



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

**DEVELOPMENT REVIEW COMMISSION  
STAFF REPORT**

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**VACATION OF RIGHT-OF-WAY  
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 **May 3, 2023 at 1:00 P.M.** in Council Chambers, City Hall, 175 Fifth Street North, St. Petersburg, Florida.

CASE NO.: 23-33000002 PLAT SHEET: I-1

REQUEST: Approval of a vacation of a 16-foot-wide alley located within Block 30 of the St. Petersburg Investment Co. Subdivision, generally located at 2200 2nd Avenue South.

OWNER: RWTV LLC  
2861 34<sup>th</sup> Street South  
Saint Petersburg, Florida 33711

OWNER: Trisland Holdings, Inc.  
2091 Oceanview Drive  
Tierra Verde, Florida 33715

AGENT: Housh Ghoveaee  
Northside Engineering, Inc.  
300 South Belcher Road  
Clearwater, Florida 33765

ADDRESS: 2200 2<sup>nd</sup> Avenue South & 2233 3<sup>rd</sup> Avenue South

PARCEL ID NO: 23-31-16-78390-030-0090 & 23-31-16-78390-030-0010

LEGAL DESCRIPTION: Lots 1-16, Block 30, St. Petersburg Investment Co. Subdivision

ZONING: IT; Industrial Traditional

## **DISCUSSION AND RECOMMENDATION:**

**Request.** The request is to vacate a 16-foot-wide alley located within Block 30 of the St. Petersburg Investment Co. Subdivision, generally located at 2200 2nd Avenue South.

The area of the right-of-way proposed for vacation is depicted on the Location Map (Attachment A) and Sketch and Legal Description (Attachment B).

**Analysis.** Staff's review of a vacation application is guided by:

- A. The City's Land Development Regulations (LDR's);
- B. The City's Comprehensive Plan; and
- C. Any adopted neighborhood or special area plans.

Applicants bear the burden of demonstrating compliance with the applicable criteria for vacation of public right-of-way. In this case, the material submitted by the applicant (Attachment C) **does not** provide background or analysis supporting a conclusion that vacating the subject right-of-way would be consistent with the criteria in the City Code, the Comprehensive Plan, or any applicable special area plan.

Staff shared this information with the applicant prior to formulating this report. The applicant elected to proceed with the request with the understanding that Staff would recommend denial.

### **A. Land Development Regulations**

Section 16.40.140.2.1.E of the LDR's contains the criteria for reviewing proposed vacations. The criteria are provided below in italics, followed by itemized findings by Staff.

1. *Easements for public utilities including stormwater drainage and pedestrian easements may be retained or required to be dedicated as requested by the various departments or utility companies.*

The application was routed to City Departments and Private Utility Providers for review and comments. Engineering and Water Resources identified a sanitary sewer main located within the alley to be vacated that will require either a public utility easement dedication over the existing sanitary sewer main or relocation at the applicant's expense, see Attachments D and E. Duke Energy, Frontier Communications, Lumen Technologies and TECO provided letters indicating that they have facilities within the alley to be vacated and that their facilities will require either utility easement dedication or relocation at the applicant's expense, see Attachments F, G, H and I.

2. *The vacation shall not cause a substantial detrimental effect upon or substantially impair or deny access to any lot of record as shown from the testimony and evidence at the public hearing.*

The vacation of the subject right-of-way will not deny access to any lot of record. All lots abutting the alley have access via abutting rights-of-way.

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3. *The vacation shall not adversely impact the existing roadway network, such as to create dead-end rights-of-way, substantially alter utilized travel patterns, or undermine the integrity of historic plats of designated historic landmarks or neighborhoods.*

The requested alley vacation will not create dead-end rights-of-way as the request includes vacating the entire alley within the block to create a private single-lane drive aisle with parking. The request may adversely affect the existing roadway networks by displacing current travel patterns for sanitation pick-up that occurs within the existing alley.

4. *The easement is not needed for the purpose for which the City has a legal interest and, for rights-of-way, there is no present or future need for the right-of-way for public vehicular or pedestrian access, or for public utility corridors.*

This request was routed to the Transportation and Parking Management Department (Transportation) for review and comments and they indicated in their Memorandum dated April 14, 2023, see Attachment J, that they object to the request based on the City's Comprehensive Plan, Land Development Regulations, and the Warehouse Arts District Deuces (WADA-Deuces) Live Joint Action Plan, see Attachment K. Within Transportation's Memorandum they state that "Alleys are frequently used for public and private utilities, solid waste removal, and vehicular and pedestrian access to properties." Currently, garbage pick-up for 2200 2<sup>nd</sup> Avenue South occurs within the alley.

The WADA-Deuces Live Joint Action Plan has project initiatives with "Forward Moves" that include actions to "Preserve and improve the alleys." Per the Plan, the alleys contribute to the area's vehicular, pedestrian, and bicycle connectivity and should be preserved. The Plan identifies the subject alley requested to be vacated as an alley that contributes to the vehicular, pedestrian, and bicycle connectivity of the area, and should be preserved and improved, see pages 28-29 within Attachment K. Based on the guidelines provided within the WADA-Deuces Live Joint Action Plan there is a future need to retain the existing alley.

Public and private utilities exist within the alley requested to be vacated. Conditions of approval are included at the end of this staff report requiring relocation of public and private utilities at the applicant's expense.

5. *The POD, Development Review Commission, and City Council shall also consider any other factors affecting the public health, safety, or welfare.*

No other factors have been raised for consideration.

#### B. Comprehensive Plan

Transportation Element Policy T2.4 states, "*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.*"

Transportation Element Objective T6 states, "*The City shall promote the safe and efficient flow of traffic on major roadways through access management.*"

Transportation Element Policy T6.1 states, "*The City shall, to the extent practical, reduce or prevent direct access from driveways to principal and minor arterials by prioritization of primary*

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*access. When a site is adjacent to a principal or minor arterial, the priority of primary access shall be, to the extent practical, to local roads first, neighborhood collectors second, collectors third, minor arterials fourth and principal arterials fifth. Access from nonresidential development onto local roads shall be designed to minimize the intrusion of traffic in adjacent residential areas.*

Transportation Element Policy T23.1 states, “*The City shall maintain its prevalent grid system of streets and avenues.*”

The City’s Urban Planning and Historic Preservation Division reviewed the request and provided comments related to Transportation Element Policies T2.4 and T23.1, see Attached Urban Planning and Historic Preservation Memorandum dated April 18, 2023. Within their memorandum they state that, “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.” Additionally, 22<sup>nd</sup> Street South is designated as a Neighborhood Collector Road on the City’s Future Major Streets. Should the request to vacate the alley be approved it would result in direct access to the site via a private single-lane drive aisle accessed off of 22<sup>nd</sup> Street South which is designated as a Neighborhood Collector Road on the City’s Future Major Streets. The City’s Comprehensive Plan places first priority of primary access on 2<sup>nd</sup> Avenue South, 3<sup>rd</sup> Avenue South and 23<sup>rd</sup> Street South as they are all local roads. The applicant’s request proposes providing a primary access point to the site via 22<sup>nd</sup> Street South, a Neighborhood Collector Road, when preference should be off of a local road per Transportation Element Policy T6.1.

Based on staff’s review of the Comprehensive Plan’s Goals, Objectives and Policies and review provided by the Urban Planning and Historic Preservation Division the applicant’s request to vacate the subject alley is not consistent with the City’s Comprehensive Plan.

### C. Adopted Neighborhood or Special Area Plans

The subject right-of-way is within the boundaries of the Palmetto Park Neighborhood Association and Warehouse Arts District Association. There is a special area plan for the Warehouse Arts District Association, see attached Warehouse Arts District Deuces Live Joint Action Plan. The Plan identifies “Forward Moves” which are project initiatives directing the future actions of the Plan. The first initiative listed within the Plan is Complete the Walkable Infrastructure which includes the action to “Preserve and improve the alleys,” see page 22 of the attached Plan. Per the Plan, the alleys contribute to the area’s vehicular, pedestrian, and bicycle connectivity and should be preserved. The Plan provides a Street, Bicycle and Transit Framework, see page 28, with guidelines for alleys as follows: “These are narrow passageways that provide secondary access to buildings. Alleys contribute to the vehicular, pedestrian, and bicycle connectivity of the area, and they all should be preserved and improved.” On page 29 of the Plan it identifies the subject alley requested to be vacated as an alley proposed to be preserved and improved. The Plan further states that opportunities should be provided to “Utilize alleys not only for “back of house” service and access to parking, but also as navigable pedestrian paseo opportunities and pop-up event space in strategic locations.” The applicant’s request to vacate an alley located within the boundaries of the Warehouse Arts District Association is not consistent with the Warehouse Arts District Deuces Live Joint Action Plan.

## Comments from Agencies and the Public

The request to vacate the alley was routed to City Departments and Private Utility Providers for comments. The City's Transportation and Parking Management Department has reviewed the proposed vacation and they are objecting to the request based on the City's Comprehensive Plan, Land Development Regulations, and the Warehouse Arts District Deuces Live Joint Action Plan, see their attached memorandum dated April 14, 2023. Transportation references the City's Comprehensive Plan Policy T2.4, City Code Section 16.40.140.2.1.E, and the WADA-Deuces Live Joint Action Plan as containing policies, regulations or implementation actions that dictate preservation of the alley, see analysis of these policies and regulations provided above. Within their memorandum they also state that, "Options besides vacating the alley should be examined to determine the feasibility of installing the parking spaces proposed by the applicant."

The City's Urban Planning and Historic Preservation Division reviewed the request and provided comments related to Transportation Element Policies T2.4 and T23.1, the WADA-Deuces Live Joint Action Plan, and the 2022 SunRunner Rising Development Study, see Attached Urban Planning and Historic Preservation Memorandum dated April 18, 2023. They state within their memorandum that the 2022 SunRunner Rising Development Study, "...evaluated station area improvements and possible planning and zoning changes covering the location of the subject alley. The east end of the subject alley is identified for streetscape improvements, and the west end of the subject alley is identified for sidewalk and pedestrian connectivity improvements. These recommendations within the Study reinforce the general principles of alley preservation but especially the goals highlighted in the WADA Plan. The subject alley is also adjacent to the station area's regulatory focus area. The station area is currently being evaluated for potential Comprehensive Plan and Land Development Regulation text and map amendments to implement the findings and recommendations of the Study. An alley vacation at this time would be premature." The Findings at the end of their memo states that they recommend against the vacation of the subject alley. The City's Urban Planning and Historic Preservation Division did include conditions related to the preservation of historic streetscape materials should the request be approved, these have been included as conditions of approval at the end of this report.

The City's Economic Development Department provided an email objecting to the request that references the WADA-Deuces Live Joint Action Plan language stating that alleyways should be preserved and improved, see Attachment M. Comments provided by Engineering, Water Resources, Duke Energy, Frontier Communications, Lumen Technologies and TECO are included above within the review of Section 16.40.140.2.1.E of the LDR's.

At the time of publication of the Staff Report there was one comment provided by the public in opposition to the requested vacation of public right-of-way, see Attachment N.

**RECOMMENDATION.** Staff recommends **DENIAL** of the proposed alley vacation. If the DRC is inclined to support the vacation, Staff recommends the following special conditions of approval:

1. Prior to the recording of the vacation ordinance the vacated right-of-way, along with all abutting properties, shall be replatted.
2. Prior to recording the vacation ordinance, the applicant shall comply with the conditions in the Engineering Memorandum dated April 13, 2023.
3. Prior to recording the vacation ordinance, the applicant shall comply with the conditions in the Urban Planning and Historic Preservation Memorandum dated April 18, 2023.

4. Prior to recording the vacation ordinance, the applicants shall address the location of public and private utilities and services by dedicating utility easements as needed or relocating City and private utilities at the applicant's expense. In either case a written letter of no objection from the utility providers is required stating that the facilities have been relocated, or that there is no conflict.
5. As required by City Code Section 16.70.050.1.1.F, approval of right-of-way vacations requiring replat shall lapse unless a final plat based thereon is recorded in the public records within 24 months from the date of such approval or unless an extension of time is granted by the Development Review Commission or, if appealed, City Council prior to the expiration thereof. Each extension shall be for a period of time not to exceed one (1) year.

Report Prepared By:

*/s/ Scot Bolyard*

*4/24/2023*

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Scot Bolyard, AICP, Deputy Zoning Official  
Development Review Services Division  
Planning & Development Services Department

Date

Report Prepared For:

*/s/ Corey Malyszka*

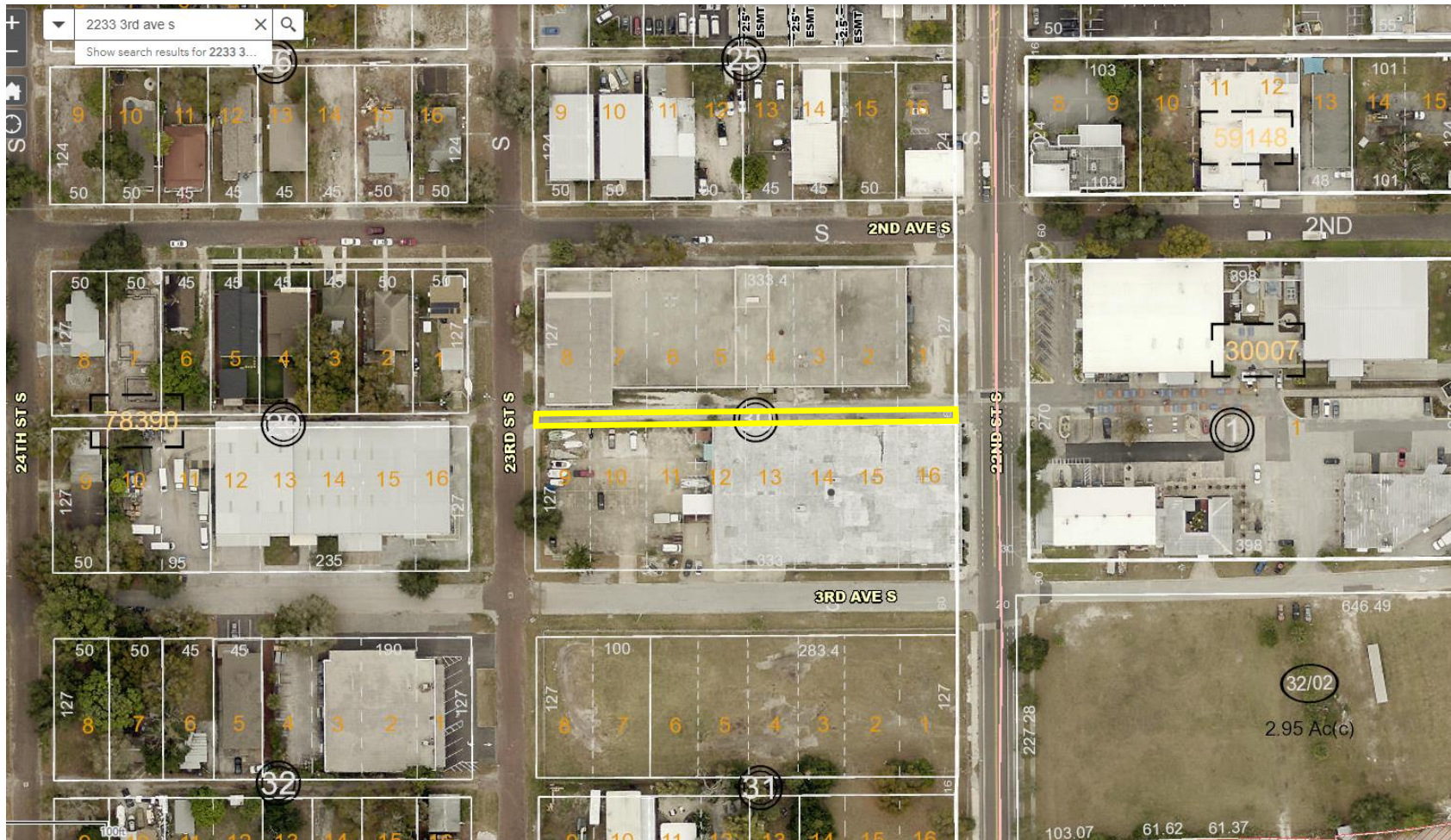
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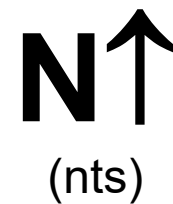
Corey Malyszka, AICP, Zoning Official (POD)  
Development Review Services Division  
Planning and Development Services Department

Date

Attachments: A – Location Map, B – Sketch and Legal Description, C – Applicant's Proposed Site Plan, D – Engineering Memorandum dated April 13, 2023, E – Water Resources Memorandum dated March 28, 2023, F – Duke Energy email dated March 31, 2023, G – Frontier Communications letter dated April 18, 2023, H – Lumen Technologies email dated April 4, 2023, I – TECO email dated March 23, 2023, J – Transportation and Parking Management Department Memorandum dated April 14, 2023, K – Warehouse Arts District Deuces Live Joint Action Plan, L – Urban Planning and Historic Preservation Division Memorandum dated April 18, 2023, M – Economic Development Department email dated April 19, 2023, N – Public Comments received via email



**PROJECT LOCATION MAP**  
**Case No.: 23-3300002**  
 Addresses: 2200 2nd Ave S & 2233 3rd Ave S  
  
 City of St. Petersburg, Florida  
 Planning & Development Services Department



# SKETCH & DESCRIPTION

**LEGAL DESCRIPTION**

A PARCEL OF LAND LYING IN SECTION 23, TOWNSHIP 31 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS:

BEGIN AT THE SOUTHEAST CORNER OF BLOCK 30, RECORDED IN ST PETERSBURG INVESTMENT CO, PLAT BOOK 1, PAGE 16, RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE S00°00'00"E, A DISTANCE OF 16.00 FEET; THENCE N90°00'00"W ALONG THE NORTH LINE OF LOTS 9-16, BLOCK 30, INCLUSIVE, A DISTANCE OF 383.40 FEET; THENCE N00°00'00"E, A DISTANCE OF 16.00 FEET; THENCE N90°00'00"E ALONG THE SOUTH LINE OF LOTS 1-8, BLOCK 30, INCLUSIVE, A DISTANCE OF 383.40 FEET TO THE POINT OF BEGINNING.

CONTAINING 6134.40 SQUARE FEET OR 0.141 ACRES, MORE OR LESS.

1. BEARINGS ARE BASED ON THE SOUTH LINE OF LOTS 1-8, INCLUSIVE, BLOCK 30, PLAT BOOK 1, PAGE 16 BEING N90°00'00"E.
2. THERE MAY BE ADDITIONAL EASEMENTS, RESTRICTIONS, AND/OR MATTERS NOT SHOWN ON THIS SURVEY WHICH MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.
3. THIS SKETCH AND LEGAL DESCRIPTION IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
4. THIS IS NOT A BOUNDARY SURVEY.

**SHEET 1 OF 2**

REVISIONS	NO.	DATE	DESCRIPTION	BY

VACATED ALLEY

**SUNCOAST LAND SURVEYING, INC.**  
 111 FOREST LAKES BOULEVARD  
 OLDSMATHERS, FLORIDA 34677

**LB 4513** BOUNDARY - TOPOGRAPHIC - CONSTRUCTION STAKEOUT  
 PH: (813) 854-1342 SLSURVEY@T-MP-B-Y.RR.COM

SKETCH & LEGAL DESCRIPTION	
PROJECT NO.	22073
DRAWING#	.
SCALE	.
DRAWN	NVN
DATE	10/20/22
CHECKED/QC	KKM
FIELD CREW	N/A
BK. / PG.	N/A
SURVEY DATE	N/A

SURVEYOR'S CERTIFICATE

I hereby certify that the SKETCH AND DESCRIPTION depicted hereon was prepared under my RESPONSIBLE CHARGE on the date(s) shown, and meets the STANDARD OF PRACTICE set forth by the FLORIDA BOARD OF PROFESSIONAL SURVEYORS - MEMBERS in Chapter 5J-17, FLORIDA ADMINISTRATIVE CODE pursuant to Section 472.027, FLORIDA STATUTES.

(SE-L)  
10/20/22

KYLE McCLUNG  
LS 7177

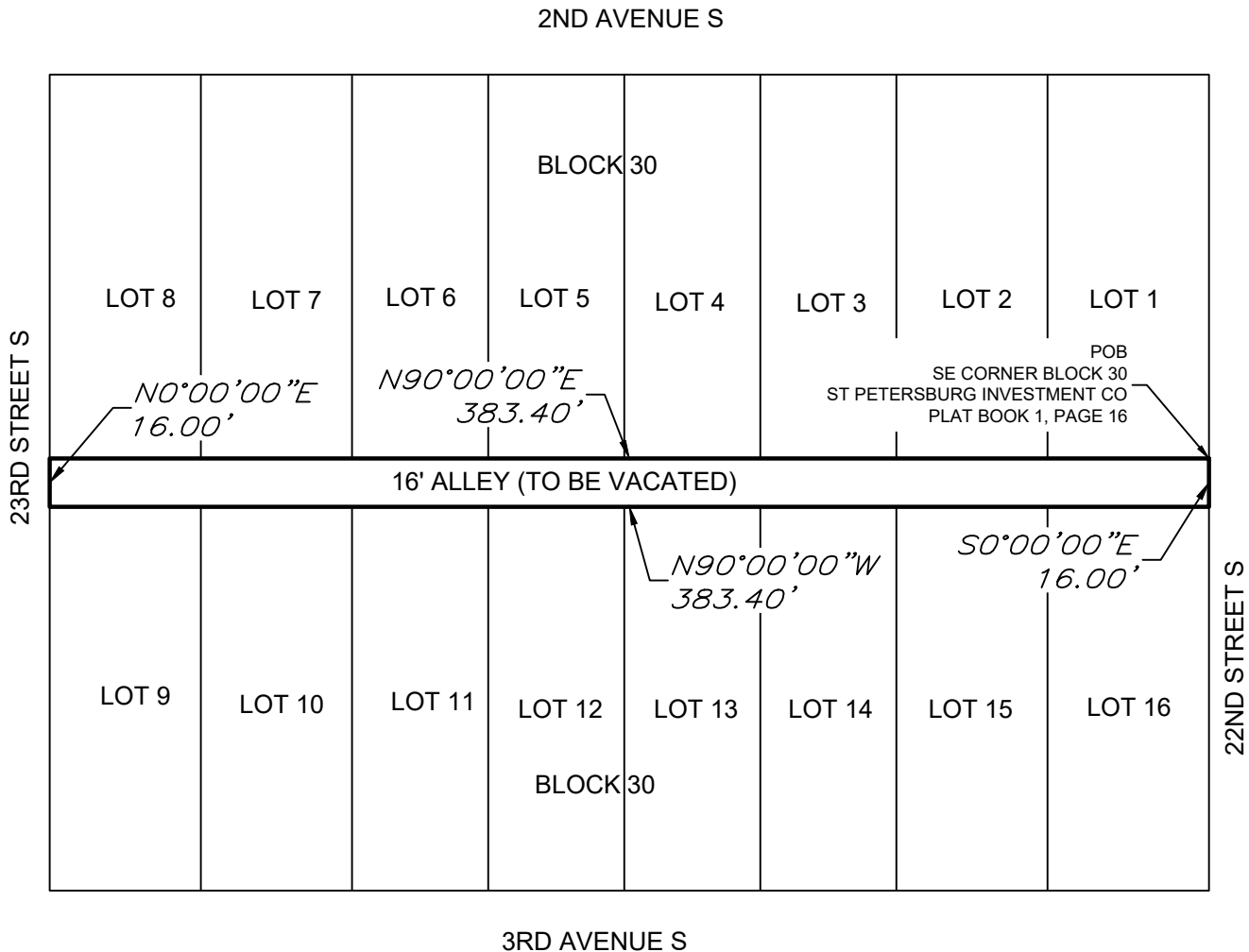
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# SKETCH & DESCRIPTION




SCALE: 1"=60"



SHEET 2 OF 2

REVISIONS			
NO.	DATE	DESCRIPTION	BY

VACATED ALLEY



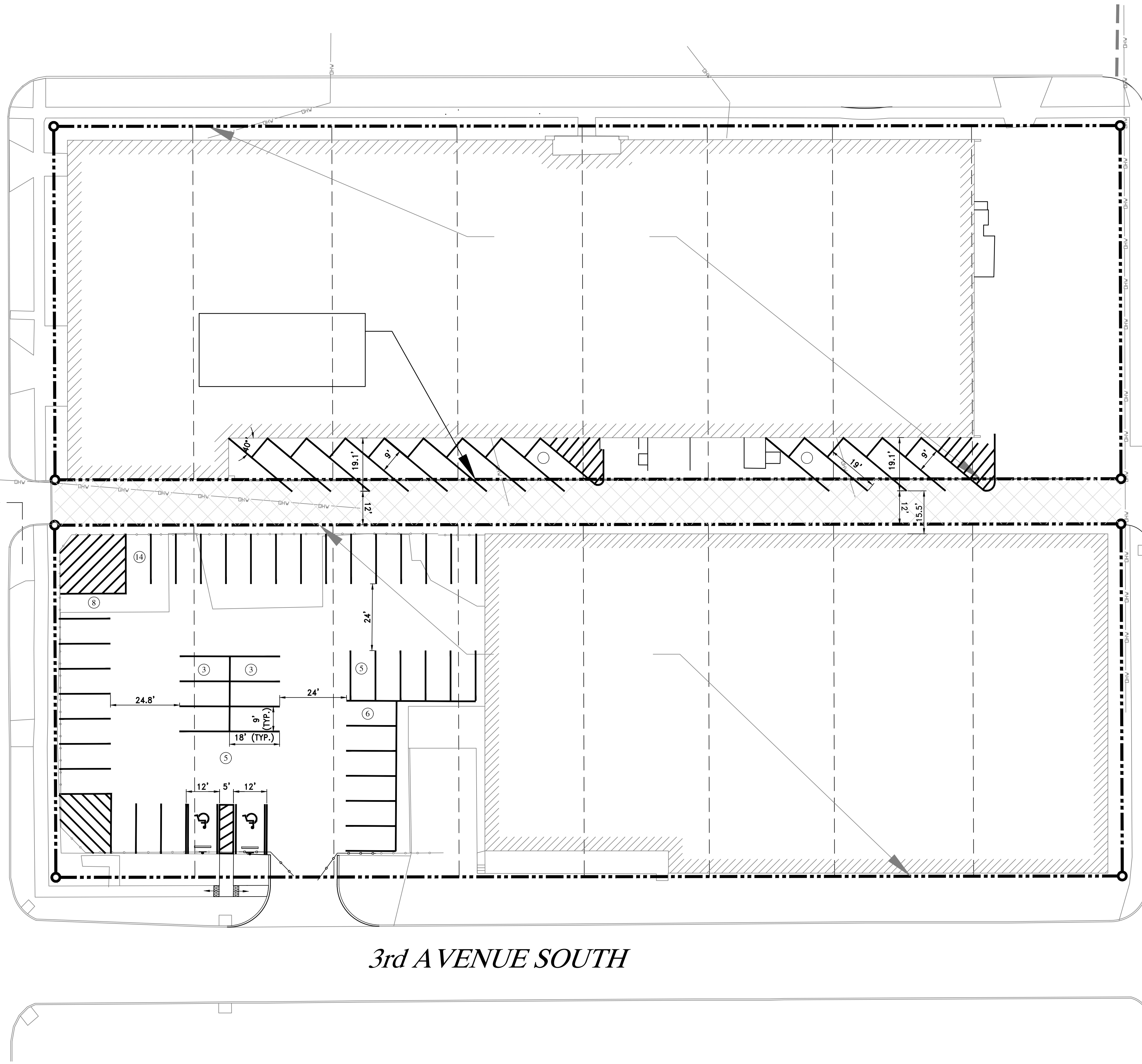
**SUNCOAST LAND SURVEYING, INC.**  
 111 FOREST L-KES BOULEV-RD  
 OLDSM-R, FLORID- 34677

LB 4513 BOUNDARY - TOPOGRAPHIC - CONSTRUCTION STAKEOUT  
 PH: (813) 854-1342 SLSURVEY@T-MP-B-Y.RR.COM

SKETCH & LEGAL DESCRIPTION	
PROJECT NO.	22073
DRAWING#	.
SCALE	.
DRAWN	NVN
DATE	10/20/22
CHECKED/QC	KKM
FIELD CREW	N/A
BK. / PG.	N/A
SURVEY DATE	N/A


**23rd STREET SOUTH**

60' PUBLIC RIGHT OF WAY  
28' BRICK PAVEMENT WIDTH



**3rd AVENUE SOUTH**

COPIES OF THESE PLANS ARE NOT VALID UNLESS  
EMISSSED WITH THE SIGNING ENGINEER'S SEAL

Project #

Issue Date:

Revisions:

No.	Date	Description
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MEMORANDUM  
CITY OF ST. PETERSBURG  
ENGINEERING & CAPITAL IMPROVEMENTS DEPARTMENT (ECID)

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**TO:** Scot Bolyard, Deputy Zoning Official  
**FROM:** Kyle Hurin, Engineering Civil Permit Examiner  
**DATE:** April 13, 2023  
**SUBJECT:** Vacate Alley  
**FILE:** 23-33000002

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**LOCATION AND PIN:** 2200 2nd Ave S & 2233 3rd Ave S  
23-31-16-78390-030-0090 & 23-31-16-78390-030-0010

**ATLAS:** I-1            **Zoning:** IT

**REQUEST:** Approval of a vacation of a 16-foot wide alley located within Block 30 of the St. Petersburg Investment Co. Subdivision, generally located at 2200 2nd Avenue South

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

**SPECIAL CONDITIONS OF APPROVAL:**

1. The alley contains an 8" VCP public sanitary sewer collection system and one public manhole structure. The main conveys flow from this entire block. The purpose of the alley vacation or intent for future property use in unknown to ECID, therefore, one of the following two options must be selected:
2. Option 1 - The entire vacated right-of-way must be retained as a **Public Utility Easement**. The public utility easement shall be dedicated by instrument or dedicated by plat if the alley vacation requires a replat.

-OR-

3. Option 2 - If the entire block is being consolidated for redevelopment, the feasibility of relocating the public sanitary sewer collection system (and any other existing provider owned utilities) into adjacent public street right of way could be considered provided the applicant's Engineer of Record provides a feasible signed and sealed plan & profile for relocating the sanitary sewer collection system into adjacent public street right of way. The plan and profile must be designed in compliance with City Engineering Standards and Technical specifications and shall meet all design requirements for sanitary sewer included in the *Recommended Standards for Wastewater Facilities, 2014 Edition, (10 State Standards)*. If this option is selected, the signed and sealed plans must be submitted to City ECID for review, approval, and permitting. A City ECID right of way permit and an FDEP Wastewater Collection system permit will be required. The cost of the design, permitting, and construction shall be at the sole expense of the applicant.

\*If Option 2 is selected and the entire block is *not* consolidated into single ownership for redevelopment, the applicant may also be required to retain *Private Ingress Egress Easement* if other property owners adjacent to the vacated alley need to retain rear access to their properties.

4. If the alley is vacated, the applicant must arrange for alternate sanitation service with the City Sanitation department if this alley is used as a sanitation route. Obtain the appropriate sanitation contact and provide written evidence of coordination with and approval by the City Sanitation department directly to the City's Zoning division.
5. This development is within the Warehouse Arts District + Deuces Live Joint Action Plan. To ensure the alley vacation does not adversely impact city development plans, ECID recommends the applicant and Zoning coordinate with the City's Economic and Workforce Development Department Director, Brian Caper- [Brian.Caper@stpete.org](mailto:Brian.Caper@stpete.org) .
6. All redundant (abandoned) alley approaches or drop curbing which exist within the public right-of-way around the perimeter of this project development shall be removed. Pavement surfaces associated with these approaches shall be completely removed from within the right-of-way and any existing drop curbing shall be removed and replaced with a raised curb to match existing curb type per current City Engineering Standards and Specifications.
7. Per City Council Resolution, all existing granite roadway curbing must be preserved and must remain in place. Any existing brick and granite curbing which will not be utilized or is contained within the vacated easement (former alley) shall remain the property of the City and shall be neatly stacked, palletized and returned to the City's Maintenance yard by and at the sole expense of the developer.
8. All street and alley brick, granite curbing and hexagon block sidewalk pavers which exist within public right-of-way are and shall remain the property of the city of St. Petersburg. It is the responsibility of the permit holder and the property owner to protect and keep safe from theft and/or damage all hexagon blocks, granite curbing and/or street or alley brick which may be temporarily removed and to provide for adequate traffic and pedestrian control while any portion of a public travel path is adversely affected. The permit holder and the property owner are jointly and severally liable for any loss of or damage to any such materials that may be temporarily removed.
9. Please assure that the developer's design professional(s) coordinate with Duke Energy regarding any 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](mailto:newconstruction@duke-energy.com) .

- a. \*Needs for on-street decorative lighting or additional street lighting must be coordinated through [Michael.Kirn@stpete.org](mailto:Michael.Kirn@stpete.org), the City's liaison with Duke Energy. All lighting shall be installed at the developer's expense.
10. 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.
- a. Engineering Standard Details are available at the City's Website at the following link: [https://www.stpete.org/business/building\\_permitting/forms\\_applications.php](https://www.stpete.org/business/building_permitting/forms_applications.php)
  - b. City infrastructure maps are available via email request to [ECID@stpete.org](mailto:ECID@stpete.org). All City infrastructure adjacent to and within the site must be shown on the development project's construction plans.

KJH/meh

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

**MEMORANDUM**  
**CITY OF ST. PETERSBURG**  
Water Resources Department

**TO:** Corey Malyszka, Zoning Official

**FROM:** Thomas Whitman, Designer I, Water Resources

**DATE:** March 28, 2023

**SUBJECT:** Approval of a vacation of a 16-foot wide alley located within Block 30 of the St. Petersburg Investment Co. Subdivision, generally located at 2200 2nd Avenue South.

**PLAT:** I-1

**CASE:** 23-33000002

**LOCATION:** 2200 2<sup>nd</sup> Ave S.; 23-31-16-78390-030-0010, 2233 3<sup>rd</sup> Ave S.; 23-31-16-78390-030-0090

**REMARKS:** Water Resources has no objection to the above referenced subject as long as the Sanitary sewer line is removed and plugged at manhole I001-M185 to meet city standards.

Project file

## Scot K. Bolyard

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**From:** Cuadra, Irma I. <Irma.Cuadra@duke-energy.com>  
**Sent:** Friday, March 31, 2023 4:00 PM  
**To:** Scot K. Bolyard  
**Subject:** RE: [EXTERNAL] Comments for ROW (Alley) Vacation at 2200 2nd Ave S; DRC 23-33000002

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Scot,

Please be advised that Duke Energy “**objects**” to the vacation of the alley lying North of Lots 9-16, Block 30, ST PETERSBURG INVESTMENT CO., as recorded in Plat Book 1, Page 16, Public Records of Pinellas County, Florida.

A No Objection letter would be provided upon either:

1. Removal/relocation of existing facilities (handled by a Duke Energy Engineering).
2. Granting of a Duke Energy Easement over the described property (If Right of Way is split, we would need an Easement from abutting owner as well).
3. City/County confirmation that this proposed area will retain a Public Utility Easement in the recorded Resolution.

Please let me know how the customer would like to proceed.

Thank you,

*Irma Cuadra*

Senior Research Specialist  
Duke Energy  
452 East Crown Point Road  
Winter Garden, Florida 34787



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**From:** Scot K. Bolyard <Scot.Bolyard@stpete.org>  
**Sent:** Thursday, March 23, 2023 11:04 AM  
**To:** Thomas M Whalen <Tom.Whalen@stpete.org>; Cheryl N. Stacks <Cheryl.Stacks@stpete.org>; Elisabeth M. Staten <Elisabeth.Staten@stpete.org>; Rebecca J. Moistner <rebecca.moistner@stpete.org>; Nancy Davis <Nancy.Davis@stpete.org>; Kyle J. Hurin <Kyle.Hurin@stpete.org>; Martha Hegenbarth <Martha.Hegenbarth@stpete.org>; WRDUtilityReview <WRDUtilityReview@stpete.org>; Dianna M. Lutz <Dianna.Lutz@stpete.org>; Christina M. Boussias <Christina.Boussias@stpete.org>; Timothy R. Collins <Timothy.Collins@stpete.org>; hispres <history@stpete.org>; 'DL-FL-PIN-Construction@charter.com' <DL-FL-PIN-Construction@charter.com>; Domning, Joan <JDomning@tecoenergy.com>; Stephen Waidley

<stephen.waidley@ftr.com>; David Hamlin <dave.hamlin@wowinc.com>; vacate <vacate@duke-energy.com>;  
'relocations@lumen.com' <relocations@lumen.com>

**Subject:** [EXTERNAL] Comments for ROW (Alley) Vacation at 2200 2nd Ave S; DRC 23-33000002

**\*\*\* CAUTION! EXTERNAL SENDER \*\*\* STOP. ASSESS. VERIFY!!** Were you expecting this email? Are grammar and spelling correct? Does the content make sense? Can you verify the sender? If suspicious report it, then do not click links, open attachments or enter your ID or password.

Good morning,

Please find attached for your review and comments an application for vacation of right-of-way (alley) located at 2200 2<sup>nd</sup> Ave S; DRC 23-33000002. Please review the attached application and return your comments by **April 13, 2023**. If comments are not received by the deadline, then it will be assumed that you have no objection or comments to provide.

Thanks,

Scot Bolyard, AICP  
Deputy Zoning Official, Planning & Development Services  
City of St. Petersburg  
One Fourth Street North, St. Petersburg, FL 33701  
Phone: 727-892-5395 / Fax: 727-892-5557  
[Scot.Bolyard@StPete.org](mailto:Scot.Bolyard@StPete.org)

Please note that all emails are subject to public records law.





FRONTIER

3712 W Walnut St  
Tampa, FL 33607  
(941) 266-9218  
[stephen.waidley@ftr.com](mailto:stephen.waidley@ftr.com)

4/18/2023

Attn: Scot Bolyard, AICP  
Deputy Zoning Official, Planning & Development Services  
City of St. Petersburg  
One 4th St N  
St. Petersburg, FL 33701

RE: 23-33000002 – Vacation of Alley – 2200 2<sup>nd</sup> Ave S, St Petersburg, FL

Dear Mr. Bolyard,

- Our records do not indicate that there are Frontier facilities in the area of the Plat request as per the attachment provided.
- Frontier has no objection to the above referenced request as per the attachment.
- Frontier has facilities within the proposed vacate area. A recordable non-exclusive Easement in favor of Frontier will be required for Frontier facilities to remain in the proposed vacated R.O.W.
- Frontier has facilities in the area, which may be in conflict with your proposed construction plans. Please contact Sunshine 811 by dialing 811, 2 full business days prior to the start of your work to have these facilities located for you. Please take all necessary precautions to protect and avoid damage of these facilities during your construction.
- Frontier has facilities in the area, which may be in conflict with your proposed construction plans. Please send a set of construction plans and references to the Frontier Engineering Department with regards to the above project.
- Frontier has facilities in the area of your proposed construction. Prepayment is required to markup a set of construction plans in order to confirm and accurately depict Frontier facilities. There will also be a reimbursement of all costs required for relocation/adjustments of Frontier facilities needed to accommodate the proposed construction project.

Please call me if you have any questions or need any additional information at (941) 266-9218.

Sincerely,

*Stephen Waidley*

Stephen Waidley  
Frontier Florida LLC  
Regional Rights of Way & Municipal Affairs Manager

## Scot K. Bolyard

---

**From:** Mark D. Caldwell <caldwellm@outsource-inc.com>  
**Sent:** Tuesday, April 04, 2023 8:18 PM  
**To:** Scot K. Bolyard  
**Cc:** Anthony, Matt P; Dingman, Leslie; Lumen not cntrylnk (Relocations@lumen.com); BOB FETTERHOFF; Robert J. Martin; Jeffrey Kendrick  
**Subject:** P.113640 - P-426846 - E08 - ROW (Alley) Vacation at 2200 2nd Ave S, St Petersburg  
**Attachments:** 04-04-2023\_Level3\_GreenLine\_Markup\_P-426846\_2200\_2nd\_Ave\_S\_Location\_Map.pdf

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Scot,

See attachment for the location Map markups, Level 3 has Aerial fiber on 22<sup>nd</sup> St S that runs N & S in the West ROW, cross your Alley.

Level 3 has no conflict with easement being vacated, but if it impacts the 22<sup>nd</sup> St ROW and we have to relocate Level 3 facilities Level 3

Will need to have an Agreement & payment before any to be done on Level 3 part.

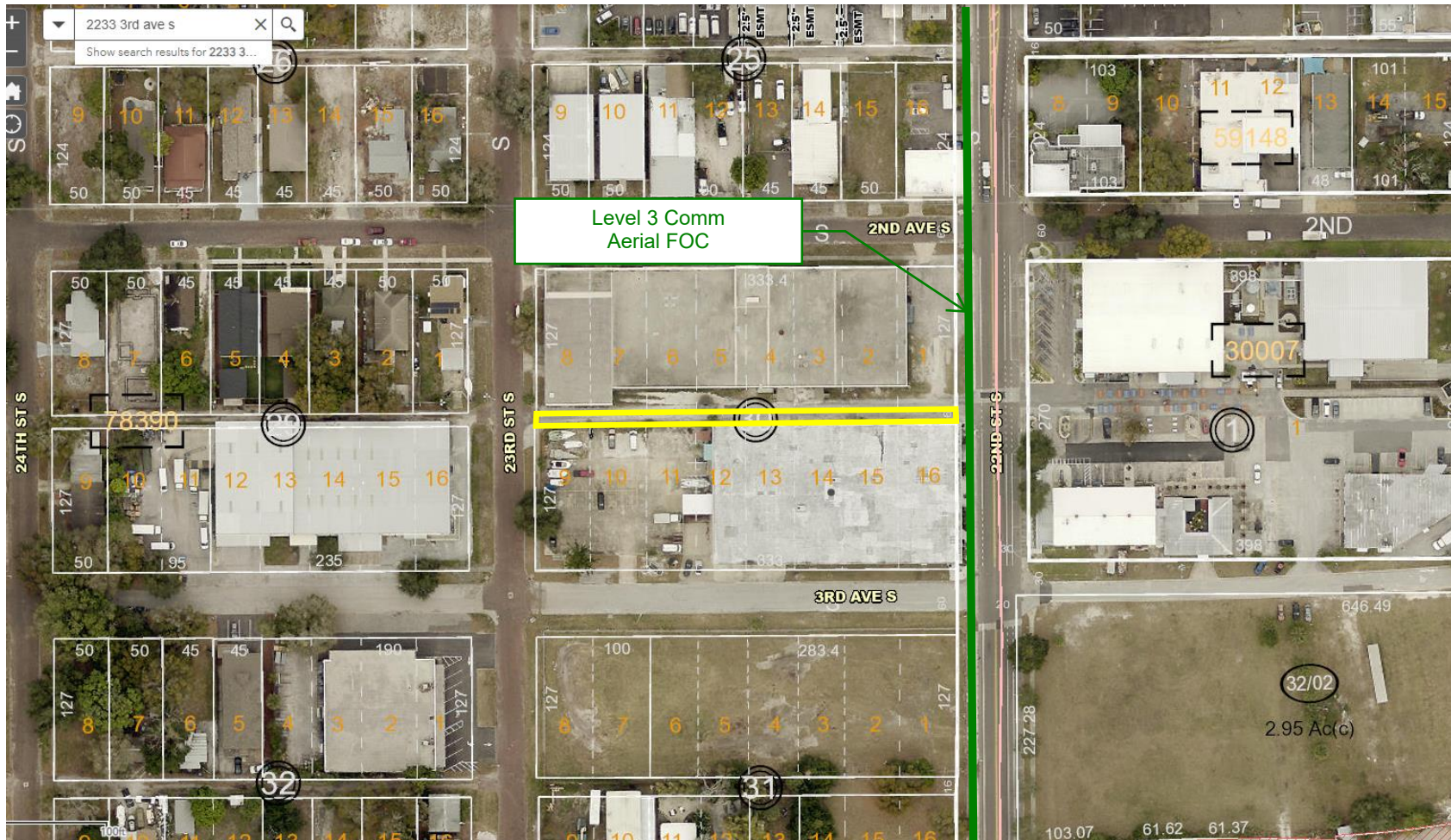
Have any question just let me know.

*Mark D. (Woody) Caldwell*

OSP Engineer  
Cell: 321-287-9942  
Email: [caldwellm@outsource-inc.com](mailto:caldwellm@outsource-inc.com)



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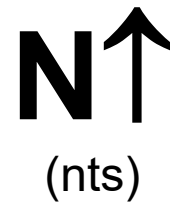


## PROJECT LOCATION MAP

Case No.: 23-3300002

Addresses: 2200 2nd Ave S & 2233 3rd Ave S

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



## Scot K. Bolyard

---

**From:** Domning, Joan <JDomning@tecoenergy.com>  
**Sent:** Thursday, March 23, 2023 11:52 AM  
**To:** Scot K. Bolyard  
**Cc:** Feliz Nunez, Bolivar A.  
**Subject:** RE: Comments for ROW (Alley) Vacation at 2200 2nd Ave S; DRC 23-3300002

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Scot,  
TECO-PGS has a 2" Plastic PE gas main in the alley and we object to the vacate of this alley.  
Thank you



Joan Domning  
Senior Administrative Specialist  
Peoples Gas  
Distribution Engineering  
8416 Palm River Road  
Tampa, FL 33619  
Office: 813-275-3783  
Ext. 53783



**From:** Scot K. Bolyard <Scot.Bolyard@stpete.org>

**Sent:** Thursday, March 23, 2023 11:04 AM

**To:** Thomas M Whalen <Tom.Whalen@stpete.org>; Cheryl N. Stacks <Cheryl.Stacks@stpete.org>; Elisabeth M. Staten <Elisabeth.Staten@stpete.org>; Rebecca J. Moistner <rebecca.moistner@stpete.org>; Nancy Davis <Nancy.Davis@stpete.org>; Kyle J. Hurin <Kyle.Hurin@stpete.org>; Martha Hegenbarth <Martha.Hegenbarth@stpete.org>; WRDUtilityReview <WRDUtilityReview@stpete.org>; Dianna M. Lutz <Dianna.Lutz@stpete.org>; Christina M. Boussias <Christina.Boussias@stpete.org>; Timothy R. Collins <Timothy.Collins@stpete.org>; hispres <history@stpete.org>; 'DL-FL-PIN-Construction@charter.com' <DL-FL-PIN-Construction@charter.com>; Domning, Joan <JDomning@tecoenergy.com>; Stephen Waidley <stephen.waidley@ftr.com>; David Hamlin <dave.hamlin@wowinc.com>; vacate@duke-energy.com; 'relocations@lumen.com' <relocations@lumen.com>

**Subject:** Comments for ROW (Alley) Vacation at 2200 2nd Ave S; DRC 23-33000002

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Good morning,

Please find attached for your review and comments an application for vacation of right-of-way (alley) located at 2200 2<sup>nd</sup> Ave S; DRC 23-33000002. Please review the attached application and return your comments by **April 13, 2023**. If comments are not received by the deadline, then it will be assumed that you have no objection or comments to provide.

Thanks,

Scot Bolyard, AICP  
Deputy Zoning Official, Planning & Development Services  
City of St. Petersburg  
One Fourth Street North, St. Petersburg, FL 33701  
Phone: 727-892-5395 / Fax: 727-892-5557  
[Scot.Bolyard@StPete.org](mailto:Scot.Bolyard@StPete.org)

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## CITY OF ST. PETERSBURG

### Transportation and Parking Management Department

#### MEMORANDUM

TO: Scot Bolyard, Deputy Zoning Official, Planning and Development Services Department

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

DATE: April 14, 2023

SUBJECT: Approval of a vacation of a 16-foot wide alley located within Block 30 of the St. Petersburg Investment Co. Subdivision, generally located at 2200 2nd Avenue South

CASE: 23-33000002

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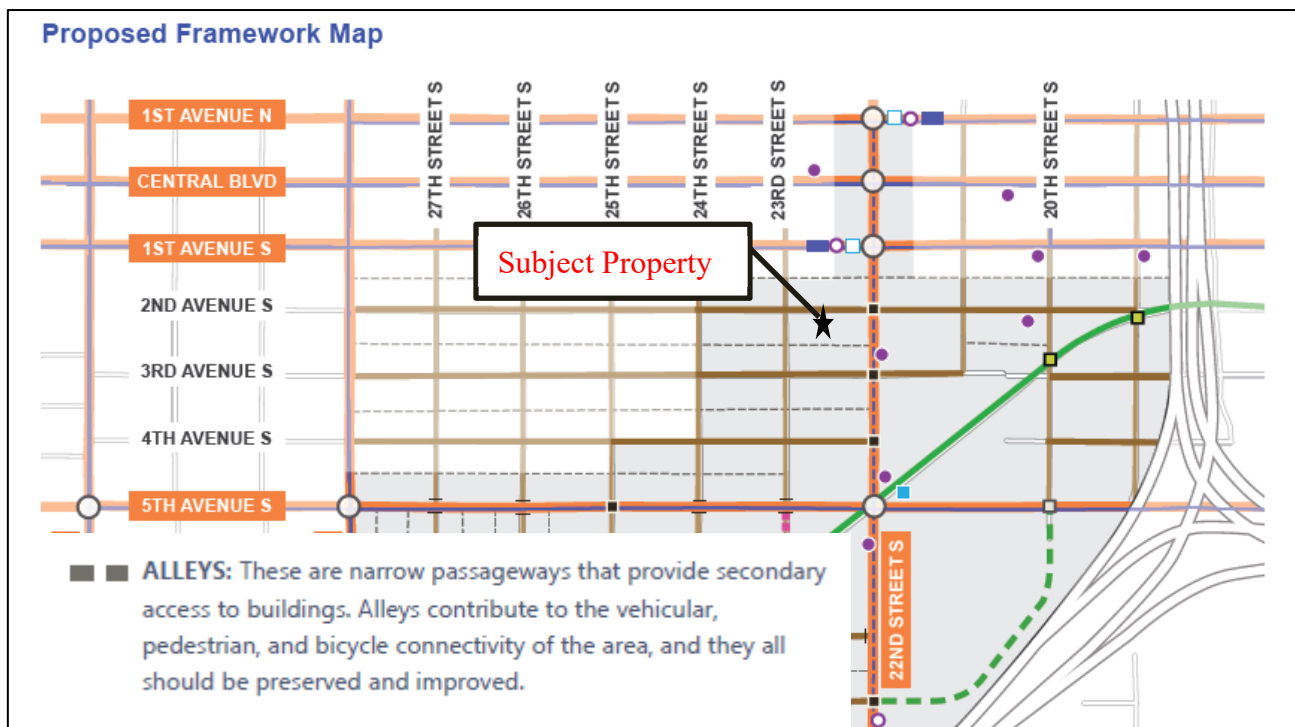
The Transportation and Parking Management ("Transportation") Department has reviewed the proposed vacation of the east-west alley in the block bordered by 22<sup>nd</sup> Street, 2<sup>nd</sup> Avenue South, 23<sup>rd</sup> Street, and 3<sup>rd</sup> Avenue South. The Transportation Department objects to the proposed vacation, based on the City's Comprehensive Plan, Land Development Regulations, and the Warehouse Arts District Deuces (WADA-Deuces) Live Joint Action Plan. Options besides vacating the alley should be examined to determine the feasibility of installing the parking spaces proposed by the applicant.

When reviewing requests to vacate alleys that traverse a city block entirely, it is important to consider Comprehensive Plan policies and City Code requirements. It is stated in Policy T2.4 of the Comprehensive Plan that "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." It is stated in Section 16.40.140.2.1.E of the City Code that two matters for consideration include: "3. Whether the vacation would adversely impact the existing roadway network, such as creating dead-end rights-of-way, substantially alter utilized travel patterns, or undermine the integrity of historic plats of designated historic landmarks or districts;" and "4. Whether the easement is needed for the purpose for which the City has a legal interest and, for rights-of-way, whether there is a present or future need for the right-of-way for public vehicular or pedestrian access, or for public utility corridors."

Alleys are frequently used for public and private utilities, solid waste removal, and vehicular and pedestrian access to properties. Other City departments and private utility companies can determine whether utilities can remain in their current location if a property is redeveloped or need to be relocated. A sanitary sewer pipe traverses approximately 75% of the alley's length, starting from the

east. The Sanitation Department uses the alley for garbage removal. The Transportation Department can review issues such as the impact of a proposed vacation on travel patterns and public vehicular or pedestrian access.

The subject alley is in the Warehouse Arts District planning area boundary, which has an accompanying action plan: "The Warehouse Arts District Deuces (WADA-Deuces) Live Joint Action Plan." The Plan aims to identify opportunities for enhancing public realm infrastructure that can support the area's upward social, cultural, and economic potential. Actionable implementation actions involve preserving and improving alleys (pages 22, 25, 28, and 110). Per the Plan, the alleys contribute to the area's vehicular, pedestrian, and bicycle connectivity and should be preserved. The plan for the segment of 22<sup>nd</sup> Street South from 1st Avenue North to Fairfield Avenue South is to provide an adequate bicycle facility, sidewalks, shade and street trees, pedestrian lighting, and a uniform aesthetic appearance.



Excerpt from the WADA-Deuces Live Joint Action Plan pg. 28 and 29

While an east-west alley was vacated in the block east of 22<sup>nd</sup> Street in 2013, it's important to note some differences that distinguish it from this case where the Transportation Department does not support a vacation. One property owner owns the block. At that time, vacating the alley was consistent with the Dome Industrial Park Community Redevelopment Area (CRA) Plan, which focused on consolidating properties for redevelopment. The Dome Industrial Park CRA no longer exists.

The alley has a platted width of 16 feet and the westernmost terminus is 30<sup>th</sup> Street. Presumably, the request to vacate the alley is meant to accommodate diagonal parking on the north side of the alley. The Transportation Department recommends that the applicants work with City staff to determine if striped parking spaces can be accommodated without vacating the alley. Please let me know if you have any questions about the Transportation Department's review of the proposed vacation.



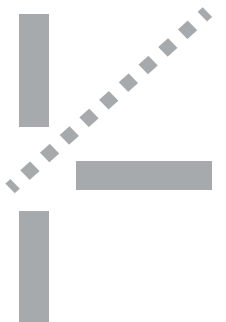


# ACTION PLAN

OCTOBER, 2018



**Warehouse Arts**  
**District**  
**Deuces Live**  
**JOINT ACTION PLAN**



# ABOUT THE ACTION PLAN

The mission of the Warehouse Arts District/Deuces Live Joint Action Plan is to identify specific opportunities for enhancement of public realm infrastructure that can support the upward social, cultural and economic potential of the areas. This Action Plan identifies Basic Infrastructure (sidewalks, street trees, lighting, etc.), Progressive Steps (streetscapes, road diets, bike lanes, etc.) and Transformational Projects (signature parks and streets) that are responsive to the opportunities of individual places, while working to create a more unified, consistent infrastructure for the overall region. The plan also identifies opportunities for collaboration between private property and public realm to create shared solutions which may benefit multiple properties and a more unified sense of place and urban function.

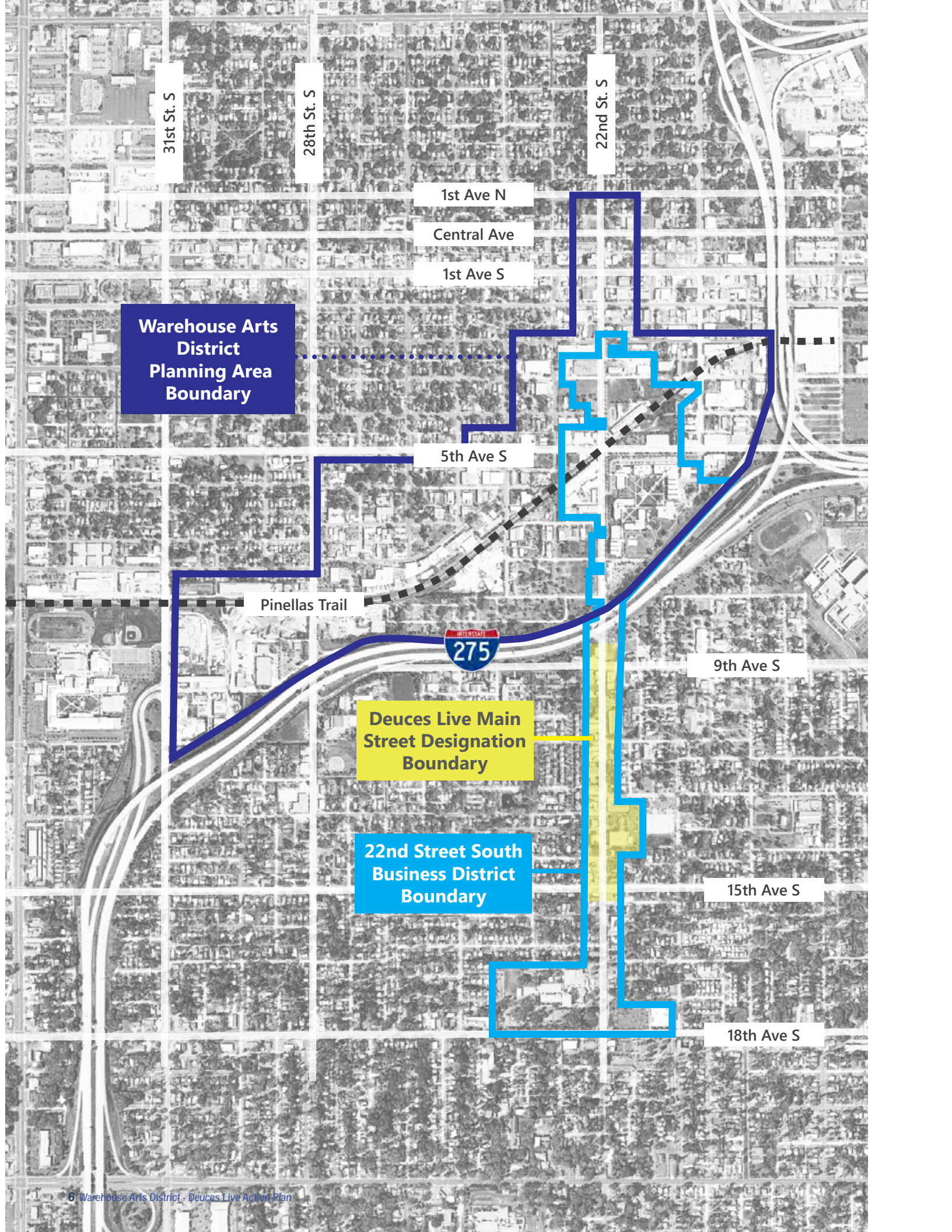
The Joint Action Plan is the result of extensive collaboration between the City of St. Petersburg City staff and the Deuces Live Main Street (Deuces Live) and Warehouse Arts District (WADA). This participation included extensive input, ideas, and review by residents, business, and property owners as well as the formal participation of the boards of directors of Deuces Live and WADA in joint committee work sessions. Plan ideas were reviewed and vetted by members of City Staff, including planning, transportation, public works, and economic development.

The work began in the fall of 2016 with a specific "Part 1": Issues and Opportunities Report (dated May 2017) documenting the extensive community participation process and providing a strategic planning framework of Guiding Principles and preliminary ideas to inform detail design. This Action Plan may be viewed as a "Part 2": detail design recommendations completed during the autumn of 2017 as a direct result of the Part 1 effort and a seamless continuation of the community discussion.

This Action Plan builds upon the Issues and Opportunities Report, and particularly works to activate a strategic framework of Guiding Principles confirmed by the community, which set the philosophy for detailed design recommendations:

1. **Define the Character Areas:** *Mission and Identity*
2. **Connect the Community Places:** *Safety and Connectivity*
3. **Create an Urban Environment for People:** *Urban Form and Place*
4. **Facilitate Positive Investment & Reclaim Places:** *Renewal and Redevelopment*
5. **Position for New Forms of Success:** *People and Partnerships*

The balance of this document is intended to describe an organized program of recommended improvements within the WADA/Deuces Joint Planning District with drawings and budgeting figures to allow the City and Community to plan for a phased approach to public investment over time. It is important to note the ideas are detailed at a schematic level. As new opportunities arise, the priority of one project over another may change, and in some cases, the detail design approach may be adjusted. However, the plans and diagrams in this Action Plan are intended to provide unifying guidance to ensure that each measure of investment can maintain a consistent general design approach—a compass to guide future decisions.



**Warehouse Arts District Planning Area Boundary**

**Deuces Live Main Street Designation Boundary**

**22nd Street South Business District Boundary**

31st St. S

28th St. S

22nd St. S

1st Ave N  
Central Ave  
1st Ave S

5th Ave S

Pinellas Trail

INTERSTATE  
275

9th Ave S

15th Ave S

18th Ave S

# THE STUDY AREA

The Warehouse Arts District/Deuces Live Joint Action Plan covers a very large, diverse, and interesting area of south St. Petersburg—rich with arts, cultural history and dynamic pockets of disinvestment and emergent reinvestment.

The planning area is centered on the historic industrial, commercial, and neighborhood areas associated with the rail/shipping industry that is now redefined as the Pinellas Trail corridor. This was once an area of heavy employment based upon industry and rail access, which effectively supported local resident income and main street business and community services. Today, without the rail, the area has suffered from loss of employment, and property is repositioning.

The opportunity now is to develop new forms of community and economic activity based on emergent uses and needs—reinventing the area as a place for renewed opportunity and quality of life. The patterns of “Main Street” include interesting new businesses, and the Warehouse Arts area is experiencing an influx of dynamic new users who are taking advantage of the large lot/industrial building patterns. However, the prior industrial land uses and past planning sensibilities have left a legacy of frayed or inconsistent infrastructure, such as basic lighting, sidewalks, street trees and other amenities that are conducive to new investment to meet the needs of all users and visitors for a more livable, walkable, attractive environment.

The geography stretches along the 22nd Avenue South corridor from 1st Street South to 18th Avenue South and across the industrial areas north of I-275. The subject property primarily includes the areas of non-residential zoning: industrial, commercial, mixed use areas. This is not a “neighborhood plan”. However, in looking at the local business patterns of the Deuces Live Main Street and the emergent business patterns of the WADA, consideration of adjacent community patterns and places within the larger city was clearly a consideration.

The challenge is completing a plan for small-lot, traditional Main Street retail and community services within the same framework as large-lot, transitioning Industrial, Arts, and Light Manufacturing as seen in WADA. Fortunately, the goals of a connected environment with opportunities for specific feature investment places allows for continuity of ideas. Recommended Actions can be both specific to individual places, while guided by a consistent set of ideas, that if implemented across the study area, will result in a more unified, livable, and active place.

# FORWARD MOVES

FORWARD MOVES ARE THE PROJECT INITIATIVES THAT ORGANIZE THE ACTIONS OF THE PLAN. THE **RECOMMENDATIONS ARE CONCEPTUAL AND WILL REQUIRE REFINEMENT AND ADDITIONAL DUE DILIGENCE UPON IMPLEMENTATION.** HOWEVER, EACH OF THE IDEAS IS CONSIDERED BOTH ACTIONABLE AND ACHIEVABLE. THE SPECIFIC ACTIONS AND INDIVIDUAL PROJECTS ARE ORGANIZED BY IMPLEMENTATION TYPE AND PROVIDED WITH A BUDGET VALUE.

## 1 COMPLETE THE WALKABLE INFRASTRUCTURE

Infill sidewalks, crosswalks, lighting, street trees, and other basic infrastructure for a safe, contiguous walking environment. Actions include:

- Develop a transit and bicycle network framework
- Develop a street network framework
- Create streetscape design standards
- Improve key streets and intersections
- Reclaim and preserve underdeveloped streets
- Preserve and improve the alleys
- Create design standards for future redevelopment sites



## 2 MAKE 22ND STREET S AND 5TH AVENUE S LIVABLE STREETS

Invest in the two connecting corridors as places for dedicated bike facilities, more generous pedestrian walks, branded crosswalks, street trees, on-street parking, and lighting. Actions include:

- Transform 5th Avenue South to a complete street
- Re-design 22nd Street South

## 3 FEATURE THE TRAIL ADDRESS

Enhance the appearance of the corridor with art, trees, and lighting, and leverage the potential relationships of businesses along the trail with front doors and active patio spaces that can be accessed from the trail. Actions include:

- Design the trail as the new district destination
- Encourage access to the trail from buildings
- Orient the buildings toward the trail
- Improve trail crossings
- Design a wayfinding system for the trail





## 4 CREATE ACTIVE PARKS AND POP-UP SPACES

Develop signature park spaces in both WADA and Deuces that leverage key intersection locations and proximity to local business for dedicated small festival and community event space. Actions include:

- *Build new parks*
- *Create opportunities for new private/public open space*
- *Create opportunities for parklets and pop-up parks*
- *Event streets*

## 5 EXPRESS ART, INDUSTRY & CULTURE THROUGH DESIGN

Incorporate and encourage interesting and unique expressions of art in the design of gateways, parks, and street infrastructure. Actions include:

- *Use special graphic motifs on key crosswalk and intersections*
- *Keep using the murals as a trademark feature of the area*
- *Encourage the use of art elements*
- *Allow the use of business pedestrian signs*
- *Transform the Dome signs into art elements*



## 6 GUIDE THE DEVELOPMENT OF SUCCESSFUL URBAN PLACES

Design both public and private activity areas that can be used in many types of ways, supporting diverse event types and fostering an interface between public space and private business activity. Actions include:

- *Connect destinations and create new distinct character areas and address*
- *Develop adequate parcel and block infrastructure to allow future redevelopment*
- *Create a Building Facade and Site Improvement program*
- *Identify and acquire potential site for redevelopment, open space and/or housing*
- *Create partnerships with local institutions*
- *Develop a task force for long-term project implementation*

1

# COMPLETE THE WALKABLE INFRASTRUCTURE

*COMPLETE THE SIDEWALK*

## VISION

Both WADA and Deuces Live Main Street can be places with linked, connected urban streets that are conducive to a safe walking environment. This connected infrastructure includes targeted improvements and connective infill of sidewalks, crosswalks, lighting, street trees and on-street parking to make fully functional streets for basic retail activity, and event connectivity across complex areas with varied businesses.

This is intended to complete the streets as 'linkages' through areas of the WADA and Deuces which may have vibrant businesses adjacent to underutilized or 'hard industrial' sites so that visitors to the area can more easily navigate and access the interesting places within each area.

## OPPORTUNITIES & ACTIONS

### **Develop a transit & bicycle network framework**

Create continuous bicycle corridors on 5th Avenue South and 22nd Avenue South. Explore transit service expansion on 22nd Street South. Ensure that the area can be easily and safely navigated from transit to bike to walking without gaps in service by providing connections to the future Bus Rapid Transit (BRT) service at 1st Avenues North and South.

### **Develop a street network framework**

Where possible, connect streets to allow for linkage across the District and easy "permeability" and access for pedestrians, bicycles and slow moving traffic as appropriate.

### **Create streetscape design standards**

Unify the streetscape materials to create a cohesive appearance of the physical environment.

### **Improve key streets and intersections**

Feature the key streets and intersections as opportunities to enhance safety as well as "brand" the district so that these locations will enhance the sense of place within areas of diverse private property appearance.

### **Reclaim and preserved underdeveloped streets**

Take advantage of underutilized rights of way such as at 23rd Street South and 6th Avenue South to create functional streets that improve property access and district connectivity to neighboring properties and to the Pinellas Trail.

### **Preserve and improve the alleys**

Utilize alleys not only for "back of house" service and access to parking, but also as navigable pedestrian paseo opportunities and pop-up event space in strategic locations.

### **Create design standards for future redevelopment sites**

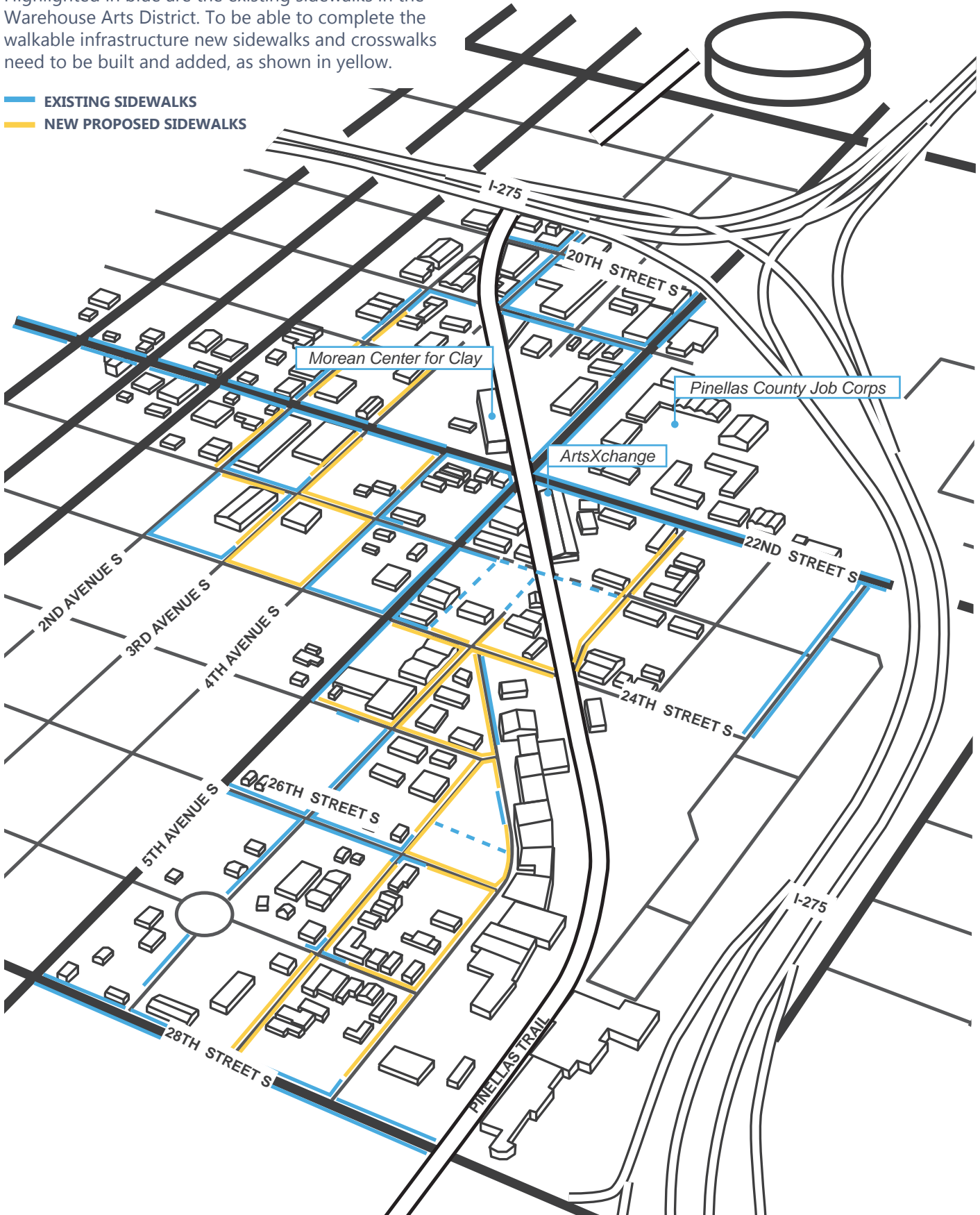
Require future development to appropriately addresses the street/public realm (and Trail) with front door and transparent windows as appropriate; provides supportive sidewalk easements where needed and leverages other opportunities for art and outdoor activity space.



# SIDEWALK INFRASTRUCTURE TODAY

Highlighted in blue are the existing sidewalks in the Warehouse Arts District. To be able to complete the walkable infrastructure new sidewalks and crosswalks need to be built and added, as shown in yellow.

- EXISTING SIDEWALKS
- NEW PROPOSED SIDEWALKS



# STREETS & INTERSECTIONS TODAY



*Broken Sidewalks*



*Unfinished Driveways*



*Limited Crosswalks*



*Unpaved Alleys and Limited Pedestrian Lights*



*Unfinished Sidewalks*



*On-Street Parking*

# STREET, BICYCLE & TRANSIT FRAMEWORK

This framework is a guideline to provide a comprehensive understanding of the role of the streets, existing and future improvements. Below are the elements and opportunities of the framework.

NOTE: *Proposed traffic control devices will require further evaluation prior to any implementation.*

**NEIGHBORHOOD COLLECTOR:** Complete streets that support vehicular, bike, transit, and pedestrian connectivity; provide access to the local street network; and have a target speed of 25-30 mph. These are type "A" streets with high level of care and finish; are primary pedestrian and bicycle linkages; and should have active building frontages.

**LOCAL:** These are low speed (20-25 mph) streets that should be retrofitted or reconstructed to support safe pedestrian and bicycle activities, such as improved sidewalks, streetscapes, and crosswalks.

**FEATURE STREETS:** These are new address streets to be built through redevelopment. They are pedestrian-priority streets that would contribute to the vision and character of the area, supporting new businesses, jobs, and housing. These streets are 23rd Street S and the segment of 22nd Street S from 9th Avenue S to 11th Avenue S (Deuces Live Main Street Core).

**ALLEYS:** These are narrow passageways that provide secondary access to buildings. Alleys contribute to the vehicular, pedestrian, and bicycle connectivity of the area, and they all should be preserved and improved.

**PINELLAS TRAIL:** Pathway that transects the district for cyclists and pedestrians. The trail should be featured as the green recreational spine of the area. Improvements to the trail include street trees, lighting, and rest areas.

**PROPOSED BICYCLE CONNECTION:** We recommend to run a bicycle connection behind the Pinellas County Job Corps from the intersection of 5th Avenue S/20th Street S and the intersection of 22nd Street S/Fairfield Avenue.

**PSTA BUS ROUTES:** Existing bus routes are managed by the Pinellas Suncoast Transit Authority. Adequate bus stops and shelter should be provided on 5th Avenue S.

**22nd STREET S PROPOSED BUS ROUTES:** We encourage the creation of a bus route along the 22nd Street South corridor to improve the connectivity and access of the area.

**BRT STOPS:** Future Bus Rapid Transit (BRT) platforms will be located on 1st Avenue N and 1st Avenue S. We encourage to locate trolley stops and new bike-share stations next to the platform to improve the pedestrian and bicycle connectivity of the area.

**SIGNALIZED INTERSECTIONS:** The signalized intersections will increasingly serve as the principal pedestrian crossing for pedestrian and bicycles.

**ENHANCED PEDESTRIAN CROSSWALKS:** These intersections will serve as safe pedestrian crossings for pedestrians and cyclists. New crosswalks should be added to each of them.

**2 WAY STOP INTERSECTIONS:** These intersections will serve as safe pedestrian crossings for pedestrians and cyclists. New crosswalks and bicycle box markings should be added to each of them.

**TRAIL INTERSECTIONS:** These are intersections designed to provide safe bicycle and pedestrian crossings for trail users. All trail intersections should have well-defined markings and signs.

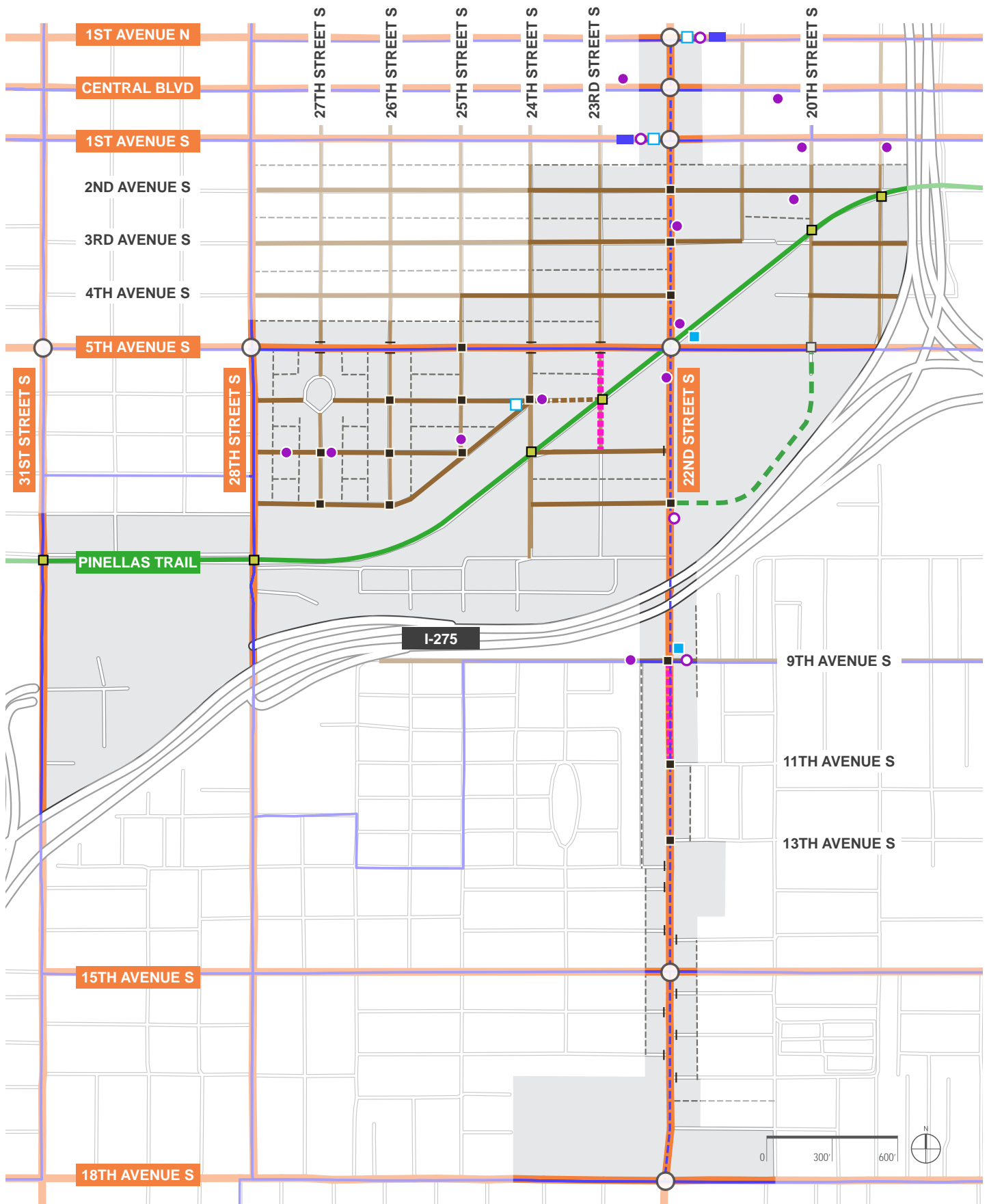
**EXISTING TROLLEY STOPS:** These are the locations of the existing trolley stops for the 2nd Saturday Art Walk.

**PROPOSED TROLLEY STOPS:** Current stops are located in front of key businesses and galleries. As both areas grow, a demand for trolley stops will increase. We recommend to locate future stops on key intersections and next to transit stops. These will encourage visitors to visit the district without their cars.

**EXISTING BIKE SHARE STATIONS:** There are two bike share stations in the area, both located in key intersections.

**PROPOSED BIKE SHARE STATIONS:** Future bike share stops should be located next to transit stops to help promote the bicycle and pedestrian connectivity of the area.

# Proposed Framework Map



**Use the following weblink to view the entire Warehouse Arts District Deuces Live Joint Action Plan:**

<https://www.google.com/url?client=internal-element-cse&cx=014333701417684301166:jtv06twyix4&q=https://www.stpete.org/Residents/Current%2520Projects/docs/WADA-Deuces%2520Action%2520Plan.pdf&sa=U&ved=2ahUKEwipiJ-4lsP-AhXYSdABHdP3DqkQFnoECAEQAAQ&usg=AOvVaw213eTmfUbGOIU5lrErTtcJ>



To: Scot Bolyard, Deputy Zoning Official, Development Review Services Division  
From: Derek S. Kilborn, Manager, Urban Planning and Historic Preservation Division  
Date: April 18, 2023  
Subject: Application Case No. 23-33000002  
Owner and Applicant: RWTV LLC / Trisland Holding, Inc.  
Agent: Housh Ghovae, CEO Northside Engineering, Inc.  
Address: 2200 2<sup>nd</sup> Avenue South and 2233 3<sup>rd</sup> Avenue South, St. Petersburg, Florida

---

The following analysis and related comments reflect the comprehensive planning and historic preservation goals, objectives, and policies within the City of St. Petersburg’s Comprehensive Plan and other planning initiatives, including the *Warehouse Arts District Deuces Live Joint Action Plan (“WADA Plan”)* published in 2018.

Figure 1. Aerial photograph showing the public alley [red]



## PLANNING REVIEW

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.

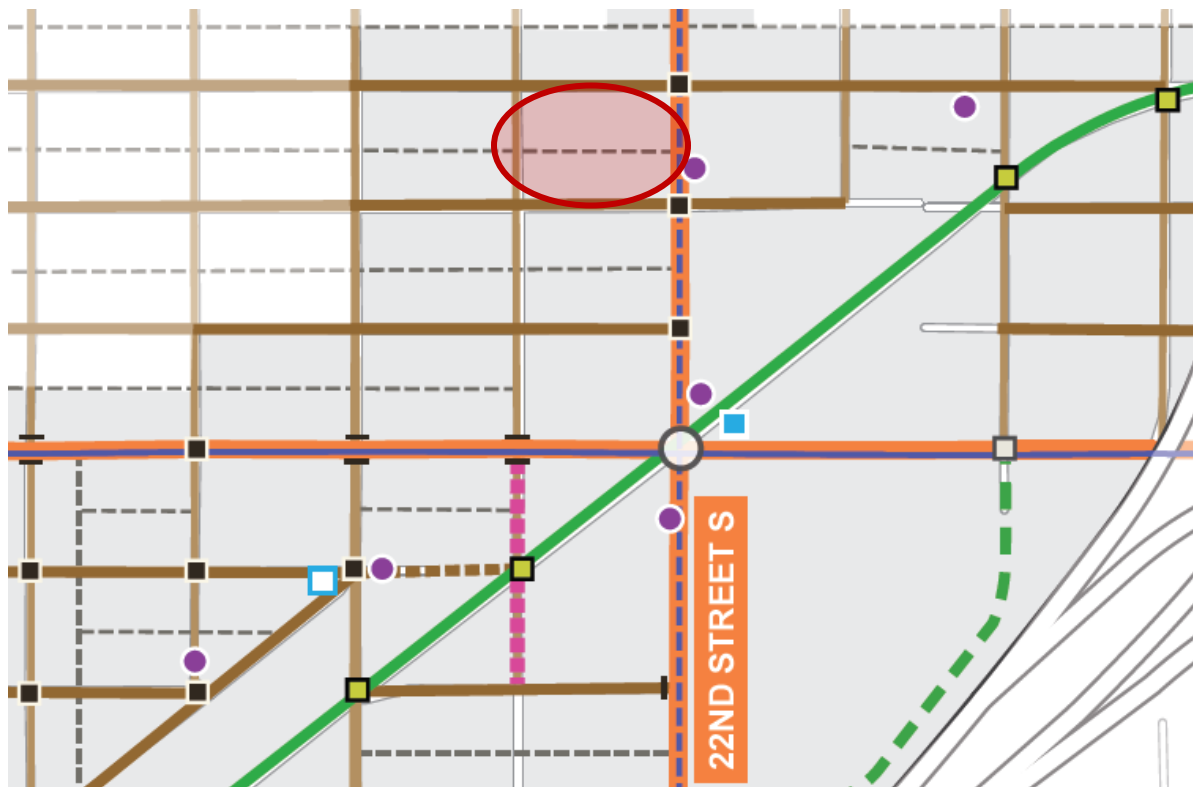
T23.1 The City shall maintain its prevalent grid system of streets and avenues.

In response to T2.4, the 2018 *Warehouse Arts District Deuces Live Joint Action Plan* ("WADA Plan") includes a 'Proposed Framework Map' identifying key elements combining streets, alleys, and other multi-modal opportunities. Alleys are described in the WADA Plan as follows:

"Alleys: These are narrow passageways that provide secondary access to buildings. Alleys contribute to the vehicular, pedestrian, and bicycle connectivity of the area, and **they shall be preserved and improved.**" [emphasis added]

The 'Proposed Framework Map' identifies the subject alley for preservation and improvement. The subject alley is shown in a [red] circle.

Figure 2. Proposed Framework Map, Warehouse Arts District Deuces Live Joint Action Plan



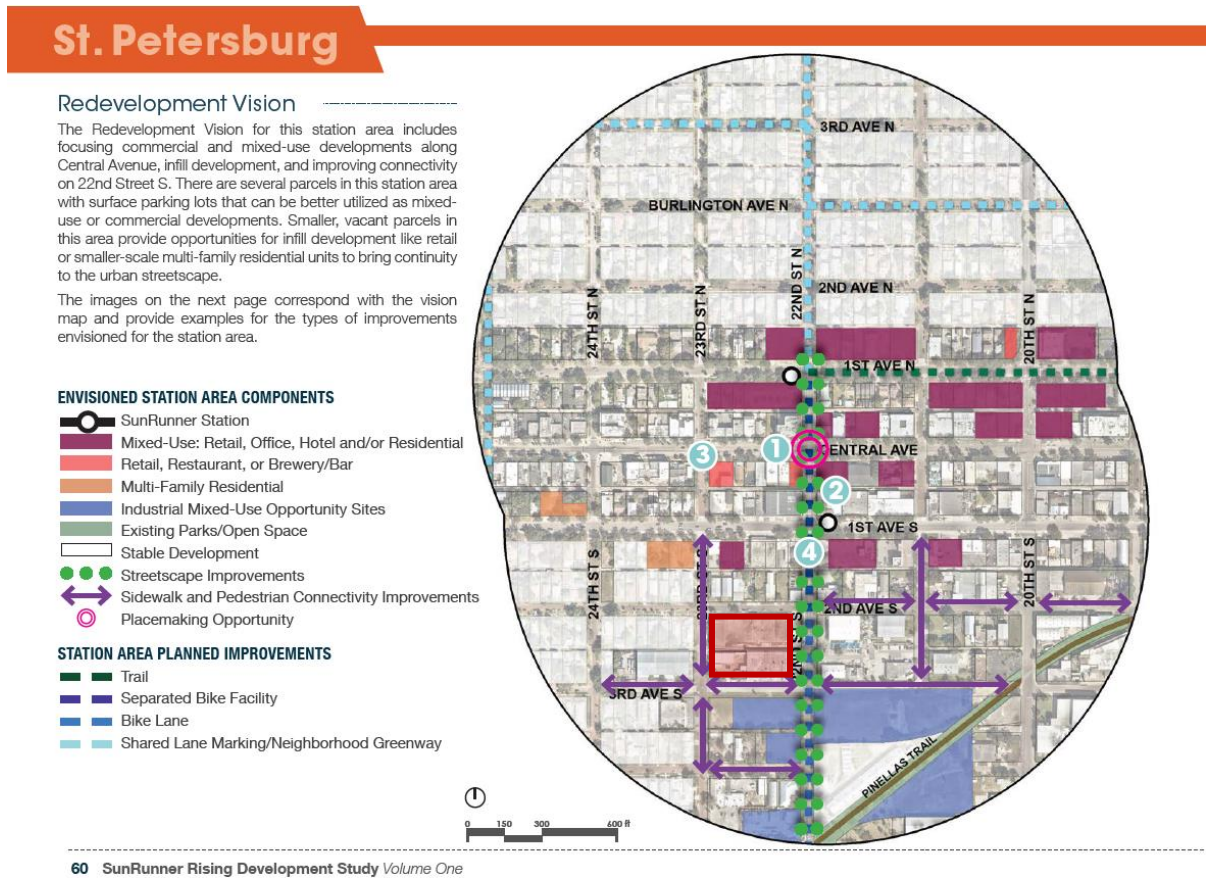
The WADA Plan also discusses completing the walkable infrastructure and emphasizes the following under a subsection titled ‘Opportunities & Action’:

“Preserve and improve the alleys: Utilize alleys not only for “back of house” service and access to parking, but also as navigable pedestrian paseo opportunities and pop-up event space in strategic locations.”

Finally, the 2022 *SunRunner Rising Development Study, Volume I: St. Pete East (“The Study”)* evaluated station area improvements and possible planning and zoning changes covering the location of the subject alley. (The subject alley is highlighted in Figure 3 below using a red rectangle.) The east end of the subject alley is identified for streetscape improvements, and the west end of the subject alley is identified for sidewalk and pedestrian connectivity improvements. These recommendations within the Study reinforce the general principles of alley preservation but especially the goals highlighted in the WADA Plan.

The subject alley is also adjacent to the station area’s *regulatory focus area*. The station area is currently being evaluated for potential Comprehensive Plan and Land Development Regulation text and map amendments to implement the findings and recommendations of the Study. An alley vacation at this time would be premature.

Figure 3. SunRunner Rising Development Study, Redevelopment Vision. The subject alley is highlighted in [red].



## TRADITIONAL STREETSCAPE MATERIALS

The service alley is partially constructed of historic bricks and non-historic pavement and bounded by granite curbing. Pursuant to City Code Section 16.40.130, the historic bricks and granite curbs are protected by City ordinance and shall be preserved.





Figure 4. West end of alley looking north, brick and granite edge



Figure 5. West end of alley looking north, showing what appears to be the end of historic brick and beginning of paving.



Figure 6. East end of the alley looking west, showing brick impressions underneath the apron paving.



Figure 7. East end of the alley looking south, it is assumed that the historic brick underlies the apron but stops at the granite edge and does not extend along the alley.



Figure 8. East end looking east toward 22<sup>nd</sup> Street South. Photo shows granite curbing.



Figure 9. Center of alley looking west. Photo shows granite curbing.

Conditions:

- If the historic streetscape materials are removed because of a favorable decision to vacate the alley, then the materials shall be properly removed and returned to the City of St. Petersburg. Historic bricks and granite curbing shall be neatly stacked, palletized, and delivered to the City's general maintenance yard located at 1635 - 3<sup>rd</sup> 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.

## **FINDINGS**

Based on the comprehensive planning and historic preservation goals, objectives, and policies within the City of St. Petersburg's Comprehensive Plan and other planning initiatives, including the WADA Plan and SunRunner Rising Development Study, the Urban Planning and Historic Preservation Division recommends *against* vacation of the subject alley.

## Scot K. Bolyard

---

**From:** Brian Caper  
**Sent:** Wednesday, April 19, 2023 10:47 AM  
**To:** Scot K. Bolyard  
**Cc:** Corey D. Malyszka  
**Subject:** RE: Comments for ROW (Alley) Vacation at 2200 2nd Ave S; DRC 23-33000002

Hi Scot,

I spoke with Derek and he reminded me that the WADA-Deuces Plan, while not making a specific development/improvement recommendation for that alleyway, did include language stating that alleyways should be preserved and improved. Given that, I support the Planning Division's recommendation *against* the vacation of the alley.

Please let me know if you have any questions.

Thanks,  
Brian

---

**From:** Scot K. Bolyard <Scot.Bolyard@stpete.org>  
**Sent:** Friday, April 14, 2023 10:20 AM  
**To:** Brian Caper <Brian.Caper@stpete.org>  
**Cc:** Corey D. Malyszka <Corey.Malyszka@stpete.org>  
**Subject:** FW: Comments for ROW (Alley) Vacation at 2200 2nd Ave S; DRC 23-33000002

Good morning Brian,

The City is processing a request for an alley vacation at 2200 2<sup>nd</sup> Ave S and I received comments back from Engineering recommending coordination with you as this is located within the Warehouse Arts District & Deuces Live Joint Action Plan, see Comment #5 on the last 2 attached documents provided by ECID. Could you please review and provide any comments you may have? This is going before the DRC on May 3<sup>rd</sup> and the staff report is due next Wednesday, April 19<sup>th</sup>. If you could get any comments you may have to me before then it would be much appreciated.

Also, would you happen to have PDF versions of the Warehouse Arts District & Deuces Live Joint Action Plans? They are not available in the network folder for City Accepted Neighborhood and Business Plans:

<U:\NeighborhoodAndBusinessAssoc\City Accepted Neighborhood and Business Plans>

Thanks,

Scot Bolyard, AICP  
Deputy Zoning Official, Planning & Development Services  
City of St. Petersburg  
One Fourth Street North, St. Petersburg, FL 33701  
Phone: 727-892-5395 / Fax: 727-892-5557  
[Scot.Bolyard@StPete.org](mailto:Scot.Bolyard@StPete.org)

Please note that all emails are subject to public records law.

## Scot K. Bolyard

---

**From:** Cheryl L. Bergailo  
**Sent:** Monday, April 03, 2023 12:01 PM  
**To:** Scot K. Bolyard  
**Subject:** FW: 22-33000002 Vacate Alley at 2200 2nd Ave South

FYI

Thanks,  
Cheryl Bergailo, AICP, LEED Green Assoc.  
Planner II, Planning & Development Services  
City of St. Petersburg  
One Fourth Street North, St. Petersburg, FL 33701  
Email: [Cheryl.Bergailo@stpete.org](mailto:Cheryl.Bergailo@stpete.org) Phone: 727-892-5958  
Mailing Address: City of St. Petersburg - Planning & Development Svcs - ATTN: Cheryl Bergailo - P.O. Box 2842 - St. Petersburg, FL 33731

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**From:** Libby Carnahan <[libby.carnahan@gmail.com](mailto:libby.carnahan@gmail.com)>  
**Sent:** Monday, April 3, 2023 11:56 AM  
**To:** Cheryl L. Bergailo <[Cheryl.Bergailo@stpete.org](mailto:Cheryl.Bergailo@stpete.org)>  
**Subject:** Re: 22-33000002 Vacate Alley at 2200 2nd Ave South

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Cheryl

An additional bur important comment- the land owners seem to be renting their parking lot for RV and Charter Bus storage. I do not think this is directly related to any business being conducted in either building. So if they are able to rent out their parking for other businesses that are off-property than I don't see a demonstrated need for the alley to be vacated parking spots

At this point I am Explicitly Opposed to this Application and would like to do everything to have my voice heard.

Thank you,  
Libby Carnahan

On Tue, Mar 7, 2023 at 4:50 PM Cheryl L. Bergailo <[Cheryl.Bergailo@stpete.org](mailto:Cheryl.Bergailo@stpete.org)> wrote:

Hello-

Received, thank you.

Thanks,

Cheryl Bergailo, AICP, LEED Green Assoc.

Planner II, Planning & Development Services

City of St. Petersburg

One Fourth Street North, St. Petersburg, FL 33701

Email: [Cheryl.Bergailo@stpete.org](mailto:Cheryl.Bergailo@stpete.org) Phone: 727-892-5958

Mailing Address: City of St. Petersburg - Planning & Development Svcs - ATTN: Cheryl Bergailo - P.O. Box 2842 - St. Petersburg, FL 33731

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**From:** Libby Carnahan <[libby.carnahan@gmail.com](mailto:libby.carnahan@gmail.com)>  
**Sent:** Tuesday, March 7, 2023 11:59 AM  
**To:** Cheryl L. Bergailo <[Cheryl.Bergailo@stpete.org](mailto:Cheryl.Bergailo@stpete.org)>  
**Subject:** Re: 22-33000002 Vacate Alley at 2200 2nd Ave South

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Cheryl,

Thank you. I will share some bullet point concerns right now.

1. Public safety is my paramount concern. I've seen more people-facing businesses be added to an area zoned industrial. Yes the parking and traffic signage has been very slow to change. I have lost friends killed on motorcycles and foot within blocks of my house. So my concerns are rooted in experience.
2. Adding parking to the alley without cutting off the end of the alley would increase traffic flow from current rate- where is traffic study
3. It seems as if they want to treat the whole block as "one" since they own it all. In that case why don't they look at ingress and egress off of 3rd Ave South where there is a grass lot across the street?
4. If 22nd street had an accident- the alley is a street emergency services can still use. Not if the alley is blocked off as I suggest is one option.

5. The way parking is allowed on 23rd street currently folks coming out of alley would have vision blocked by cars parked on east side of 23rd street. People already park blocking the warehouse two drives on weekends

6. What businesses are going in? How much parking do you need if you don't know WHAT you are planning for?

7. Why not keep the entrance and exit away from the shared 23rd industrial one side and residential street one side- with less traffic and use the lot on 22nd street at 2nd Ave South

8. I do not see the need to privatize this public resource. Selling the alley for \$1,000 gives developer full control of a city block in a rapidly gentrifying area where there are developer plans to resins the area. This would be- an enormous economic win for them- for a small price to the city (aka the people).

9. Why can't they add parking on their property and it just be compact cars and City keep the alley? The bigger vehicles can park In Front lot?

10. Again. Referencing (9) it is concerning that they say they NEED this parking but they didn't even include the other parking lot for the building.

11. And we spoke about the multiple errors in the pre application that the address on the permit was correct. But the map showed 2 22nd streets and no 23rd street and the letter stated the property was between 21st and 22nd streets. This is sloppy work indicative of possibly feeling this was a "slam dunk" and they didn't need to double check their work? They city staff didn't catch it either?

Thank you for listening to my initial concerns. I look forward to staying engage as this process moves along.

Libby Carnahan

21 year St Pete Resident

9 years at [2300 2nd Ave South](#)

[St. Petersburg, FL 33712](#)

305-923-5413

On Mon, Mar 6, 2023 at 1:25 PM Cheryl L. Bergailo <[Cheryl.Bergailo@stpete.org](mailto:Cheryl.Bergailo@stpete.org)> wrote:

Hello-

Attached is the site plan they submitted. I asked Housh for the parking plan; I will send it if I receive one. It's not required for the submission but would be useful for their case.

Thanks,

Cheryl Bergailo, AICP, LEED Green Assoc.

Planner II, Planning & Development Services

City of St. Petersburg

One Fourth Street North, St. Petersburg, FL 33701

Email: [Cheryl.Bergailo@stpete.org](mailto:Cheryl.Bergailo@stpete.org) Phone: 727-892-5958

Mailing Address: City of St. Petersburg - Planning & Development Svcs - ATTN: Cheryl Bergailo - P.O. Box 2842 - St. Petersburg, FL 33731

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**From:** Libby Carnahan <[libby.carnahan@gmail.com](mailto:libby.carnahan@gmail.com)>  
**Sent:** Monday, March 6, 2023 12:56 PM  
**To:** Cheryl L. Bergailo <[Cheryl.Bergailo@stpete.org](mailto:Cheryl.Bergailo@stpete.org)>  
**Subject:** Permit to Vacate Alley at [2200 2nd Ave South](#)

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Cheryl,

Thank you for taking the time to call. I look forward to hearing back from you with the more updated preproposal.

Cheers, Libby

Libby Carnahan

305-923-5413