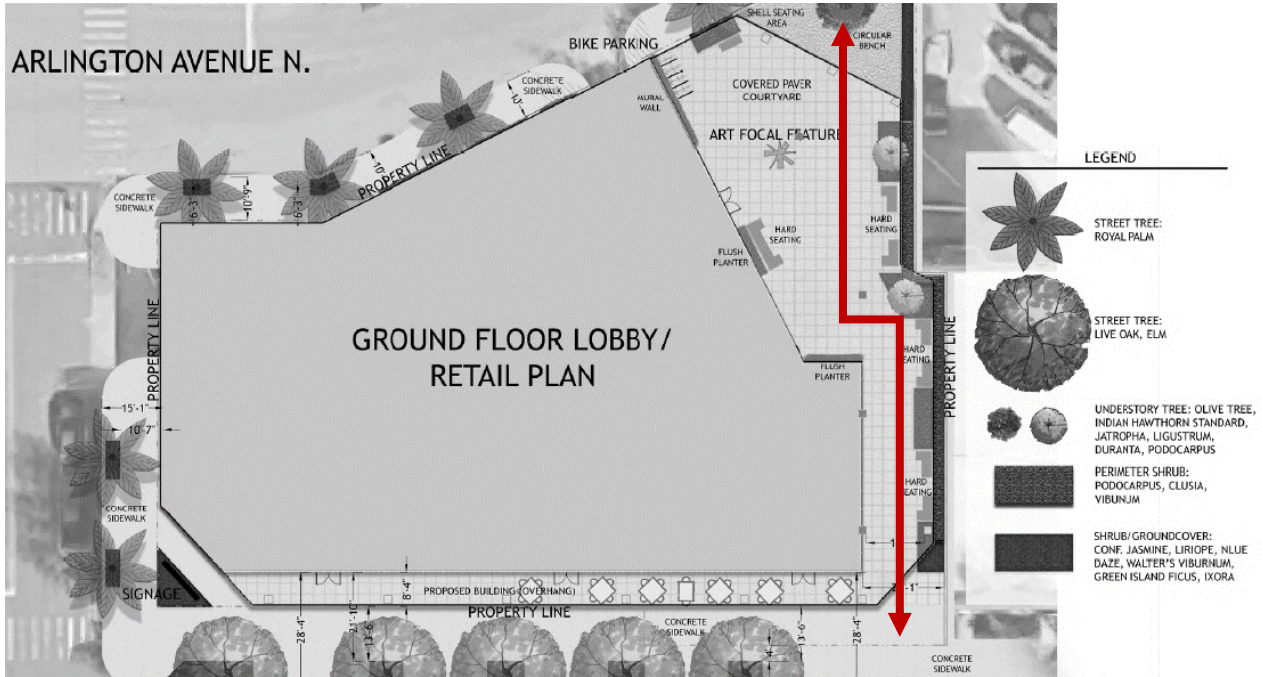
Service alleys are an important historic feature that allows utilitarian functions to occur separately from the public realm and reinforces pedestrian prioritization along the adjoining streets and avenues. Pursuant to the City of St. Petersburg's Comprehensive Plan, the importance of protecting this historic roadway network is identified in the *Transportation Element*:

T2.4 The City should preserve the historical grid street pattern, including alleys, and shall not vacate public right-of-way until it is determined that the right-of-way is not required for present or future public use.

T23.1 The City shall maintain its prevalent grid system of streets and avenues.

The applicant is proposing to vacate the existing, public alley; however, the proposed site plan includes retention of a public passageway connecting 1st Avenue North to Arlington Avenue North. This public passageway reinforces the historic development pattern to the south that includes a separate public alley and passageway through the Green-Richman Arcade, a designated local landmark.

Figure 13. Proposed site plan showing public passageway in [red].



TRADITIONAL STREETScape MATERIALS

Historic Bricks and Granite Curbing

There is a public alley proposed for vacation and redevelopment. The public alley is constructed of historic bricks and bounded by granite curbing. Granite curbing also exists along both street frontages. Pursuant to City Code Section 16.40.130, these historic streetscape materials are protected by City ordinance and shall be preserved.

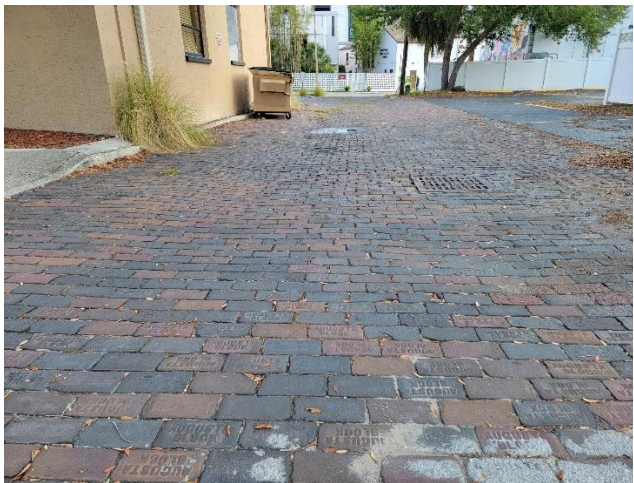


Figure 14. Alley looking north, brick and granite edge



Figure 15. Example of granite curbing within the public alley and along surrounding streets.

Instructions:

- If temporary removal is required for construction, then brick and granite curbing shall be neatly stacked, palletized, and delivered to the City's general maintenance yard located at 1635 - 3rd Avenue North.
- Prior to the temporary removal of brick and granite curbing, contact Stormwater, Pavement, & Traffic Operations, to arrange a site visit. The purpose of the site visit is to verify quantities of materials to be removed and to arrange a time when the City will accept the materials delivery and provide written verification of quantities of materials delivered to the City by the contractor.
- Where proposed curb cuts intersect with existing, granite curbing, the granite curbing shall be retained and lowered flush with the curb cut grading.

Hexagon-Shaped Sidewalk Pavers

There are no hexagon-shaped pavers adjacent to the subject property.

PROPOSED DEVELOPMENT PLAN

Building Height, Generally

Building height is often evaluated in its entirety, including the summation of all three (3) building components – base (pedestal), tower, cap (crown). Given the regulatory differences between a listing in the National Register of Historic Places and St. Petersburg Register of Historic Places and the lack of an explicit reference to building height within Criterion No. 14, the UPHP has traditionally focused its analysis on the proposed *base (pedestal) height* in relation to surrounding properties. A more comprehensive review of the overall height is analyzed in the staff report prepared by the Development Review Services Division staff.

Base (Pedestal) Height.

Site plan review applications within the Downtown St. Petersburg National Register Historic District typically include elevations showing the setback and height relationship to adjacent buildings; however, the technical and rendered elevations submitted with this application do not include accurate depictions of surrounding buildings.

Regarding the base (pedestal) of the building, the application identifies an overall height of 75-feet. Surrounding buildings within 200-linear feet of the subject property include a collection of predominantly 3-story buildings, with a 4-story building at 696 1st Avenue North and 6-story building at 132 Mirror Lake Drive North.

The applicant's proposed design includes an open-air passageway along the east property line where a plaza at Arlington Avenue North helps to deconstruct the mass of the building's base as it nears the northeast corner of the subject property and Mirror Lake Drive North, an important lakeside streetscape. The location of the Unitarian Universalist church also helps break down the sightline from Mirror Lake Drive North back toward the subject property.

Please note: It appears that pedestrians rendered on the *technical* drawings are larger than the labelled building dimensions. This may have been an oversight as the three-dimensional *rendered* drawings are more accurate; however, the discrepancy creates an illusion that the height of the first floor is lower than its actual proposed height of 22-feet. Similarly, the base of the building is not four (4) levels, rather it is seven (7) levels with an overall height of 75-feet.

Figure 16 and 17. Looking north at shared property line with adjoining property at 669 1st Avenue North

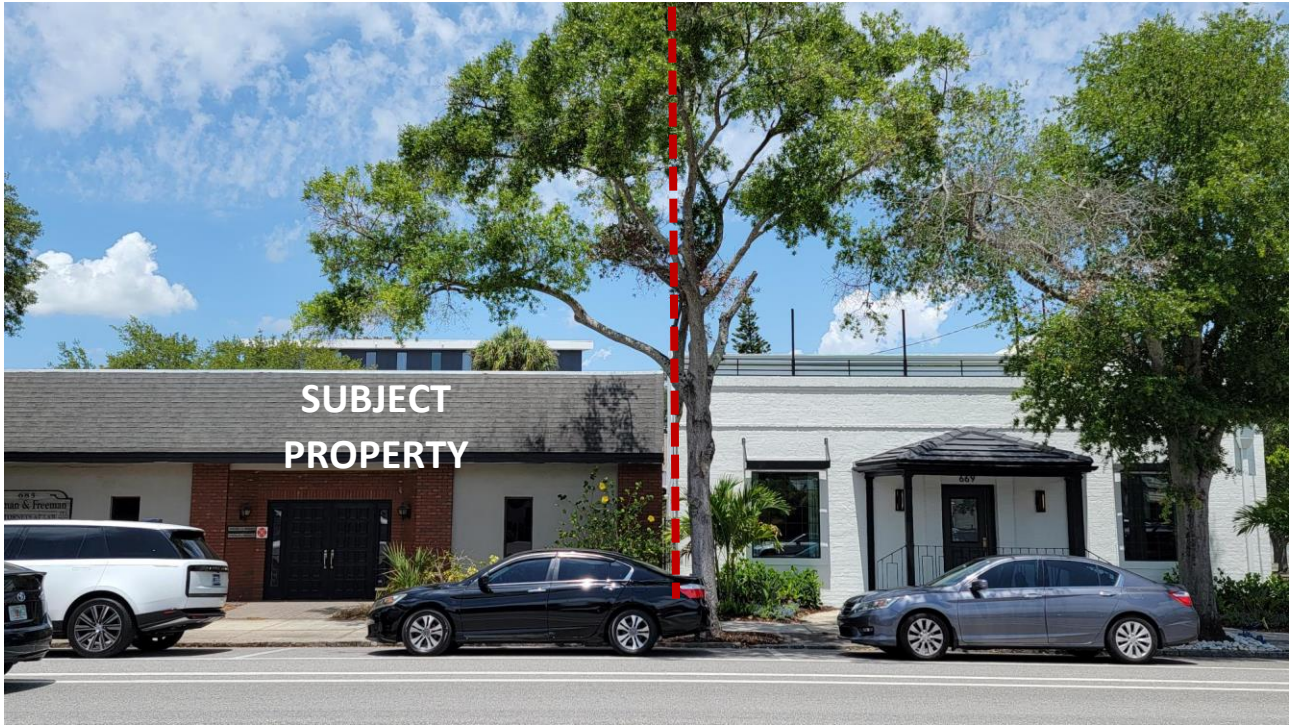


Figure 18 and 19. Looking south at shared property line with adjoining property at 669 1st Avenue North



Figure 19. Looking south at shared property line with adjoining property at 669 1st Avenue North



Number of Parking Spaces Provided.

The number of parking spaces required is determined by calculating the number of dwelling units and the proposed square feet of commercial spaces. When evaluating proposals for multi-family development, the size of dwelling units proposed is important data for calculating the minimum number of parking spaces required. Dwelling units measuring 750-square feet or less have a zero (0) parking requirement. The submitted application does not include a breakdown of individual dwelling unit square footages, so the following calculation assumes that all dwelling units are more than 750 square feet; however, the minimum number of parking spaces required might be even less:

- Minimum parking requirement
 - 1 space per dwelling unit measuring more than 750-square feet
 - 1 space per 1000 square feet of commercial
- 200 units / 1 = 200 spaces required
- 10,843 / 1,000 = 10.8 = 11 spaces required
- 21.1 spaces = 10% reduction for proximity to High Frequency Transit Route
- 211 spaces required – 21.1 spaces reduction = 189.9 or 189 spaces required
- 264 spaces proposed – 189 spaces required = 75 spaces above the minimum requirement

The number of parking spaces provided over the minimum required is generally contributing to the scale of the proposed building (pedestal) base. Since individual floor plans of the parking garage were not included in the application materials, it is impossible to know how any further parking reduction would influence the final design by eliminating additional levels of structured parking.

Loading Area

The *site plan* shows a vehicle loading area at the north face of the building along Arlington Avenue North; however, the *technical* drawing does not show a vehicle loading area. It appears to show a decorative green wall.

Figure 20. Site plan showing a vehicle loading area.

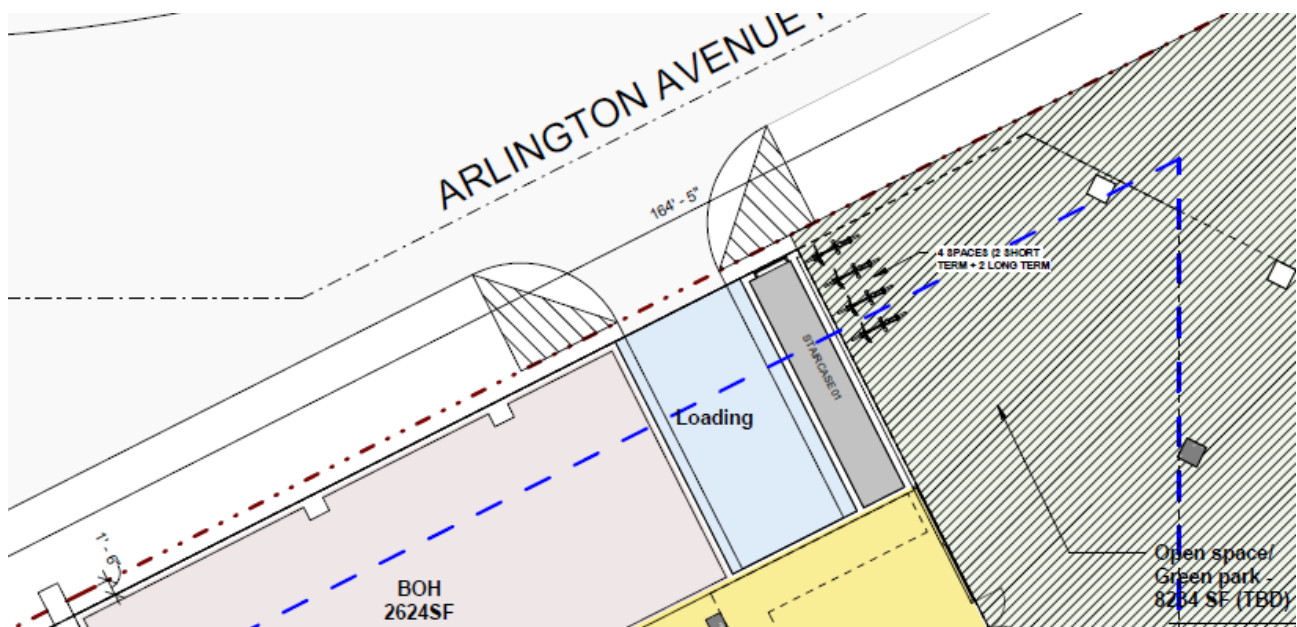


Figure 21. Technical drawing of north elevation does not include vehicle loading area..



FINDINGS

This proposal is technically *not consistent* with Criterion No. 14 because it will result in *demolition* of two (2) contributing resources to the Downtown St. Petersburg National Register District; however, City staff reviewed the subject buildings proposed for demolition and agree with the applicant's narrative. The subject buildings have been significantly altered and no longer retain their historic integrity.

The DRC must consider whether this proposal has otherwise demonstrated design sensitivity toward adjacent historic resources and weigh these determinations against the balance of criteria necessary for the granting of a Site Plan Review ("SPR") approval under City Code Section 16.70.040.1.4.D.