



**Staff Report to the St. Petersburg Community Planning & Preservation Commission**

Prepared by the Planning & Development Services Department,  
Urban Planning and Historic Preservation Division

For Public Hearing and Executive Action on January 12, 2021

(Rescheduled from December 8, 2020)

at 2:00 p.m. in the City Council Chambers, City Hall,

175 Fifth Street North, St. Petersburg, Florida.

**DUE TO COVID-19, every person in any City facility will be required to comply with the public safety protocols recommended by the Centers for Disease Control and Prevention and local health authorities, including wearing a mask in common areas, maintaining six (6) feet of distance, and other safety practices.**

## City Files: FLUM-60

1501 72<sup>nd</sup> Street North (Former Raytheon Site)

This is a private-initiated application requesting that the Community Planning and Preservation Commission (“CPPC”), in its capacity as the Local Planning Agency (“LPA”), make a finding of consistency with the Comprehensive Plan and recommend to City Council **APPROVAL** of the following map amendments to the City’s Official Zoning Map and Future Land Use Map and the associated Development Agreement.

Photo 1: Subject Property at 1501 72<sup>nd</sup> Street North; Photo Source: Google Earth.



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## APPLICANT INFORMATION

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## REQUEST

The applicant is requesting an amendment to the Future Land Use Map from IL (Industrial Limited) to PR-MU (Planned Redevelopment - Mixed Use) with a concurrent amendment to the Official Zoning Map from IS (Industrial Suburban) to CCS-1 (Corridor Commercial Suburban) for a 29.11-acre parcel located at 1501 72<sup>nd</sup> Street North with an associated Development Agreement. The existing *Target Employment Center Overlay* will remain unchanged.

In addition to the proposed map amendments, a Development Agreement (“D.A.”) is included to provide assurances relating to future development plans on the subject property and mitigate concerns relating to the general loss of *industrial* zoned land. In this instance, development under the requested CCS-1 zoning designation shall be regulated by the associated D.A. A copy of the proposed D.A. is included and summarized as follows:

- A 150,000 square feet (minimum) *sports tourism facility* and ancillary retail/restaurant uses. The *sports tourism facility* is defined within City Code Chapter 16 as a *commercial recreation, indoor* facility; and
- A *public lagoon with beach area*. The *public lagoon with beach area* is defined within City Code Chapter 16 as a *commercial recreation, outdoor* facility; and
- *Multi-family buildings* containing no more than 623 apartment units with a minimum of 30% of the units being designated *workforce housing* in accordance with the City’s definition and bonus program; and
- The combined intensity shall not exceed 0.55 floor area ratio (“FAR”) and the total density shall not exceed 623 units; and
- The maximum building height shall not exceed 48-feet; additional height may be achieved pursuant to the Large Tract Planned Development Overlay regulations, set forth in City Code Chapter 16, Section 16.30.090 and allowable height encroachments, set forth in City Code Chapter 16, Section 16.60.020; and
- The *sports tourism facility* shall be constructed prior to, or concurrently with, multi-family buildings and shall obtain the Certificate of Completion (“CC”) for the *sports tourism facility* prior to, or concurrently with, issuance of the Certificate of Occupancy (CO) for the first multi-family building; and
- A public bicycle/pedestrian connection shall be constructed through the subject property providing public access from the Pinellas Trail to 72<sup>nd</sup> Street North and thereby Azalea Park. Design for the connection shall be reviewed and approved by the Transportation and Parking Management Department prior to site plan approval by the City’s Development Review Commission. The connection shall be completed prior to issuance of the first CO for the *sports tourism facility*.

## SITE DESCRIPTION

Street Address:	1501 72 <sup>nd</sup> Street North
Parcel ID No.:	07-31-16-93168-001-0070; 07-31-16-93168-001-0060; 07-31-16-93168-001-0050; 07-31-16-93168-001-0030; 07-31-16-93168-001-0020; 07-31-16-93168-001-0010
Acreage:	29.11 acres total
Zoning:	From IS (Industrial Suburban) to CCS-1 (Corridor Commercial Suburban)
Future Land Use:	From IL (Industrial Limited) to PR-MU (Planned Redevelopment - Mixed Use); Retain Target Employment Center Overlay
Countywide Plan Map:	From Employment to Multimodal Corridor (MMC); Retain Target Employment Center Overlay
Existing Use:	Vacant
Surrounding Uses:	Commercial and Tyrone Mall to the north; Pinellas Trail, commercial, and multi-family residential to the east; Azalea Park and Recreation Center to the west; and, a groundwater treatment facility and single-family residential housing to the south.
Neighborhood Association(s):	Azalea Homes Community Association Jungle Terrace Civic Association (located within 300-feet to the north) Crossroads Area Homeowners Association (located within 300-feet to the east)

## BACKGROUND and DESCRIPTION

The subject property is located at 1501 72<sup>nd</sup> Street North, generally located southeast of the intersection of 22<sup>nd</sup> Avenue North and 72<sup>nd</sup> Street North. The subject property is bounded on the north by 22<sup>nd</sup> Avenue North, Tyrone Mall, and miscellaneous retail and personal service establishments. The subject property is bounded on the east by the Pinellas Trail (a 60-foot wide multi-use public trail), commercial, and multi-family uses. The multi-family uses include a combination of two- and three-story buildings. The subject property is bounded on the south by an adjoining treatment facility, and single-family houses south of 13<sup>th</sup> Avenue North. Finally, the subject property is bounded on the west by Azalea Park. The park includes a recreation center, a playground, an outdoor exercise zone, disc golf course, athletic fields and courts, a picnic shelter and passive green space.

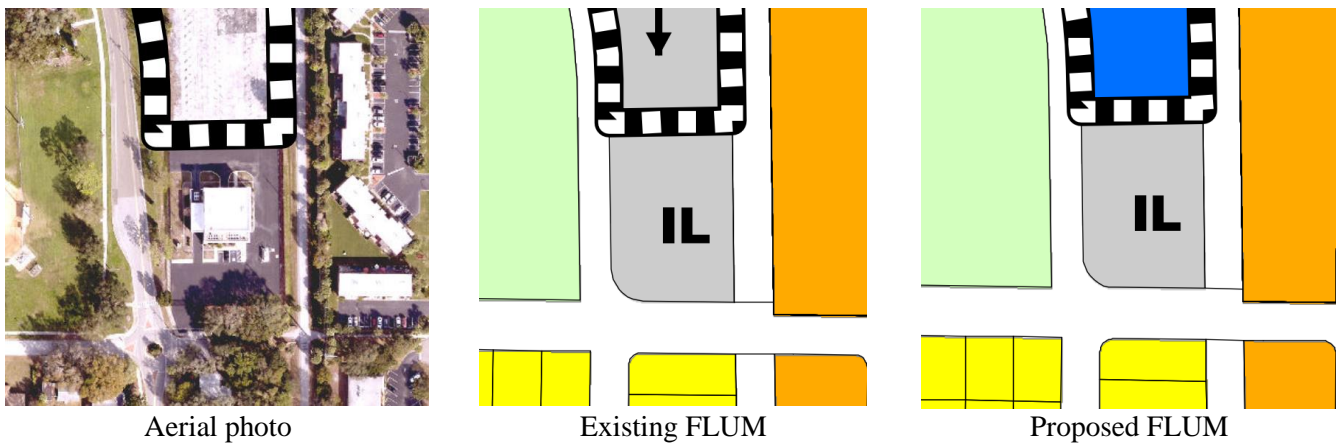
### **Raytheon Company's Treatment Facility**

The subject property was previously developed as an office, research, and laboratory facility for ECI, a St. Petersburg division of Dallas-based E-Systems, Inc., a defense electronics company. In 1991, soil and groundwater contamination was discovered on the subject property. In 1995, the Raytheon Company acquired E-Systems, Inc. and in 1996, installed testing wells. In 2005, monitoring revealed that polluted groundwater was migrating into areas outside of the subject property and into adjacent residential neighborhoods to the south and southwest. A treatment facility was subsequently constructed at 7167 13<sup>th</sup> Avenue North (Parcel 07-31-16-93168-001-0011); the treatment facility is not included with this application.

Photo 2: Treatment facility at 7167 13<sup>th</sup> Avenue North; Photo Source: Google Earth.



Table 1: Future Land Use Map at 7167 13<sup>th</sup> Avenue North



**Target Employment Center Overlay**

The subject property is within a *Target Employment Center* overlay. The *Target Employment Center* overlay is Special Designation under the comprehensive plan which allows a 100-percent intensity bonus to incentivize the establishment of manufacturing, office, and laboratories and research and development uses. The *Target Employment Center* overlay on the subject property was first established in 2016 through City File Application No. FLUM-32-A and preceded by extensive countywide research and amendments dating to 2008 (described below). As shown in the following zoning comparison table, most incentivized uses will continue to be allowed within the proposed CCS-1 zoning category, with “office, temporary labor” being the only exception. “Office, general” changes from an accessory to principal use. “Laboratories and research and development” will require a public hearing and special exception approval.

Table 3: Comparison of *Target Employment Center* uses.

	IS (Industrial Suburban)	CCS-1 (Corridor Commercial Suburban)
Office, General	Accessory Use	Principal Use; 1.1 FAR
Office, Medical	Grandfathered Use	Principal Use; 1.1 FAR
Office, Temporary Labor	Principal Use; 1.3 FAR	Nonconforming Use
Office, Veterinary	Principal Use; 1.3 FAR	Principal Use; 1.1 FAR
Manufacturing, Light	Principal Use; 1.3 FAR	Principal Use; 1.1 FAR
Laboratories and Research and Development	Principal Use; 1.3 FAR	Special Exception Use; 1.1 FAR

## **Commercial Recreation, Indoor and Outdoor**

The application and proposed development agreement include a proposed regional *sports tourism facility* and *public lagoon with beach area*. City Code, Chapter 16, Section 16.10.020.1 defines these uses as “commercial recreation, indoor” and “commercial, recreation, outdoor” respectively:

- *Commercial recreation, indoor*: Privately owned commercial facilities offering indoor athletic courts, swimming pools, skating rinks, skateboard or bicycle racing facilities, waterslides, batting and archery facilities, bowling alleys, amusement parks, entertainment venues including dance halls, and amusement facilities containing games or amusement devices.
- *Commercial recreation, outdoor*: Privately owned commercial facilities offering outdoor athletic courts, swimming pools, skating rinks, skateboard or bicycle racing facilities, waterslides, batting and archery facilities, amusement parks, entertainment venues, and amusement facilities containing games or amusement devices. (See Use Specific Development Standards, Section 16.50.080)

The existing future land use map category IL (Industrial Limited) states that, “Commercial Recreation ... alone or when added to existing contiguous like uses which exceed or will *exceed five (5) acres* shall require a land use plan amendment...” In this instance, the subject property totals 29.11 acres and exceeds the maximum threshold for accommodation in the IL category, thereby necessitating the requested map amendment. The proposed PR-MU (Planned Redevelopment – Mixed Use) accommodates commercial recreation *without the acreage limitations*. Under PR-MU commercial recreation, “shall be allowed in this plan category only on the basis of and pursuant to local government standards which address, as a minimum, the following criteria in relationship to the nature of the proposed use: neighboring uses and the character of the commercial area in which it is to be located; noise, solid waste and air quality emission standards; hours of operation; traffic generation; and parking, loading, storage and service provisions.”

## **Zoning Districts and Compatible Future Land Use Categories**

The subject application is requesting map amendments to PR-MU (Planned Redevelopment Mixed Use) and CCS-1 (Corridor Commercial Suburban). Pursuant to City Code, Chapter 16, Section 16.10.020.2, the following zoning districts are also compatible with the proposed PR-MU (Planned Redevelopment Mixed Use) Future Land Use map designation: 1) NT-4 (Neighborhood Traditional); 2) NTM-1 (Neighborhood Traditional Mixed Residential); 3) CRT-1 (Corridor Residential Traditional); and 4) CCT-1 (Corridor Commercial Traditional).

This application does not include a request to expand the *Tyrone Activity Center* therefore, these Activity Center categories were excluded from the Level of Service analysis. NTM-1, CRT-1, and CCT-1 have similar maximum residential density as the proposed CCS-1 acre, and CCS-1 has the potential to exceed all other categories relating to non-residential intensity. Consequently, the Level of Service analysis was performed using the Development Agreement.

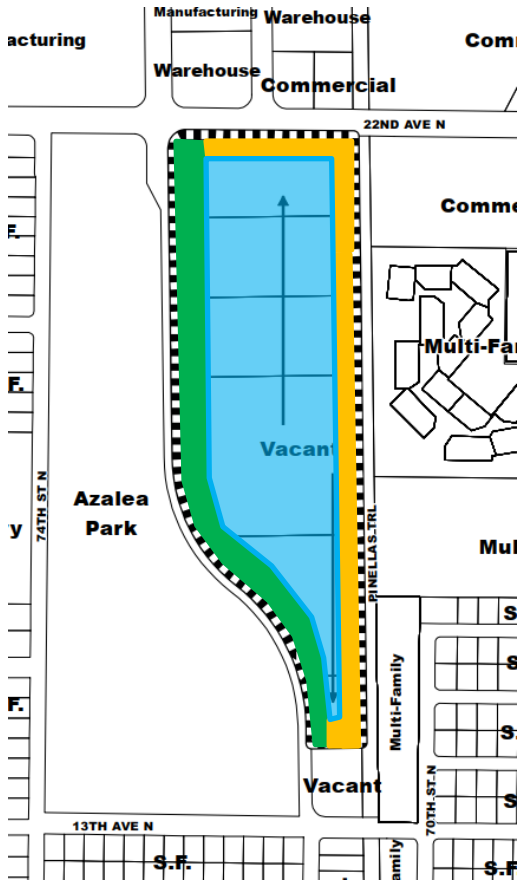
## **Building Height and the Large Tract Planned Development Overlay**

The existing IS (Industrial Suburban) has a maximum allowable building height of 50-feet. Pursuant to City Code, Chapter 16, Section 16.30.090, titled “Large Tract Planned Development” overlay, properties greater than five (5) acres in size may be constructed to a maximum building height of 150-feet, subject to compliance with minimum buffering requirements. The Large Tract Planned Development overlay exists today under current zoning standards and separate from any potential map amendment.

The proposed CCS-1 (Corridor Commercial Suburban) has a maximum allowable building height of 48-feet, with allowable height encroachments, set forth in City Code Chapter 16, Section 16.60.020. The same zoning standards allowing application of the Large Tract Planned Development overlay will continue to apply. Under

the proposed map amendment, the associated D.A. further reinforces the maximum allowable building height for the subject property, but the difference between existing and proposed is minimal measuring only two (2) feet.

Table 3: Large Tract Planned Development Overlay



**EXISTING**  
IS with Large Tract Planned Development Overlay

Buffer Width: Minimum 75-feet or multiply 0.8 times tallest proposed building, whichever is greater.

- Buffer shall be open space, defined by code; non-habitable structures limited to 50-feet in height.
- Buffer may include structures not to exceed 50-feet or one-story of height over neighboring structures.
- Maximum 150-feet, approx. 10-14 stories.

**PROPOSED**  
CCS-1 with Large Tract Planned Development Overlay

Buffer Width: Minimum 75-feet or multiply 0.8 times tallest proposed building, whichever is greater.

- Buffer shall be open space, defined by code; non-habitable structures limited to 48-feet in height.
- Buffer may include structures not to exceed 48-feet or one-story of height over neighboring structures.
- Maximum 150-feet, approx. 10-14 stories.

**CONSISTENCY and COMPATIBILITY WITH COMPREHENSIVE PLAN**

The proposed PR-MU and CCS-1 designations are consistent with numerous Comprehensive Plan objectives and policies:

The proposed map amendments in conjunction with the associated D.A. are consistent with Policy LU3.4, which states that the Land Use Plan shall provide for compatible land use transition through an orderly land use arrangement proper buffering, and the use of physical and natural separators; Policy LU3.7, which states that land use planning decisions shall include a review to determine whether existing land use boundaries are logically drawn in relation to existing conditions and expected future conditions and Policy LU3.6 of the Comprehensive Plan, which states that land planning should weigh heavily the established character of predominantly developed areas where changes of use or intensity of development are contemplated.

These proposed categories provide an appropriate transition among existing conditions by respecting the predominate character of the surrounding existing land uses in conjunction with physical and natural separators, and take into account future conditions in the following ways:

- To the west, City parkland separates the proposed medium density residential and commercial uses from the lower density residential neighborhoods by a distance of over 500-feet, providing an orderly transition from multi- to single-family zoning and development. Future land use, zoning designations and public and private ownership patterns reduce any possibility of future redevelopment and change to these areas. These single-family neighborhoods are zoned NS-1 (Neighborhood Suburban) and allow up to 7.5 units per acre; they are estimated to be developed at approximately 4.6 to 5.9 units per acre.
- To the north and northeast are commercial and industrial uses, including the Tyrone Mall, which is a regional retail attractor. On-site buffering and compatibility standards for any future multi-family development will be addressed during the site plan review process, to provide compatibility and reduce negative impacts to future residents within the project. Future applications for redevelopment to allow similar land use and zoning could be considered, further enhancing compatibility with, and transition to, surrounding residential and recreational uses.
- Immediately to the south, the groundwater treatment facility will remain for the foreseeable future to continue mitigation activities resulting from the contamination, which creates a 350-foot MOL separation to the lower density single-family areas to the south of 13<sup>th</sup> Avenue North. Future redevelopment for non-residential uses, or conversion to a similar land use and zoning designation could be considered and would create an appropriate transition to those neighborhoods. Future land use designations, zoning and ownership patterns render future changes to these neighborhoods unlikely. Again, on-site buffering and compatibility standards for any future multi-family development will be addressed during the site plan review process, to provide compatibility and reduce negative impacts to future residents within the project from this existing industrial/non-residential use.
- To the east, the 60-foot wide Pinellas Trail, a public multi-use trail provides a physical separation from existing and future land uses on the subject site and enhances compatibility for future residential within the project. Future redevelopment of the trail is extremely unlikely, given its public ownership and high frequency of public use. Along the northernmost 415-foot MOL, existing commercial development, where the trail separation and future buffering on the project site can address buffering and compatibility. The next 865-foot MOL is developed as a medium density multi-family condominium complex known as Stonestrow, developed in the mid-1980's. The proposed density under the Development Agreement is similar, as this development is approximately 24 units per acre. Although this property does have the more intensive RC-1 (Retail Center) that allows up to 30 units per acre plus an additional 10 units per acre for workforce housing, in addition to Activity Center bonuses, redevelopment options would be limited and unlikely due to the large number of units under condominium ownership. Lastly, across the trail along the southernmost 1,000-foot MOL of the eastern property line are two more medium density, multi-family developments. Brandywine apartments, which consists of 477 units built in 1972 on 19.75 acres, equaling approximately 24 dwelling units per acre, and the Somerset Place condominiums, which consists of approximately 43 units built in 1973 on 3.03 acres equaling approximately 14.19 dwelling units per acre. Both of these properties are under NSM-1, which allows up to 15 units per acre plus six (6) units per acre for workforce housing. The existing density on Brandywine Apartments would be considered grandfathered, which could allow redevelopment at the existing 24 dwelling units per acre medium density. Both the existing development and any proposed redevelopment would be at a consistent density to the proposed project under the Development Agreement, which provides for a medium density allocation of 21.40.
  - Along the east property line, an existing 30-foot easement appears to exist for the northernmost 2,030-foot MOL, and a 20-foot easement for the southernmost 255-foot MOL. If retained, this easement will provide additionally buffering to the east.
  - Existing vegetation within the Pinellas Trail right-of-way will remain thereby providing visual screening in addition to any landscaping requirements for future development.




In conclusion, the proposed density is compatible with the surrounding neighboring properties, providing appropriate transitions for existing and future redevelopment opportunities.

The proposed map amendments are consistent with **Policy LU3.8**, which states that the City shall protect existing and future residential uses from incompatible uses, noise, traffic and other intrusions that detract from the long-term desirability of an area through appropriate land development regulations.


- Industrial uses allowed under the existing code are not typically considered compatible with residential uses. Allowing the change to the proposed categories will improve compatibility and appropriate transitions, removing the potential for redevelopment on the subject property with more intensive industrial uses which could cause issues related to noise, odor, air and environmental contamination. Concerns related to noise for any future commercial uses such as the Sports Tourism Facility and lagoon will be addressed during the Site Plan Review process and through application of Land Development Regulations. These criteria are specifically regulated through City Code, Chapter 16, Section 16.50.080 titled “Commercial Recreation, Outdoor”; Section 16.50.310 titled “Restaurants and Bars, Indoor and Outdoor and Privately Owned Outdoor Places” that requires a Noise Mitigation and Monitoring plan for any outdoor amplified sound; and, City Code, Chapter 11, Article III titled “Noise Pollution”. Addressing potential noise impacts associated with the public lagoon and beach area will be especially important for the applicant when submitting for site plan review. Any additional mitigation measures can also be added to the Development Agreement, if desired and needed.
- Potential traffic impacts are described below in relevant consideration no. 4 and should be considered in response to **Policy LU 3.10**. The policy states that through traffic in residential neighborhoods shall be discouraged except on designated collector and arterial streets through reviews of site plans, road improvement projects, long range transportation improvement plans, including the MPO Long Range Transportation Plan and the City’s Transportation Element, and through strategic placement of traffic control signs. The portion of 22<sup>nd</sup> Street North, connecting from the subject property to its junction with 9<sup>th</sup> Avenue North, is not a collector or arterial street and travels through a single-family neighborhood. Special consideration should be given to this concern at the time of site plan review and mitigating measures should be considered by both the Transportation and Parking Management Department and Development Review Service Division. Any additional mitigation measures can also be added to the Development Agreement if desired and needed.
- The request is consistent with **Policies LU 3.11, LU 3.17, LU 22.1, LU 23.1, LU 23.3, and T1.6**, which all encourage the City to support higher-density, mixed-use developments and redevelopments, in and adjacent to Activity Centers. The subject site immediately abuts the Tyrone Activity Center to the east. The purpose is to improve walkability and multi-modal opportunities, reduce the number and length of automobile trips, and improve the efficiency of infrastructure maintenance and new investment. The subject property is immediately adjoining the Tyrone Activity Center and the Pinellas Trail and is located within 800-feet to PSTA’s transit hub on 22<sup>nd</sup> Avenue North at Tyrone Mall. Finally, the associated D.A. includes the requirement for a bicycle/pedestrian connection from the Pinellas Trail to 72nd Street North and thereby Azalea Park.

As part of the ongoing StPete2050 visioning initiative, a market assessment was recently completed to help identify projected 2050 population growth and growth potential by land use type over the next 30 years. In the last five (5) years, the City’s population increased by approximately 16,985 persons, with an annual percent increase of 1.3%. The assessment also found an annualized (per year) demand for new development between 1,035 (low growth scenario) and 1,550 (high growth scenario) residential units. The data supports this map amendment request to provide for residential redevelopment of 623 units of which 187 are Workforce units, but it must also be carefully weighed against other competing priorities, such as the preservation of employment and industrial designations.

- Policy LU 3.26a** states plan amendment applications that propose changing underperforming industrially designated areas (Industrial General or Industrial Limited) to a non-industrial designation may be favorably considered if one or more of the following characteristics exist over an extended period of time:
  - 1) *Vacant or underutilized land.* Despite efforts of the property owner, with support from the City and other regional partners in economic development and business recruitment, the subject property has remained vacant and underutilized for over 20-years.
  - 2) *Vacant or underutilized buildings.* See 1) above. The property is vacant.
  - 3) *Poor quality job creation in terms of pay, employee density and spin-off or multiplier effects.* As previously noted, the property is vacant and therefore has no job creation.
  - 4) *Chronic competitive disadvantages in terms of location, transportation infrastructure/accessibility and other market considerations.* The physical distance from the Interstate-275 and US-19 puts this property at a chronic competitive disadvantage when compared to other large tracts of industrial lands. When the property was originally developed for industrial uses in the 1940's, the railroad provided transportation infrastructure to support an industrial use. Conversion of the railroad to the Pinellas Trail eliminated this transportation connection. Regarding market considerations, the City did receive a letter on October 13, 2020 from Stonemont Financial Group regarding the subject property after the application was submitted, indicating an interest in redevelopment of the property for an industrial distribution center use. The letter is included in the Public Comments Report. The groundwater contamination does appear to have had an impact on the marketing and usability of the subject property as well. Following numerous attempts by the Raytheon Company to sell the subject property for many years, the subject property was eventually purchased in 2015 by the current owner St Petes, LLC, and it remains unimproved. This flyer from 2017 represents one of the numerous efforts to market the subject property under its current owner:




**1501 72nd Street North  
St. Petersburg, FL 33710**



**Redevelopment/Industrial  
For Sale**

Directly across the street from the Tyrone Square Mall this 29+/- acre site located in the Tyrone area of St. Petersburg is bordered by Azalea Park and the Pinellas Trail. This location offers retail/multifamily development potential and the seller will consider subdividing the property.



**For Sale**

**Sale Price:**     **\$13,250,000**

**Property Type:** Redevelopment/  
Industrial

**Land Size:**        29 +/- Acres

**Zoning:**            IS  
Industrial Suburban

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REVISED: 3/2017

- The associated D.A. requirement to include a bicycle/pedestrian connection from the Pinellas Trail to 72nd Street North, and thereby Azalea Park, provides for consistency with **Policy T 13.4**, which states that the City shall require development to provide facilities supporting alternative modes of transportation. Further, **Policy T 15.3** states that the City shall support strategies that increase the accessibility of these [multi-modal] facilities to a greater number of people and increase the connectivity of these facilities to parks, shopping centers, major employers and schools.
- The associated D.A. requirement to include a minimum 30-percent workforce housing units supports the City’s workforce housing policies **Policy H 3.12**, and **Policy H 3.20**, which state that the City shall offer density bonuses to developers who include on-site housing for extremely low, very low, low, and moderate-income households, within mixed income developments that include housing priced at market rate. In this instance, the incentive was effectuated through the associated D.A. as a mitigating measure for the loss of some employment and industrial opportunities, reflecting the policy priority placed on provision of Workforce Housing in the City.

Lastly, the Level of Service (LOS) impact section of this report concludes that the proposed changes will not have a negative effect upon the adopted LOS standards for public services and facilities including potable water, sanitary sewer, solid waste, traffic mass transit, recreation and stormwater management.

**RELEVANT CONSIDERATIONS ON AMENDMENTS TO THE FUTURE LAND USE MAP**

**1. Compliance of probable use with goals, objectives, policies and guidelines of the City's Comprehensive Plan.**

Pursuant to the City of St. Petersburg’s Comprehensive Plan 1.2.2.3, “This Comprehensive Plan is intended to be utilized as a document in its entirety. It shall hereby be established that no single goal, objective or policy or minor group of goals, objectives, or policies, be interpreted in isolation of the entire Plan.” The following objectives and policies are highlighted for their applicability to the proposed plan:

- *Policy LU 2.5:* The Land Use Plan shall make the maximum use of available public facilities and minimize the need for new facilities by directing new development to infill and redevelopment locations where excess capacity is available. The Future Land Use Element contains the following categories:
- *Policy LU 3.4:* The Land Use Plan shall provide for compatible land use transition through an orderly land use arrangement, proper buffering, and the use of physical and natural separators.
- *Policy LU 3.5:* The tax base will be maintained and improved by encouraging the appropriate use of properties based on their locational characteristics and the goals, objectives and policies within this Comprehensive Plan.
- *Policy LU 3.6:* Land use planning decisions shall weigh heavily the established character of predominately developed areas where changes of use or intensity of development are contemplated.
- *Policy LU 3.7:* Land use planning decisions shall include a review to determine whether existing Land Use Plan boundaries are logically drawn in relation to existing conditions and expected future conditions.
- *Policy LU 3.8:* The City shall protect existing and future residential uses from incompatible uses, noise, traffic and other intrusions that detract from the long-term desirability of an area through appropriate land development regulations.

- Policy LU 3.11: More dense residential uses (more than 7.5 units per acre) may be located along (1) passenger rail lines and designated major streets or (2) in close proximity to activity centers where compatible.
- Policy LU 3.17: Future expansion of commercial uses is encouraged when infilling into existing commercial areas and activity centers, or where a need can be clearly identified, and where otherwise consistent with the Comprehensive Plan.
- Policy LU 3.18: All retail and office activities shall be located, designed and regulated so as to benefit from the access afforded by major streets without impairing the efficiency of operation of these streets, and with proper facilities for pedestrian convenience and safety.
- Policy LU 3.26a: Plan amendment applications that propose changing underperforming industrially designated areas (Industrial General or Industrial Limited) to a non-industrial designation may be favorably considered if one or more of the following characteristics exist over an extended period of time:
  - 1) vacant or underutilized land;
  - 2) vacant or underutilized buildings;
  - 3) poor quality job creation in terms of pay, employee density and spin-off or multiplier effects; and
  - 4) chronic competitive disadvantages in terms of location, transportation infrastructure/accessibility and other market considerations.
- Policy LU 19.3: The land use pattern shall contribute to minimizing travel requirements and anticipate and support increased usage of mass transit systems.
- Policy LU 22.1: The City shall continue to pursue strategies which reduce GHG emissions and vehicle miles traveled through the following initiatives:
  - Increase permitted densities and intensities in appropriate areas of the City to enhance transit opportunities;
  - Focus infrastructure and transit improvements in employment and activity centers; and
  - Revitalize commercial corridors to provide for increased mixed-use development.
- Policy T 1.3: The City shall review the impact of all rezoning proposals and requests to amend the FLUM on the City's transportation system. FLUM amendment requests that increase traffic generation potential shall demonstrate that transportation capacity is available to accommodate the additional demand.
- Policy T 1.6: The City shall support high-density mixed-use developments and redevelopments in and adjacent to Activity Centers, redevelopment areas and locations that are supported by mass transit to reduce the number and length of automobile trips and encourage transit usage, bicycling and walking.
- Policy T 3.1: The City shall implement the Pinellas County Mobility Management System through the application of Transportation Element policies and site plan and right-of-way utilization review processes. Policies pertaining to the application of the Mobility Management System are listed below.
  - a. All development projects generating new trips shall be subject to payment of a multimodal impact fee.
  - b. Development projects that generate between 51 and 300 new peak hour trips on deficient roads shall be classified as tier 1 and required to submit a transportation management plan (TMP) designed to address their impacts while increasing mobility and reducing the demand for single occupant vehicle travel.

- c. Development projects that generate more than 300 new peak hour trips on deficient roads shall be classified as tier 2, required to conduct a traffic study, and submit an accompanying report and TMP based on the report findings.
  - d. Multi-modal impact fee assessments may be applied as credit toward the cost of a TMP.
  - e. A traffic study and/or TMP for a development project not impacting a deficient road corridor shall be required if necessary to address the impact of additional trips generated by the project on the surrounding traffic circulation system.
  - f. Deficient roads shall include those operating at peak hour level of service (LOS) E and F and/or volume-to-capacity (v/c) ratio 0.9 or greater without a mitigating improvement scheduled for construction within three years.
  - g. Multi-modal impact fee revenue shall be utilized to fund multi-modal improvements to local, county or state facilities that are consistent with the comprehensive plan as well as the Metropolitan Planning Organization (MPO) Long Range Transportation Plan.
  - h. The City shall work cooperatively with the MPO and other local governments to complete the biennial update of the Multi-modal Impact Fee Ordinance through the MPO planning process, which includes review by the MPO Technical Coordinating Committee and MPO Policy Board.
- Policy T 13.2: The City shall include criteria in the FLUM amendment process in the Land Development Regulations to give additional weight to amendments that increase densities for projects that are located in close proximity to Activity Centers or along corridors where transit or facilities for high occupant vehicles exist, where compatible with the policies established in the Land Use Element.
  - Policy T 13.4: The City shall require development to provide, where appropriate, facilities that support alternative modes of transportation. These facilities shall include bus stops, bus shelters, bus turn-outs, sidewalks, wheelchair ramps, crosswalks, bicycle racks and bicycle lockers.
  - Policy T 15.3: The City shall review and support appropriate strategies developed by the Pinellas County MPO to expand the Pinellas Trail and provide new community trails that connect St. Petersburg to other communities in Pinellas County. The City shall support strategies that increase the accessibility of these facilities to a greater number of people and increase the connectivity of these facilities to parks, shopping centers, major employers and schools.
  - Policy H 3.12: The City will provide density bonuses to developers of affordable housing through the implementation of the Workforce Housing Density/Intensity Bonus Ordinance.
  - Policy H 13.5: The City's LDRs shall continue to support mixed-income housing in or near employment centers and recognize the positive fiscal impacts in transit-accessible, high density locations.
  - Policy H 3.20: The City shall offer density bonuses to developers who include on-site housing for extremely low, very low, low, and moderate-income households, within mixed income developments that include housing priced at market rate.
  - Policy PS 1.2: To ensure that land use and zoning decisions are adequately coordinated with public school facility planning, the City shall continue to notify the School District of all Local Planning Agency hearings where land use plan amendments or rezonings will be considered that increase or decrease residential densities.

**2. Whether the proposed amendment would adversely affect environmentally sensitive lands or properties which are documented as habitat for listed species as defined by the Conservation Element of the Comprehensive Plan.**

The proposed amendment will not adversely affect environmentally sensitive land or properties which are documented as habitat for listed species as defined by the conservation element of the Comprehensive Plan. The entire site was previously developed and disturbed, leaving no preservation or available habitat

**3. Whether the proposed change would alter population or the population density pattern and thereby impact residential dwelling units and or public schools.**

The proposed changes will not significantly alter the City's population. The current IL (Industrial Limited) Future Land Use map category does not allow residential density; therefore the existing build-out population is zero (0) people. The proposed D.A. will limit residential density to no more than 623 multi-family units; therefore, the potential buildout population is estimated to be 1,084 people. Without a D.A., the proposed PR-MU (Planned Redevelopment-Mixed Use) Future Land Use map category, as it applies to the entire 29.11-acre site, would allow up to 24 multi-family units per acre. The compatible CCS-1 (Corridor Commercial Suburban) zoning category allows up to 15 multi-family units per acre, with the potential for additional units through the Transfer of Development Rights (TDR) and Workforce Housing bonus. CCS zoning allows the transfer of up to nine (9) units per acre and a bonus of up to eight (8) workforce housing units per acre. Combined, this equals a total of 931 multi-family units. Assuming 1.74 people per multi-family unit, the potential buildout population is estimated to be 1,620 people.

- 437 (50-percent) Max market-rate units
- 262 (30-percent) Max transfer of development rights
- 233 (25-percent) Max workforce housing bonus

**4. Impact of the proposed amendment upon the following adopted levels of service (LOS) for public services and facilities including but not limited to: water, sewer, sanitation, traffic, mass transit, recreation, stormwater management.**

The proposed change *will not* have a negative impact on the City's adopted levels of service for potable water, sanitary sewer, solid waste, traffic, mass transit, stormwater management and recreation.

**POTABLE WATER**

Under the existing interlocal agreement with Tampa Bay Water (TBW), the region's local governments are required to project and submit, on or before February 1 of each year, the anticipated water demand for the following water year (October 1 through September 30). TBW is contractually obligated to meet the City's and other member governments' water supply needs. The City's current potable water demand is 28.3 million gallons per day. The City's adopted level of service (LOS) standard for potable water is 125 gallons per capita per day, while the actual usage is estimated to be 79 gallons per capita per day.

**SANITARY SEWER**

The subject property is served by the Northwest Water Reclamation Facility, which presently has an estimated excess average daily capacity of 10.27 million gallons per day (mgd). The estimate is based on permit capacity of 20 mgd and a calendar year 2018 daily average flow of 9.73 mgd. With approximately 52% available capacity, there is excess average daily capacity to serve the amendment area.

Following several major rain events in 2015-2016, the City increased its' system-wide peak wet weather wastewater treatment capacity from 112 mgd to approximately 157 mgd – a 40% increase in peak flow capacity. The City is also in the process of system reliability improvements at the Water Reclamation Facilities (WRFs). Concurrent to this, the City has been aggressively conducting improvements to the gravity/collection system to decrease the inflow and infiltration (I&I) which would decrease the peak flow to the WRFs.

The City remains committed to spending approximately \$16 million a year in continued I&I reduction. The City is also fully committed to completing the Integrated Water Resources Master Plan, which incorporates growth projections and outlines the required system and network improvements to maintain LOS. On Tuesday, October 13, 2020, Claude Tankersley, Public Works Administrator, provided the Community Planning and Preservation Commission with associated concurrency and capital improvement updates and answered related questions.

## **SOLID WASTE**

Solid waste collection is the responsibility of the City, while solid waste disposal is the responsibility of Pinellas County. The City and the County have the same designated LOS of 1.3 tons per person per year. The County currently receives and disposes of municipal solid waste generated throughout Pinellas County. All solid waste disposed of at Pinellas County Solid Waste is recycled, combusted or buried at the Bridgeway Acres sanitary landfill. The City and County's commitment to recycling and waste reduction programs, and the continued participation of residents and businesses in these programs, have assisted in keeping down the actual demand for solid waste disposal, which continues to extend the life span of Bridgeway Acres Sanitary Landfill. The landfill is expected to remain in use for approximately 83 years, based on current design (grading) and disposal rates. Thus, there is excess solid waste capacity to serve the amendment area.

## **TRAFFIC**

### Existing Conditions

The subject property is located on the southern side of 22<sup>nd</sup> Avenue North between 72<sup>nd</sup> Street and the Pinellas Trail. Twenty-second Avenue North is classified as a minor arterial and is maintained by the City of St. Petersburg. Seventy-second Street is classified a local road and is maintained by the City of St. Petersburg.

While the City no longer has a LOS standard for roadway capacity, the proposed amendment is not expected to significantly degrade existing levels of service on the major roads in the vicinity of the subject property, which include 22<sup>nd</sup> Avenue North, 66<sup>th</sup> Street North, and Park Street North. The applicant submitted a Traffic Assessment to assess the impact of the land development project described in the D.A. on the traffic carrying capacity of these major roads. The projected traffic impact of the proposed development on the external road network is 660 trips in the p.m. peak hour of traffic, which includes 328 trips entering the project site and 332 trips exiting the project site. The applicant considers this to be the maximum build out scenario, based on the inclusion of 623 apartments in accordance with the proposed D.A..

The applicant utilized the Forward Pinellas 2019 Annual Level of Service Report to assess the impact of the maximum build out scenario on the three major roads. The main driveway is located on a road segment analyzed in the LOS Report, which is 22<sup>nd</sup> Avenue North from 72<sup>nd</sup> Street to 66<sup>th</sup> Street. The physical capacity of this road segment is 1,683 peak hour, peak direction trips. This segment carried 966 peak hour, peak direction trips, so the spare peak hour, peak direction capacity available to carry additional trips is 717. The worst-case scenario from a traffic standpoint is that all of the 332 outbound

trips would exit onto 22<sup>nd</sup> Avenue North and follow the peak direction of traffic on this road segment. These 332 trips are significantly fewer than the spare capacity of 717 trips. The number of project trips placed on the major road segments located further away from the site will likely be fewer than the 22<sup>nd</sup> Avenue North segment that has the main driveway, and all of these road segments have a spare peak hour, peak direction capacity that exceeds 332 trips.

Trip Generation under the Existing Employment (E) to Multimodal Corridor (MMC) Land Use Map Designations

The traffic impact assessment provided here is a “macro” level of service analysis that is based on the existing Employment (E) land use designation.

The vehicle trip generation rate under the existing E land use is approximately 653 p.m. peak hour trips, calculated as follows:

Step a. 236 avg. daily trips per acre of E land x 29.11 acres = approximately 6,870 avg. daily trips

Step b. 6,870 avg. daily trips x .095 percent = approximately 653 p.m. peak hour trips

The vehicle trip generation rate under the requested Multimodal Corridor (MMC) land use is approximately 1,291 p.m. peak hour trips, calculated as follows:

Step a. 467 avg. daily trips per acre of MMC land x 29.11 acres = approximately 13,594 avg. daily trips

Step b. 13,594 avg. daily trips x .095 percent = approximately 1,291 p.m. peak hour trips

A Plan change from Employment to Multimodal Corridor will likely result in 638 new p.m. peak hour trips.

Summary of traffic impact (p.m. peak hour trips):

Existing Employment Plan Category	653
Requested Multimodal Corridor Plan Category	1,291
<hr/>	
New p.m. peak hour trips	638

The total number of new p.m. peak hour trips based on the Countywide Rules method for determining the traffic impact of a land use change, 638, is slightly less than the number of new p.m. peak hour trips projected for the proposed development in the D.A., which is 660. Consequently, the projected traffic from the proposed land use change based on the Countywide Rules method will not significantly degrade the levels of service on the major road network.

(The traffic analysis presented above is based on the applicable trip generation rates from the Forward Pinellas’s *Countywide Rules*)

**Mass Transit**

The Citywide LOS for mass transit will not be affected. PSTA has numerous routes within walking distance of the subject parcel at Tyrone Square Mall:

- Route 18 with 20-minute peak service
- Route 23 with 30-minute peak service



- Route 79 with 35-minute peak service
- Routes 5,7, 20, 22, 38, 62, 68, 73, and 75 with 60-minute peak service

PSTA’s Direct Connect program provides a \$5 discount on Uber or United Taxi trips to or from 26 locations around Pinellas County that connect with PSTA’s route network. Employees and residents of the subject parcel could use the program for a trip from their place of residence to a Direct Connect stop to connect to a different PSTA route or at the end of their trip from a Direct Connect stop to their destination. If riders make 150% or less of the federal poverty level, they would qualify for PSTA’s Transportation Disadvantaged (TD) program, which provides a monthly bus pass for \$11. They would also be eligible for PSTA’s TD Late Shift program, which provides up to 25 on-demand trips per month to/from work when bus service is not available for a \$9 copay. TD riders also receive a \$9 discount on Uber and United Taxi rides through the Direct Connect program. Since the subject parcel is within three-fourths of a mile of a PSTA route it would also be served by PSTA’s Americans with Disabilities Act (ADA) paratransit service, Demand Response Transportation (DART). Eligibility for the DART program is set by federal law and is based on the inability to utilize existing fixed-route transit service due to a disability.

### **Complete Streets**

The City of St. Petersburg is committed to maintaining a safe transportation system for all users, including pedestrians and bicyclists. A Complete Streets administrative policy was signed in November 2015 that aims to make all city streets and travel ways safe and accommodating to all modes of transportation. The Complete Streets Implementation Plan was adopted in May 2019.

### Pedestrian Network

There are currently sidewalks on both sides of 22<sup>nd</sup> Avenue North within the vicinity of the subject parcel. On 72<sup>nd</sup> Street there are sidewalks on the west side of the road. There is a marked and signalized pedestrian crossing at the intersection of 22<sup>nd</sup> Avenue North and 72<sup>nd</sup> Street. There is a marked crosswalk with Rectangular Rapid Flashing Beacons (RRFB) for the Pinellas Trail, which borders the east side of the subject parcel, at 22<sup>nd</sup> Avenue North.

### Bicycle Network

The Pinellas Trail, which provides connections from downtown St. Petersburg to Pasco County, borders the east side of the subject parcel. The Walter Fuller Trail travels along the northern side of 22<sup>nd</sup> Avenue North from the Pinellas Trail to 72<sup>nd</sup> Street, and then north along 72<sup>nd</sup> Street to Walter Fuller Park. The Complete Streets Implementation Plan calls for establishment of Neighborhood Greenways on 13<sup>th</sup> Avenue North and 74<sup>th</sup> Street and shared lane markings on 22<sup>nd</sup> Avenue North west of 72<sup>nd</sup> Street.

### Neighborhood Traffic Plan

The subject parcel is located within the Azalea Homes Community Association, which has a [Neighborhood Traffic Plan](#) that includes three speed humps and three landscaped medians on 72<sup>nd</sup> Street along the subject parcel.

## **RECREATION**

The City's adopted LOS standard for recreation and open space (R/OS) is nine (9) acres per 1,000 population; however, for many years the City has enjoyed an actual R/OS level of service that is estimated to be 21.9 acres per 1,000 population. The proposed amendment will not negatively affect the City’s adopted LOS standard for recreation and open space. In fact, this proposal for a sports tourism facility, public lagoon, and has the potential to positively enhance the delivery of recreation within the City.

## STORMWATER MANAGEMENT

Prior to development of the subject property, site plan approval will be required. At that time, the stormwater management system for the site will be required to meet all City and SWFWMD stormwater management criteria.

**5. Appropriate and adequate land area sufficient for the use and reasonably anticipated operations and expansion.**

The site is 29.11 acres in total size. The subject land area is both appropriate and adequate for the anticipated uses.

**6. The amount and availability of vacant land or land suitable for redevelopment shown for similar uses in the City or in contiguous areas.**

The City has limited vacant land available for a regional destination, such as the proposed *sports tourism facility*, and *multi-family residential development*. Currently, there is no vacant multi-family zoned land within proximity to the subject site.

**7. Whether the proposed change is consistent with the established land use pattern.**

The proposed change is consistent with the established land use pattern. The requested Future Land Use Map category of PR-MU (Planned Redevelopment-Mixed Use) and associated Official Zoning Map category of CCS-1 (Corridor Commercial Suburban) provides an appropriate, mixed-use transition between the more intense Tyrone Activity Center to the east and the residential categories to the west, south, and southwest. Transitions are described more completely in this report under *Consistency and Compatibility with the Comprehensive Plan*.

**8. Whether the existing district boundaries are logically drawn in relation to existing conditions on the property proposed for change.**

The existing zoning district boundaries are logically drawn when considering the site's location along a historic railroad and long occupancy by an industrial user working in the defense industry. Boundaries are described more completely in this report under *Consistency and Compatibility with the Comprehensive Plan* and *Background and Description: Raytheon Company's Treatment Facility*.

**9. If the proposed amendment involves a change from a residential to a nonresidential use, whether more nonresidential land is needed in the proposed location to provide services or employment to the residents of the City.**

Not applicable.

**10. Whether the subject property is located within the 100-year flood plain or Coastal High Hazard Area as identified in the Coastal Management Element of the Comprehensive Plan.**

According to the FEMA Flood Insurance Rate Map (FIRM), the subject area is not located within a flood zone.

**11. Other pertinent information.**

A draft D.A. has been offered by the applicant and is included for consideration with these proposed map amendments; the D.A. is a critical element to City Staff's recommendation for approval. Without the D.A.'s requirement to include employment-generating businesses and workforce housing units, this proposal would otherwise fail to meet the City's obligations to protect employment (industrial) and affordable housing opportunities through its land use policies.

## PUBLIC COMMENTS

Public comments are included in Attachment 4. The *Crossroads Neighborhood Association* is a registered opponent and the *Jungle Terrace Civic Association* submitted an email of support. As previously noted, the City received a letter of interest for redevelopment as a distribution center under the existing land use and zoning designation. A copy of the public comment report is included in Attachment 4 and will be updated by supplemental notice as additional public comments are received.

## PUBLIC HEARING PROCESS

The proposed ordinance associated with the Future Land Use Map and Official Zoning Map amendment requires one (1) public hearing with the Community Planning & Preservation Commission (CPPC), two (2) public hearings with City Council, review by external agencies and State of Florida Department of Economic Opportunity, one (1) public hearing with Forward Pinellas, and one (1) public hearing with the County Planning Authority (CPA).

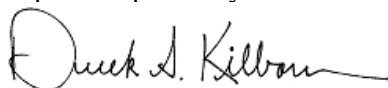
## RECOMMENDATIONS

Staff recommends that the Community Planning and Preservation Commission, in its capacity as the Local Planning Agency, make a finding of consistency with the Comprehensive Plan's emphasis on development in, and adjacent to, Activity Centers and recommend that City Council act as follows:

- **APPROVE** the proposed Future Land Use Map amendment from IL (Industrial Limited) to PR-MU (Planned Redevelopment - Mixed Use), while retaining the existing TEC (Target Employment Center) Overlay; and
- **APPROVE** the proposed Official Zoning Map amendment from IS (Industrial Suburban) to CCS-1 (Corridor Commercial Suburban); and
- **APPROVE** the associated Development Agreement.

The Development Agreement is a *critical* element to City Staff's recommendation for approval. Without the Development Agreement requirement to provide employment-generating businesses prior to development of the multi-family residential units and provide a minimum 30% workforce housing units, this proposal would otherwise fail to meet the Comprehensive Plan's goals, objectives, and policies relating to the provision of adequate employment (industrial) lands and affordable housing opportunities.

Report Prepared By:



Derek Kilborn, Manager  
Urban Planning and Historic Preservation Division  
Planning and Development Services Department



**ATTACHMENT NO. 1**

**MAP SERIES**



City of St. Petersburg

# AERIAL

CITY FILE

## FLUM-60

SCALE: 1" = 400'



### SUBJECT AREA



Light Manufacturing

Light Manufacturing Warehouse

Commercial

Warehouse Commercial

22ND AVE N

S.F.

S.F.

S.F.

75TH WAY N

75TH ST N

Commercial

Commercial

Vacant Medical Office

Commercial

Multi-Family

68TH ST N

Multi-Family

Vacant

Multi-Family

Azalea Elementary

Azalea Park

74TH ST N

PINELLAS TRL

Vacant

S.F.

16TH AVE N

S.F.

S.F.

15TH AVE N

S.F.

S.F.

14TH AVE N

S.F.

S.F.

Multi-Family

70TH ST N

13TH AVE N

S.F.

S.F.

S.F.

S.F.

Water

S.F.

S.F.

Multi-Family

S.F.

69TH ST N

WATER

EXISTING USES

CITY FILE

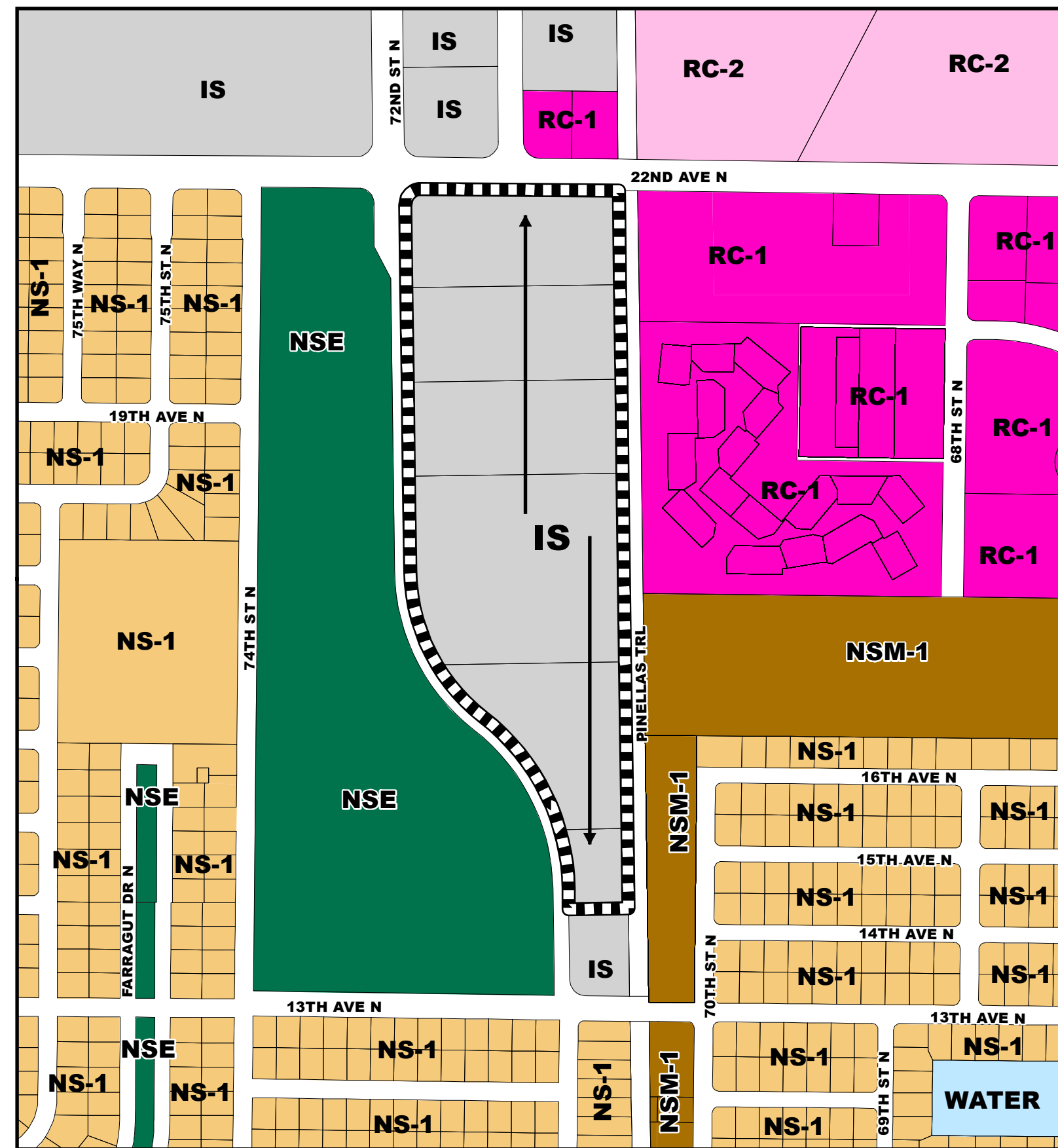
FLUM-60

SCALE: 1" = 400'


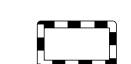


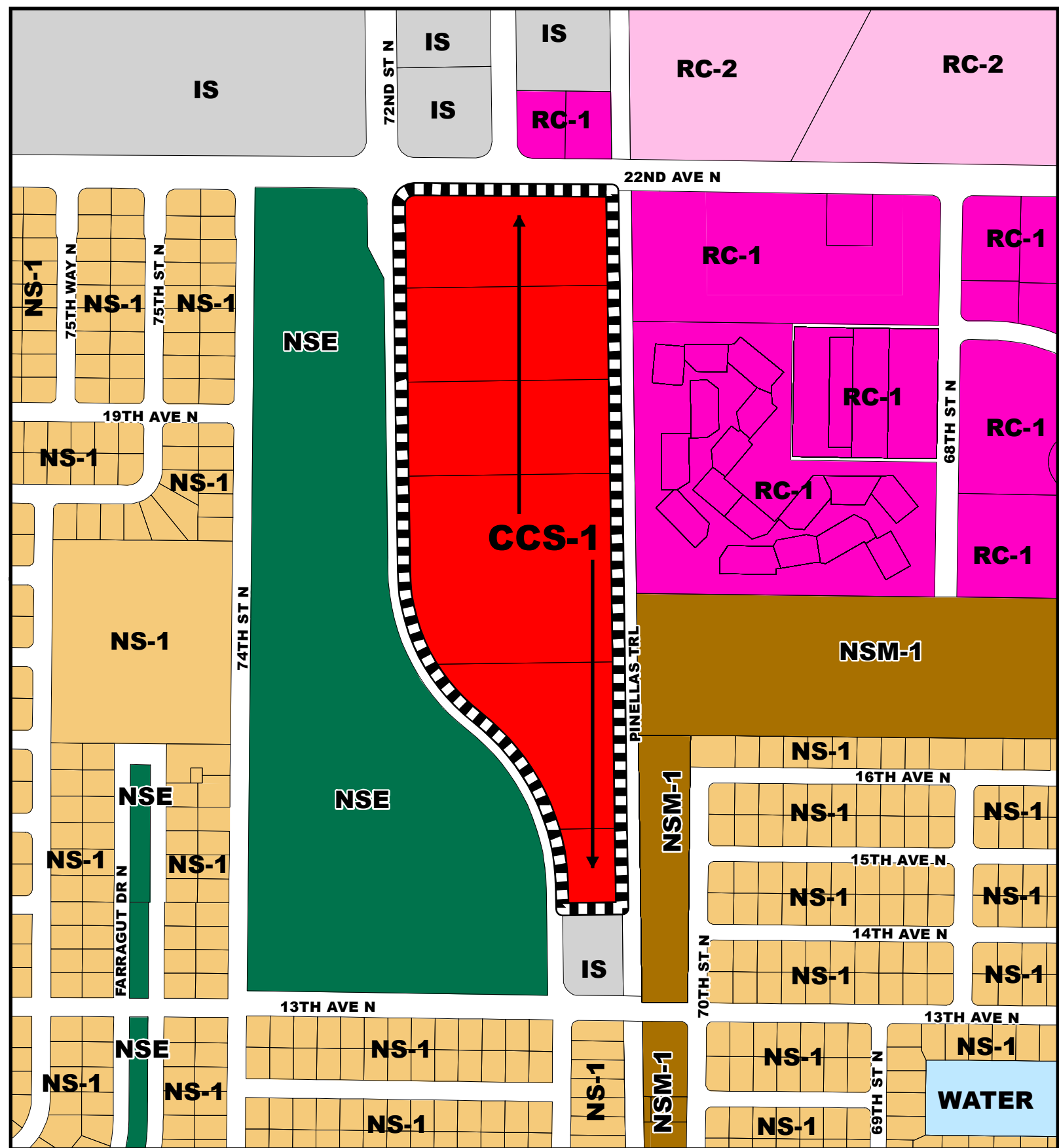
SUBJECT AREA







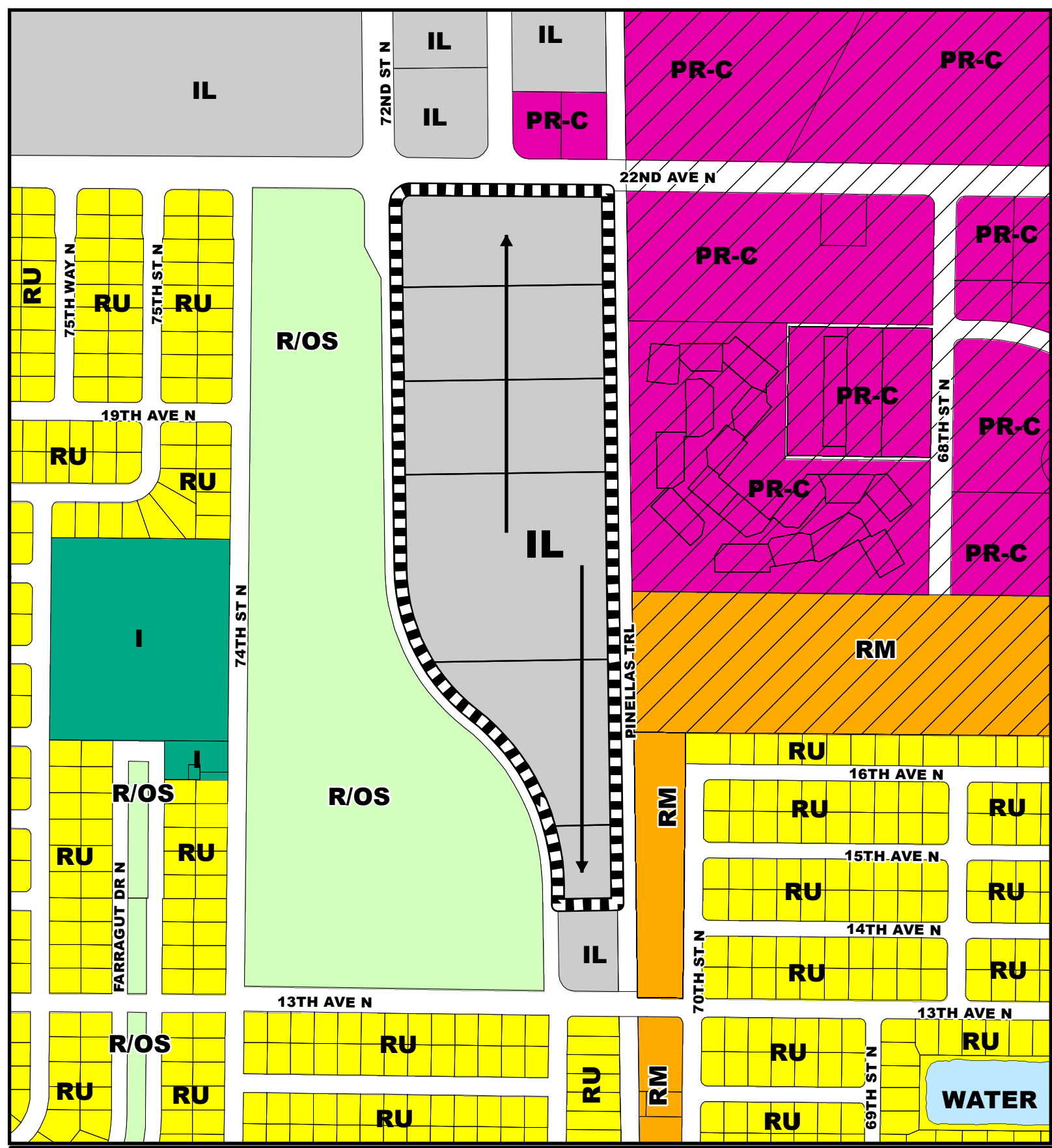
**EXISTING ZONING**

CITY FILE	<b>From: IS</b> (Industrial Suburban)	<b>To: CCS-1</b> (Corridor Commercial Suburban-1)	 FLUM-60
<b>FLUM-60</b>			
SCALE: 1" = 400'	 SUBJECT AREA		



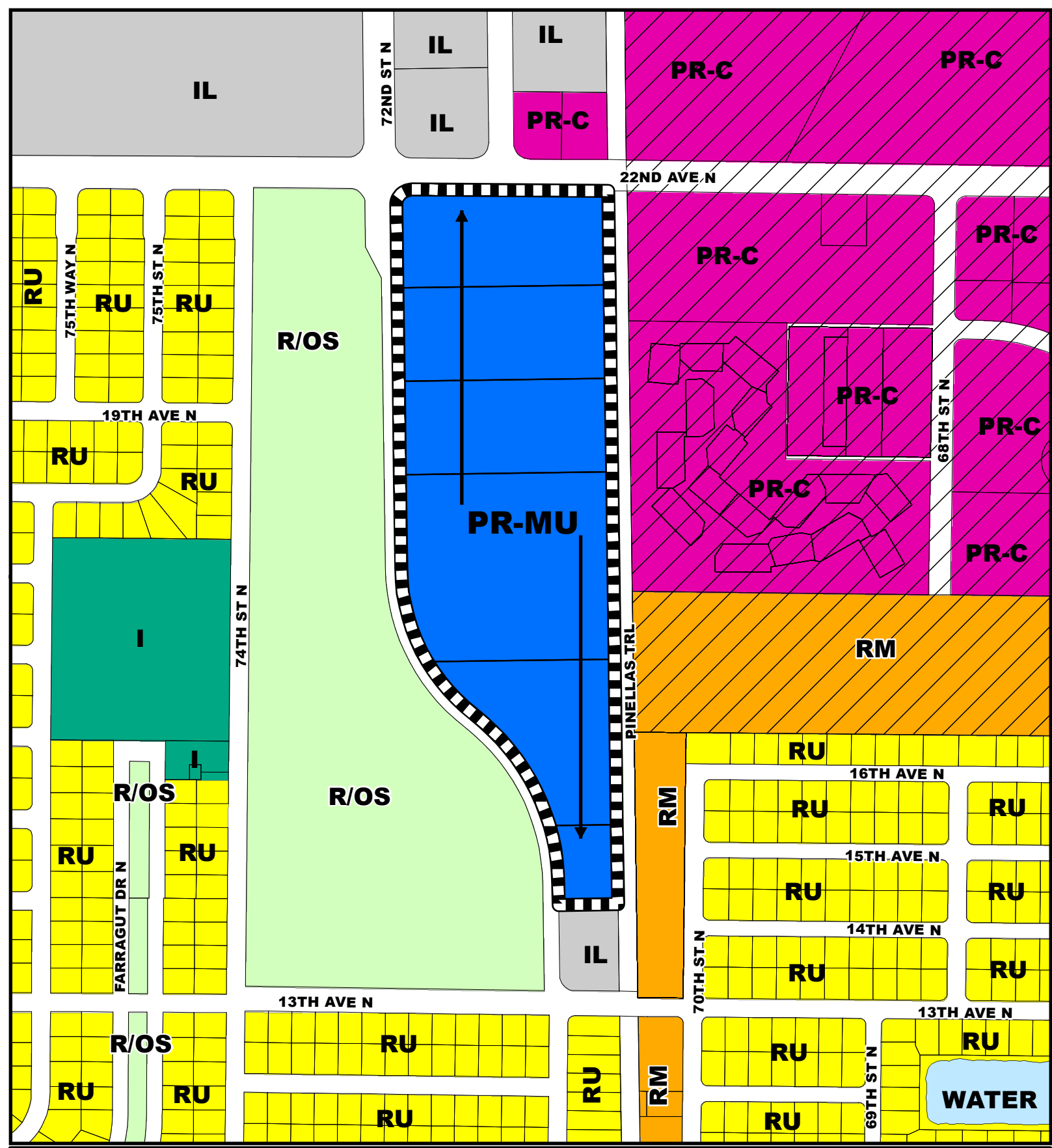
**PROPOSED ZONING**

CITY FILE	<b>From: IS</b> (Industrial Suburban)	<b>To: CCS-1</b> (Corridor Commercial Suburban-1)	 FLUM-60
<b>FLUM-60</b>			
SCALE: 1" = 400'	 SUBJECT AREA		



**EXISTING FUTURE LAND USE**

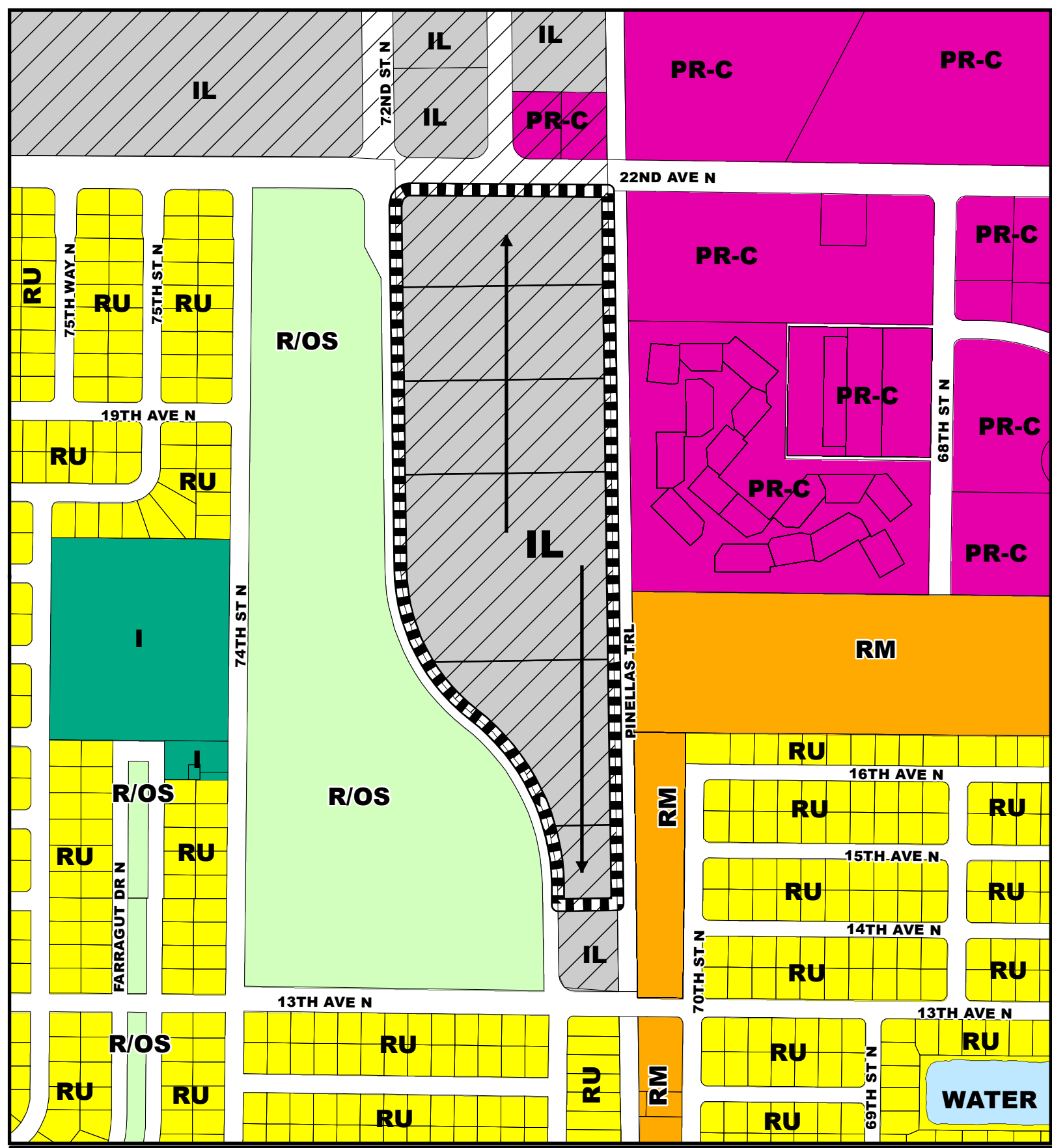
CITY FILE	Activity Center	 N W E FLUM-60
<b>FLUM-60</b>	From: IL (Industrial Limited)	
SCALE: 1" = 400'	To: PR-MU (Planned Redevelopment -Mixed Use)	



**PROPOSED FUTURE LAND USE**



CITY FILE	Activity Center	 N W E S
<b>FLUM-60</b>	From: IL (Industrial Limited)	
SCALE: 1" = 400'	To: PR-MU (Planned Redevelopment -Mixed Use)	

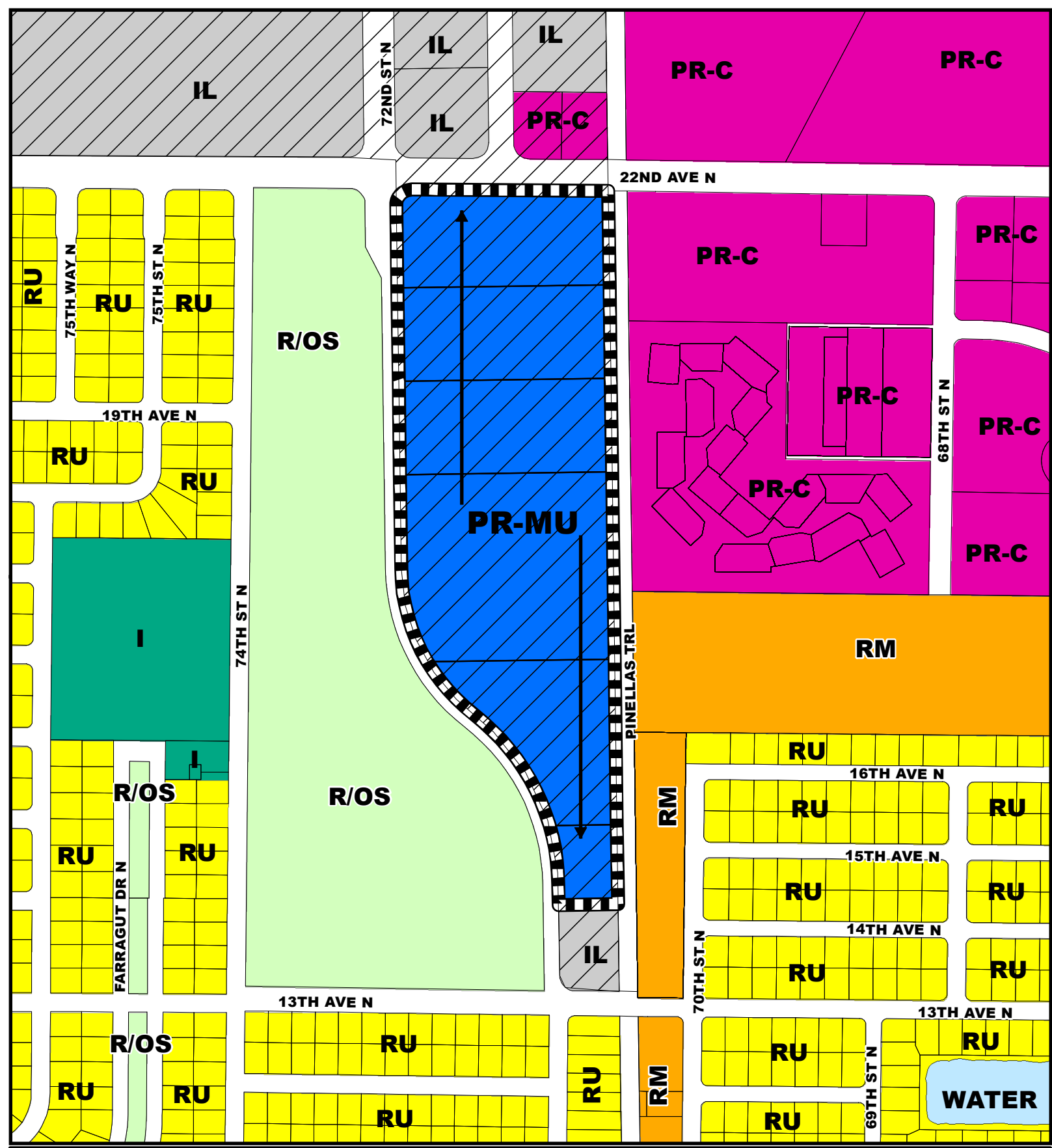




**EXISTING FUTURE LAND USE**



CITY FILE  
**FLUM-60**  
SCALE: 1" = 400'

 Tyrone Industrial Target Employment Center  
From: **IL**  
(Industrial Limited)  
To: **PR-MU**  
(Planned Redevelopment  
-Mixed Use)  
 SUBJECT AREA

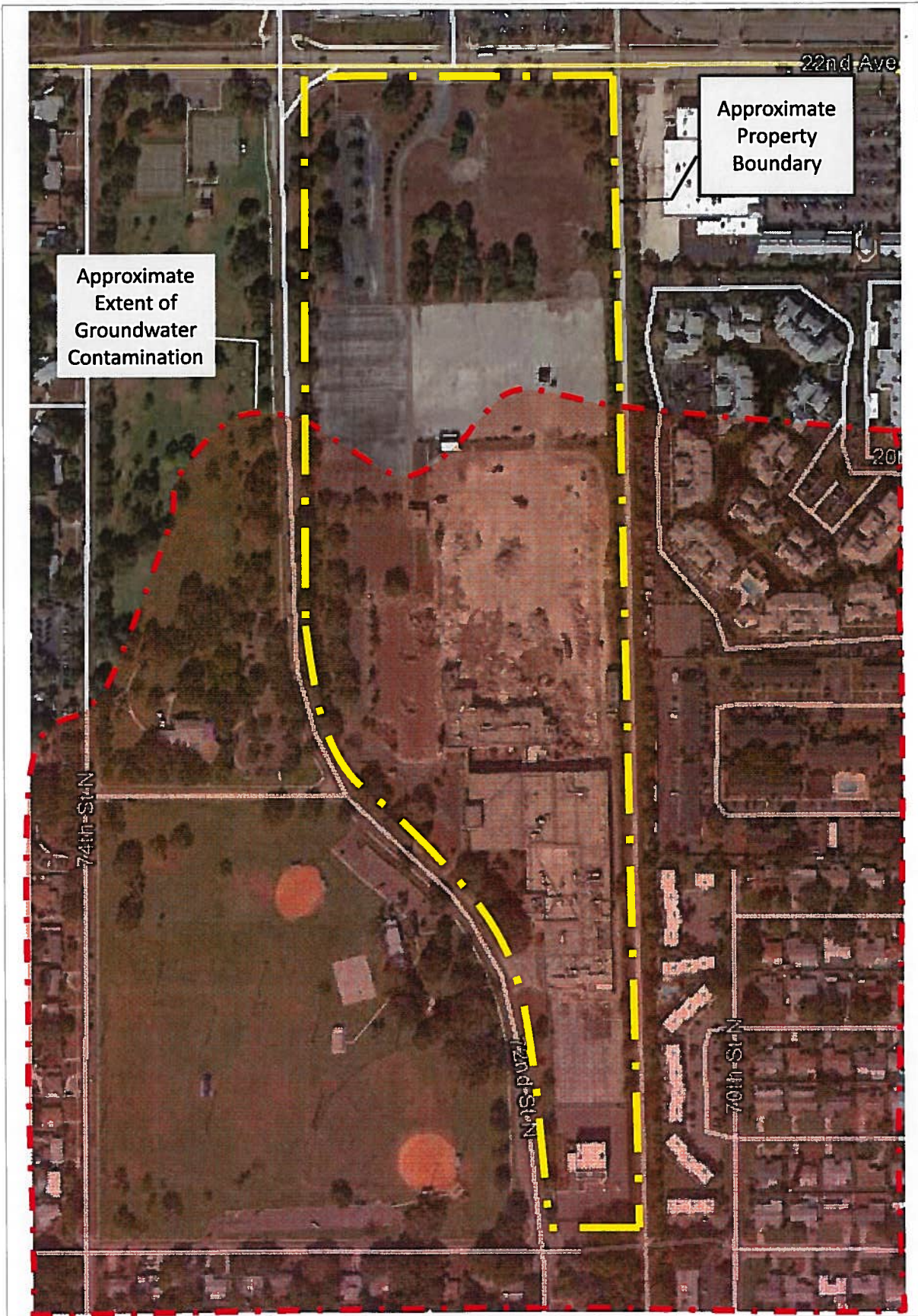


**PROPOSED FUTURE LAND USE**

CITY FILE  
**FLUM-60**  
SCALE: 1" = 400'

 Tyrone Industrial Target Employment Center  
From: **IL**  
(Industrial Limited)  
To: **PR-MU**  
(Planned Redevelopment  
-Mixed Use)  
 SUBJECT AREA

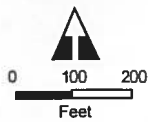




**Sources:**

\*Semiannual Remedial Action Status Report, January – June 2017, Raytheon Company – Arcadis, September 20, 2017  
 FDEP Site ID: COM\_65215

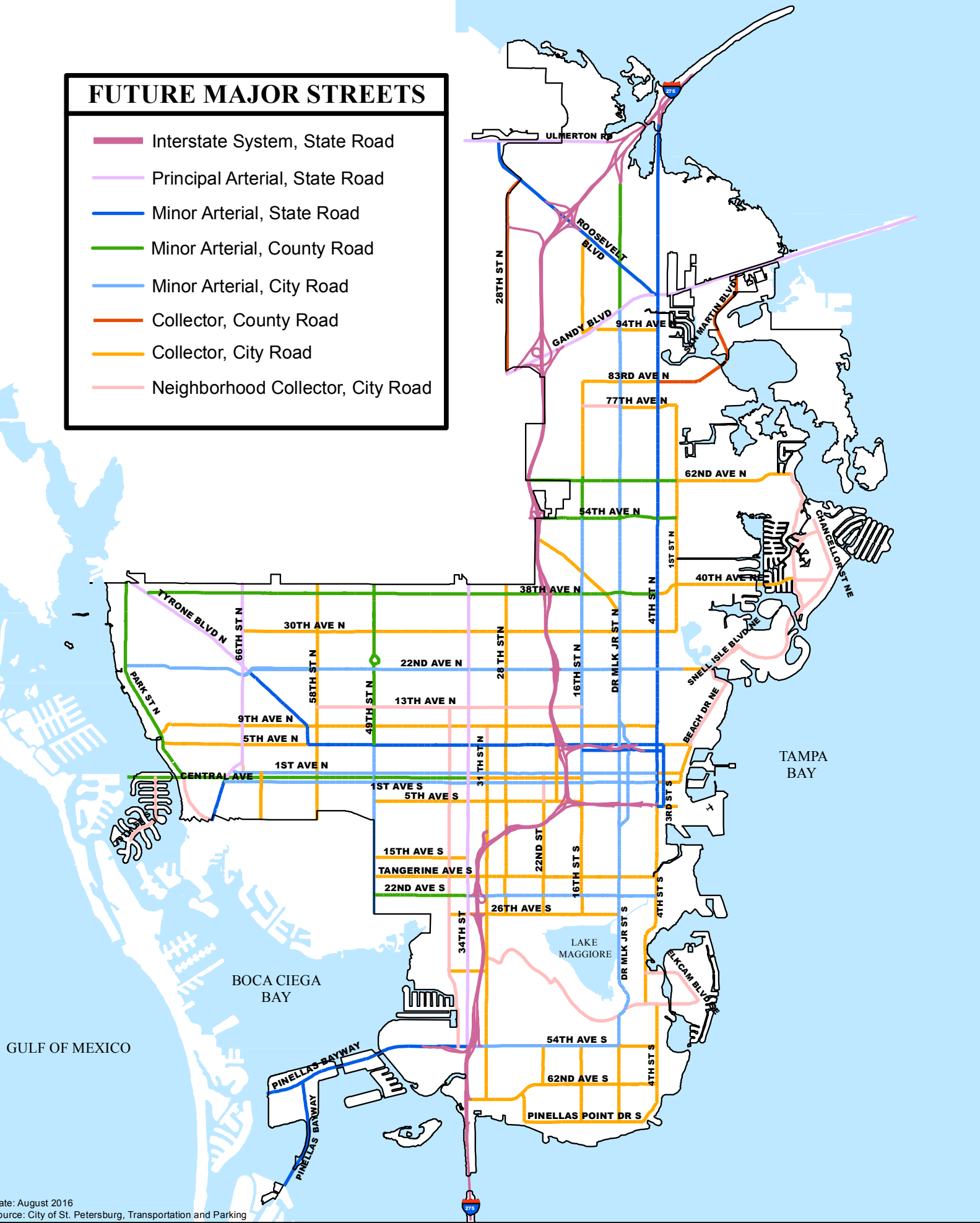
Google Earth Aerial Imagery, 2017  
 Aerial Photograph



**Figure 1**  
**Site Vicinity GCTL Plume Extent**  
 72nd Street North Property  
 St. Petersburg, Florida

# FUTURE MAJOR STREETS



- Interstate System, State Road
- Principal Arterial, State Road
- Minor Arterial, State Road
- Minor Arterial, County Road
- Minor Arterial, City Road
- Collector, County Road
- Collector, City Road
- Neighborhood Collector, City Road

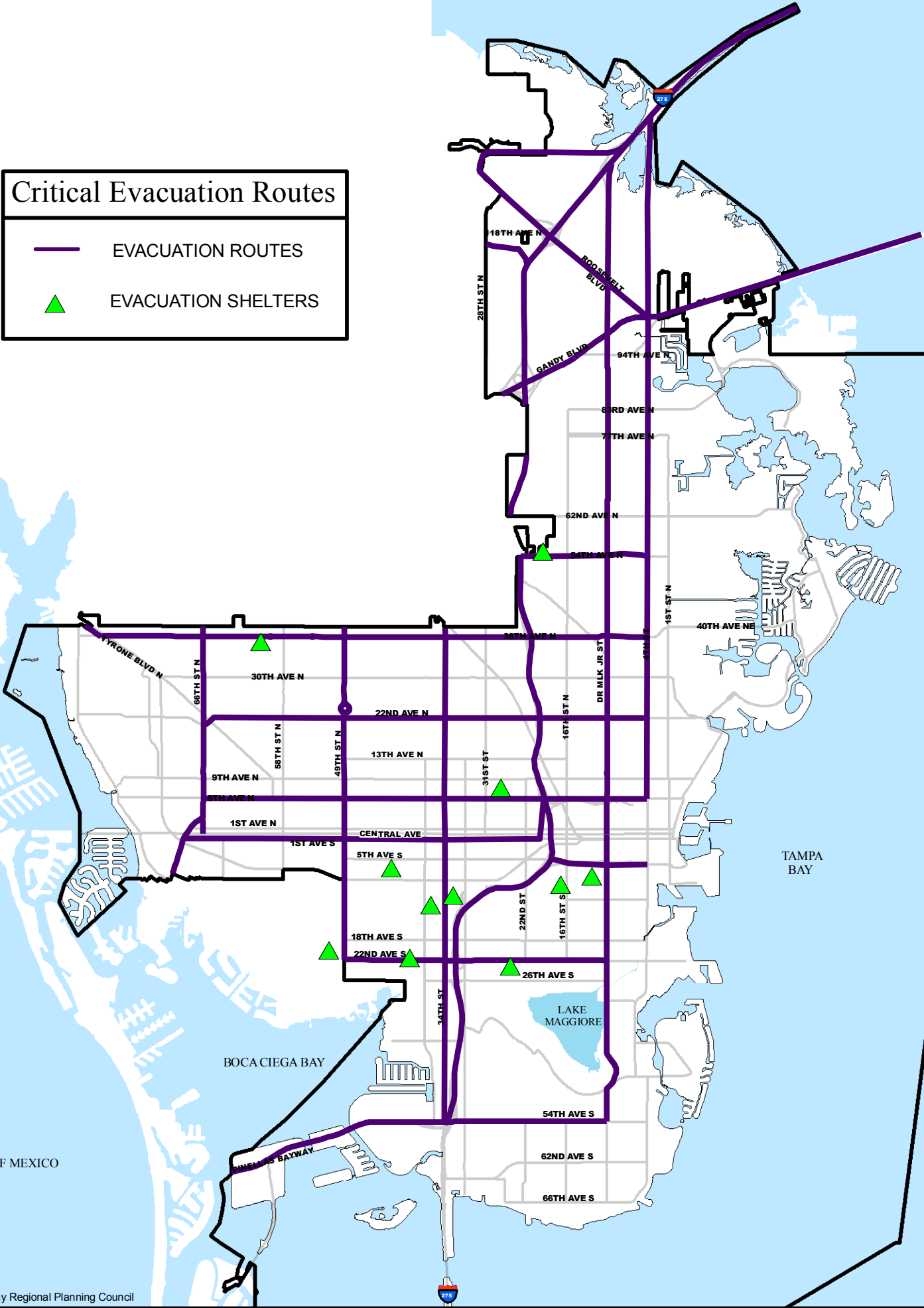


Date: August 2016  
 Source: City of St. Petersburg, Transportation and Parking

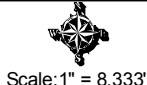


# Critical Evacuation Routes



-  EVACUATION ROUTES
-  EVACUATION SHELTERS

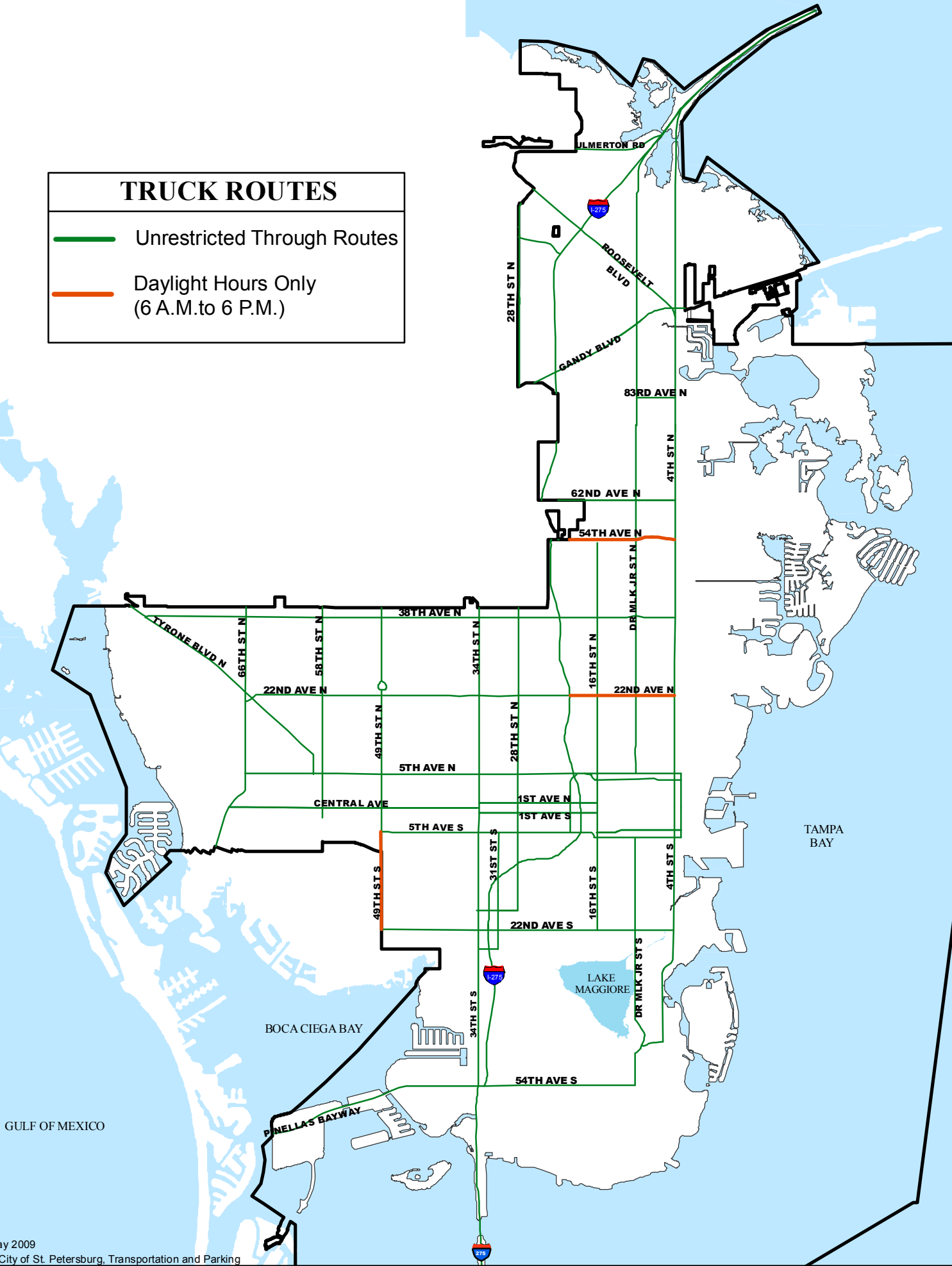


Date: May 2009  
 Source: Tampa Bay Regional Planning Council

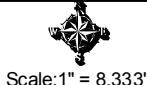


# TRUCK ROUTES

-  Unrestricted Through Routes
-  Daylight Hours Only (6 A.M. to 6 P.M.)



Date: May 2009  
 Source: City of St. Petersburg, Transportation and Parking





# **ATTACHMENT NO. 2**

# **DEVELOPMENT AGREEMENT**

## DEVELOPMENT AGREEMENT

THIS DEVELOPMENT AGREEMENT (hereinafter the "Agreement") is made and entered into this \_\_\_\_ day of \_\_\_\_\_ 2021, by and between ST PETE'S LLC, a Corporation Sole, whose mailing address is 1515 DES PERES RD STE 300 St. Louis MO 63131-1846 (hereinafter "Owner"), JUNGLE TERRACE LAND COMPANY, a Florida Limited Liability Company, whose mailing address is 1281 S. Lincoln Avenue Clearwater, Florida 33756 (hereinafter the "Developer") and the CITY OF ST. PETERSBURG, FLORIDA, a Florida municipal corporation, whose mailing address is P. O. Box 2842, St. Petersburg, Florida 33731 (hereinafter the "City") (collectively hereinafter "the Parties").

### WITNESSETH:

WHEREAS, Owner is the fee simple title owner of approximately 29.11 acres of land located at 1501 72nd Street North, St. Petersburg, Florida 33710 within the boundaries of the City, the legal description of which is attached hereto as Exhibit "A" (hereinafter the "Property"); and

WHEREAS, Owner has contracted to sell the Property and Developer has contracted to purchase the Property; and

WHEREAS, Developer desires to develop approximately 29.11 acres of the Property described on Exhibit "A" attached hereto as permitted in the City's Neighborhood Corridor Commercial Suburban (CCS-1) zoning district with a Planned Redevelopment - Mixed Use (PR-MU) comprehensive land use designation; and

WHEREAS, Developer has filed an application with the City requesting a Comprehensive Plan Amendment to change the Future Land Use Plan Category for the Property from Industrial Limited (IL) to a Planned Redevelopment - Mixed Use (PR-MU); and

WHEREAS, Developer has filed a rezoning application with the City to change the zoning of the Property from Industrial Suburban (IS) to Corridor Commercial Suburban (CCS-1); and

WHEREAS, Owner, Developer and the City desire to establish certain terms and conditions relating to the proposed development of the Property in accordance with Sections 163.3220-163.3243, Florida Statutes, the Florida Local Government Development Agreement Act (hereinafter the "Act"); and

WHEREAS, in accordance with the Act and Section 16.05 of the City's LDRs, the City is duly authorized to enter this Agreement; and

WHEREAS, the Developer acknowledges that the requirements and conditions of this Agreement result from the impacts of the Project on the City's stated planning goals related to employment and affordable housing, are reasonably attributable to the development of the Project, are based upon comparable requirements and commitments that the City or other agencies of government would reasonably expect to require a developer to expend or provide, and are consistent with sound and generally accepted land use planning and development practices and principles; and

WHEREAS, the first properly noticed public hearing on this Agreement was held by the Community Planning and Preservation Commission on December 8, 2020; and

WHEREAS, the first properly noticed reading of this Agreement was held by the City Council on **TBD**; and

WHEREAS, the second properly noticed reading of and public hearing on this Agreement was held by the City Council on **TBD**; and

WHEREAS, the Developer desires to develop the Property in accordance with the conditions and limitations set forth in this Agreement.

## DEFINITIONS

The terms defined in this Agreement shall have the following meanings, except as herein otherwise expressly provided:

**“Agreement”** means this Development Agreement, including any Exhibits, and any amendments hereto or thereto.

**“Authorized Representative”** means the person or persons designated and appointed from time to time as such by the Owner, Developer, or the City.

**“City Council”** means the governing body of the City, by whatever name known or however constituted from time to time.

**“City's Comprehensive Plan”** means the City of St. Petersburg Comprehensive Plan, as most recently amended prior to the date hereof.

**“City's LDRs”** means the City of St. Petersburg Land Development Regulations, as most recently amended prior to the date hereof.

**“Development”** means all improvements to real property, including buildings, other structures, parking and loading areas, landscaping, paved or graveled areas, and areas devoted to exterior display, storage, or activities. Development includes improved open areas such as plazas and walkways, but does not include natural geologic forms or unimproved real property.

**“Development Permit”** includes any building permit, zoning permit, subdivision approval, rezoning, certification, special exception, variance, or any other official action of local government having the effect of permitting the development of land.

**“Exhibits”** means those agreements, diagrams, drawings, specifications, instruments, forms of instruments, and other documents attached hereto and designated as exhibits to, and incorporated in and made a part of, this Agreement.

**“Florida Statutes”** means all references herein to "Florida Statutes" are to Florida Statutes (2020), as amended from time to time.

**“Governmental Authority”** means the City, the County or any other governmental entity having regulatory authority over the Project and that issues a Development Permit for the Project to be constructed and opened for business.

**“Project”** means the proposed development to be located on the Property as contemplated by this Agreement.

**“Property”** means the real property more particularly described in the legal description in Exhibit “A”.

## AGREEMENT

**NOW, THEREFORE**, in consideration of the terms, conditions, covenants and mutual promises hereinafter set forth, the Parties agree as follows:

1. **Recitals, Definitions, and Exhibits.** The foregoing recitations are true and correct and are hereby incorporated herein by reference. The foregoing Definitions are hereby incorporated herein by reference. All exhibits to this Agreement are essential to this Agreement and are hereby deemed a part hereof.

2. **Intent.** It is the intent of the Parties that this Agreement shall be adopted in conformity with the Act and that this Agreement should be construed and implemented so as to effectuate the purposes and intent of the Act. This Agreement shall not be executed by or binding upon any Party until adopted in conformity with the Act.



3. Recording and Effective Date. After the Agreement has been executed by the Parties, and after the date the Comprehensive Plan Amendment and Zoning Designation Amendment become effective, the City shall record the Agreement in the Public Records of Pinellas County, Florida, at the Developer's expense and shall forward a copy of the recorded Agreement to the Florida Department of Community Affairs ("DCA"). Thirty (30) days after receipt of the recorded Agreement by the DCA, this Agreement shall become effective (the "Effective Date").

4. Duration. The initial term of this Agreement shall be for twenty (20) years from the Effective Date. Owner and Developer agree that this Agreement may be extended by the City at the end of the initial term for an additional ten (10) year renewal term, subject to all necessary requirements in accordance with the Florida Statutes and the City's then-existing LDRs.

5. Permitted Development Uses and Building Intensities.

(a) Permitted Development Uses. The Property currently holds an IS zoning on the City's zoning map and Industrial future land use designation in the Comprehensive Plan. Developer has applied to the City to rezone the Property from IS to CCS-1, with a concurrent application to amend the future land use designation from Industrial to PR-MU. Conditional upon such rezoning and land use plan amendments being adopted, the Property may be used for the purposes permitted in the applicable zoning districts subject to the additional limitations and conditions set forth in this Agreement.

(b) Maximum Density, Intensity, and Height of Proposed Uses. For the purposes of this Development Agreement, maximum density, intensity, and height shall be as provided by the City of St. Petersburg City Code, including the City's LDRs, and all applicable laws and regulations of the State of Florida, including but not limited to the Florida Statutes, the Florida Building Code, and all applicable regulations of the Florida Department of Transportation. A workforce housing density bonus of eight (8) units per acre is also allowable, subject to the City's Workforce Housing Ordinance. In accordance with the CCS-1 zoning designation, building height is limited to 48 feet; however, additional building height can be achieved pursuant to the Large Tract Planned Development Overlay regulations, set forth in Chapter 16 of the City Code.

(c) Limitations and Conditions on Use. The development uses proposed on the Property and their approximate sizes include a 150,000 square feet (minimum) Sports Tourism Facility, ancillary retail/restaurant uses, multi-family buildings comprised of not more than 623 apartment units with a minimum of 30% of the units being workforce housing, and a public lagoon with beach area; the combined intensity shall not exceed 0.55 FAR and the total density shall not exceed 623 units. Owner and Developer agree that the following limitations and conditions shall apply to any site plan approved for the Property:

(1) Developer shall construct the Sports Tourism Facility prior to or concurrently with the multi-family buildings, and shall obtain the Certificate of Completion (CC) for the shell of the Sports Tourism Facility prior to or concurrently with the issuance of the Certificate of Occupancy (CO) for the first multi-family building. Nothing contained herein shall prevent the City from issuing no more than one (1) Temporary Certificate of Occupancy (TCO) for not more than six (6) months for first multi-family building.

(2) Prior to the issuance of a building permit for any multi-family building, Developer shall enter into a workforce housing bonus density agreement, providing that a minimum of 30% of the multi-family residential units meet all the requirements as workforce housing units, in accordance with City Code Chapter 17.5.

(3) Developer shall provide a public pedestrian/bicycle connection through the site connecting the Pinellas trail to 72<sup>nd</sup> Street prior to the issuance of the first CO for the Sports Tourism Facility. Design for the public pedestrian/bicycle connection shall be reviewed and approved by the Transportation and Parking Management Department prior to site plan approval by the City's Development Review Commission.

6. Public Facilities; Traffic Concurrency. The following existing and needed public facilities are identified as serving the Project:

(a) Potable Water: The City will provide potable water to the Project site. Sufficient supply capacity is available to service the Project, consistent with the requirements of the City's concurrency management regulations.

(b) Sanitary Sewer: The City will provide sanitary sewer service to the Project site. Sufficient treatment capacity is available to service the Project, consistent with the requirements of the City's concurrency management regulations.

(c) Stormwater Management: Stormwater management level of service is project-dependent rather than based on the provision and use of public facilities and is not directly provided by the City. The design and construction of the proposed stormwater facilities on the Project site shall be in compliance with the requirements of the City of St. Petersburg City Code and the Southwest Florida Water Management District, shall meet concurrency requirements for stormwater, and shall not result in degradation of the level of service below City's adopted level of service.

(d) Law Enforcement: Law Enforcement protection will be provided by the City of St. Petersburg Police Department using available facilities and service capacity already in place. Such capacity is sufficient to allow the Project to meet the applicable level of service requirements, and no new public facilities will be needed to service the Project.

(e) Fire Protection and Emergency Medical Service: Fire protection and emergency medical services will be provided by the City using available facilities and service capacity already in place. Such capacity is sufficient to allow the Project to meet the applicable level of service requirements, and no new public facilities will be needed to service the Project.

(f) Library Facilities and Services: Library facilities and services will be provided by the City using available facilities and service capacity already in place. Such capacity is sufficient to allow the Project to meet the applicable level of service requirements and no new public library facilities will be needed to service the Project.

(g) Public Schools: Public school facilities and services will be provided by the Pinellas County School Board. Such capacity is sufficient to allow the Project to meet the applicable level of service requirements and no new public facilities will be needed to service the Project.

(h) Solid Waste: Solid waste collection services will be provided by the City using facilities, equipment and service capacity already in place, while waste disposal services will be handled by Pinellas County. Capacity is sufficient to allow the Project to meet the applicable level of service requirements, and no new public facilities will be needed to service the Project.

(i) Transportation/Mass Transit: The determination of adequacy of public facilities, including transportation facilities, to serve the proposed development shall be made in accordance with the City's Concurrency requirements in existence as of the date of this Agreement.

(j) Utility Improvements: Utility improvements necessary to provide service to a structure shall be constructed by Developer at Developer's expense prior to issuance of certificates of occupancy for the structure.

7. Reservation or Dedication of Land. Owner and Developer shall not be required to reserve or dedicate land within the Property for municipal purposes other than: (a) public utility easements for utilities servicing the Property; (b) as applicable for roadways and other transportation facilities; (c) public pedestrian/bicycle connection from Pinellas Trail to 72<sup>nd</sup> Street North; and (d) subject to reasonable reservation and dedications during site plan review and approval.

8. Local Development Permits. The following local development approvals will be required to develop the Property for uses permitted in the CCS-1 zoning districts:

- (a) Site plan approval;
- (b) Final site plan approval;

- (b) Water, sewer, paving and drainage permits;
- (c) Building permits;
- (d) Certificates of Occupancy;
- (e) Certificates of Concurrency;
- (f) Any other development permits that may be required by City ordinances and regulations; and
- (g) Such other City, County, State or Federal permits as may be required by law.

9. Consistency with Comprehensive Plan. Conditional upon such rezoning and land use plan amendments being adopted as contemplated in Paragraph 5.(a) of this Agreement, Development of the Property for the uses allowed in the CCS-1 zoning district must be consistent with the City's Comprehensive Plan.

10. Necessity of Complying with Local Regulations Relative to Permits. The Parties agree that the failure of this Agreement to address a particular permit, condition, fee, term or restriction shall not relieve Owner and/or Developer of the necessity of complying with regulations governing said permitting requirements, conditions, fees, terms or restrictions.

11. Binding Effect. The obligations imposed pursuant to this Agreement upon the Parties and upon the Property shall run with and bind the Property as covenants running with the Property. This Agreement shall be binding upon and enforceable by and against the Parties hereto, their personal representatives, heirs, successors, grantees and assigns, which shall include, but are not limited to, Sembler. Notwithstanding the foregoing, the rights and obligations under this Agreement of the Owner of the Property shall pass to Developer upon the closing of Developer's purchase of the Property from such Owner, and the Owner of the Property shall be relieved of any further obligations under this Agreement upon Developer's acquisition of title to the Property.

12. Preliminary Concurrency and Comprehensive Plan Findings. The City has preliminarily determined that the concurrency requirements of Sections 16.03.050 and 16.03.060 of the City's LDRs and the City's Comprehensive Plan will be met for the Project, further subject to any approvals set forth in Paragraph 8 of this Agreement. The City has preliminarily found that the Project and this Agreement are consistent with and further the goals, objectives, policies and action strategies of the City's Comprehensive Plan and with the City's LDRs, further subject to any approvals set forth in Paragraph 8 of this Agreement. Nothing herein shall be construed by any Party as an approval, express or implied, for any action set forth in Paragraph 8 of this Agreement.

13. Disclaimer of Joint Venture. The Parties represent that by the execution of this Agreement it is not the intent of the Parties that this Agreement be construed or deemed to represent a joint venture or common undertaking between any Parties, or between any Party and any third party. While engaged in carrying out and complying with the terms of this Agreement, Owner and Developer are independent principals and not contractors for or officers, agents, or employees of the City. Neither Owner nor Developer shall at any time or in any manner represent that it or any of its agents or employees are employees of the City.

14. Amendments. The Parties acknowledge that this Agreement may be amended by mutual consent of the Parties subsequent to execution in accordance with Section 163.3237, Florida Statutes and Section 16.05 of the City's LDRs. All amendments to this Agreement shall be ineffective unless reduced to writing and executed by the Parties in accordance with the City's LDRs.

15. Notices. All notices, demands, requests for approvals or other communications given by any Party to another shall be in writing and shall be sent by registered or certified mail, postage prepaid, return receipt requested, by a recognized national overnight courier service, or by facsimile transmission to the office for each Party indicated below and addressed as follows:

- (a) **To the Owner:**  
ST PETE'S LLC, a Corporation Sole,  
**Attn: TBD**  
1515 DES PERES RD STE 300  
St. Louis MO 63131-1846

**With a copy to:**

- (b) **To the Developer:**  
Attn: Les Porter  
JUNGLE TERRACE LAND COMPANY  
A FLORIDA LIMITED LIABILITY COMPANY  
1281 S. Lincoln Avenue  
Clearwater Florida 33756

**With a copy to:**  
**Brian J. Aungst, Jr., Esq. and J. Matthew Marquardt, Esq.**  
**Macfarlane Ferguson & McMullen, P.A.**  
**625 Court Street, Suite 200**  
**Clearwater, FL 33756**

- (c) **To the City:**  
City of St. Petersburg  
Attn: Derek Kilborn, Manager  
Urban Planning, Design and Historic Preservation Division  
City of St. Petersburg Planning and Development Services Dept  
One 4<sup>th</sup> Street North  
St. Petersburg, FL 33701

**With a copy to:**  
City Attorney's Office, City of St. Petersburg  
Attn: Michael Dema, Managing Assistant City Attorney – Land Use & Environmental Matters  
Municipal Services Center  
One 4<sup>th</sup> Street North  
St. Petersburg, FL 33701

16. Effectiveness of Notice. Notices given by courier service or by hand delivery shall be effective upon delivery and notices given by mail shall be effective on the fifth (5) business day after mailing. Refusal by any person to accept delivery of any notice delivered to the office at the address indicated above (or as it may be changed) shall be deemed to have been an effective delivery as provided in this Paragraph. The addresses to which notices are to be sent may be changed from time to time by written notice delivered to the other Parties and such notices shall be effective upon receipt. Until notice of change of address is received as to any particular Party hereto, all other Parties may rely upon the last address given. Notices given by facsimile transmission shall be effective on the date sent.

17. Default. In the event any Party is in default of any provision hereof, any non-defaulting Party, as a condition precedent to the exercise of its remedies, shall be required to give the defaulting Party written notice of the same pursuant to this Agreement. The defaulting Party shall have thirty (30) business days from the receipt of such notice to cure the default. If the defaulting Party timely cures the default, this Agreement shall continue in full force and effect. If the defaulting Party does not timely cure such default, the non-defaulting Party shall be entitled to pursue its remedies available at law or equity.

18. Non-Action on Failure to Observe Provisions of this Agreement. The failure of any Party to promptly or continually insist upon strict performance of any term, covenant, condition or provision of this Agreement, or any Exhibit hereto, or any other agreement, instrument or document of whatever form or nature contemplated hereby shall not be deemed a waiver of any right or remedy that the Party may have, and shall not be deemed a waiver of a subsequent default or nonperformance of such term, covenant, condition or provision.

19. Applicable Law and Venue. The laws of the State of Florida shall govern the validity, performance and enforcement of this Agreement. Venue for any proceeding arising under this Agreement shall be in the Sixth Judicial Circuit, in and for Pinellas County, Florida, for State actions and in the United States District Court for the Middle District of Florida for federal actions, to the exclusion of any other venue.

20. Construction. This Agreement has been negotiated by the Parties, and the Agreement, including, without limitation, the Exhibits, shall not be deemed to have been prepared by any Party, but by all equally.

21. Entire Agreement.

(a) This Agreement, and all the terms and provisions contained herein, including without limitation the Exhibits hereto, constitute the full and complete agreement between the Parties hereto to the date hereof, and supersedes and controls over any and all prior agreements, understandings, representations, correspondence and statements whether written or oral. With the exception of conditions that may be imposed by the City in approving any Development Permit, no Party shall be bound by any agreement, condition, warranty or representation other than as expressly stated in this Agreement, and this Agreement may not be amended or modified except by written instrument signed by the Parties hereto, in accordance with this Agreement, Florida Statutes Section 163.3237, and Section 16.05 of the City's LDRs.

(b) Any provisions of this Agreement shall be read and applied in para materia with all other provisions hereof.

22. Holidays. It is hereby agreed and declared that whenever a notice or performance under the terms of this Agreement is to be made or given on a Saturday or Sunday or on a legal holiday observed by the City, it shall be postponed to the next following business day.

23. Certification. The Parties shall at any time and from time to time, upon not less than ten (10) days prior notice by the other Party execute, acknowledge and deliver to the other Party (and, in the case of the City, to a Project Lender) a statement in recordable form certifying that this Agreement has not been modified and is in full force and effect (or if there have been modifications that this Agreement as modified is in full force and effect and setting forth a notation of such modifications), and that to the knowledge of such Party, neither it nor any other Party is then in default hereof (or if another Party is then in default hereof, stating the nature and details of such default), it being intended that any such statement delivered pursuant to this Paragraph may be conclusively relied upon by any prospective purchaser, mortgagee, successor, assignee of any mortgage or assignee of the respective interest in the Project, if any, of any Party made in accordance with the provisions of this Agreement.

24. Termination. This Agreement shall automatically terminate and expire upon the occurrence of the first of the following:

(a) The expiration of twenty (20) years from the Effective Date of this Agreement, as defined herein, unless the City extends the initial term for an additional ten (10) year renewal term pursuant to the terms of this Agreement and subject to all necessary requirements in accordance with the Florida Statutes and the City's then-existing LDRs; or

(b) The revocation of this Agreement by the City Council in accordance with Section 163.3235, Florida Statutes and Section 16.05 of the City's LDRs; or

(c) The execution of a written agreement by all Parties, or by their successors in interest, providing for the cancellation and termination of this Agreement.

25. Deadline for Execution. The Owner and Developer shall execute this Agreement prior to the date on which the City Council considers this Agreement for final approval.

26. Covenant of Cooperation. The Parties shall cooperate with and deal with each other in good faith and assist each other in the performance of the provisions of this Agreement and in achieving the completion of development of the Project site, including processing amendments to this Agreement.

27. Approvals.

(a) For the purposes of this Agreement any required written permission, consent, approval or agreement ("Approval") by the City means the Approval of the Mayor or his designee unless otherwise set forth herein and such approval shall be in addition to any and all permits and other licenses required by law or this Agreement.

(b) For the purposes of this Agreement any right of the City to take any action permitted, allowed or required by this Agreement, may be exercised by the Mayor or his designee, unless otherwise set forth herein.

28. Partial Invalidity. If any term or provision of this Agreement or the application thereof to any person or circumstance is declared invalid or unenforceable, the remainder of this Agreement, including any valid portion of the invalid term or provision and the application of such invalid term or provision to circumstances other than those as to which it is held invalid or unenforceable by a court of competent jurisdiction, shall not be affected thereby and shall with the remainder of this Agreement continue unmodified and in full force and effect.

29. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original but all of which shall constitute a single instrument.

30. Failure of Development to Occur as Proposed. If development of the Property does not occur as proposed under this Agreement, both the City and the property owner have the right to initiate the process to change the land use and zoning designations of the Property to the designations that existed at the time of execution of this Agreement.

31. Cancellation. This Agreement shall become null and void as to any portion of the Property if any of the following occur: (1) the Developer fails to obtain the rezoning or Comprehensive Plan Amendment as more fully set forth above; (2) the Future Land Use designation of the Residential Property or any portion thereof changes to any designation other than PR-MU; (3) the zoning of the Property or any portion thereof changes to any designation other than CCS-1.

32. Third Party Beneficiaries. The rights and obligations of the Parties set forth in this Agreement are personal to the Parties, and no third parties are entitled to rely on or have an interest in any such rights and obligations.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the day and year first above written.

ATTEST:

**CITY  
CITY OF ST. PETERSBURG, FLORIDA**

\_\_\_\_\_  
CITY CLERK

By: \_\_\_\_\_

As Its: \_\_\_\_\_

\_\_\_\_\_ day of \_\_\_\_\_, 2021

Approved as to form and content

By Office of City Attorney

\_\_\_\_\_  
00538195.docx

**OWNER  
ST PETE'S LLC, a Corporation Sole,  
1515 DES PERES RD STE 300 St. Louis MO 63131-1846**

WITNESSES:

sign \_\_\_\_\_

By: \_\_\_\_\_

print \_\_\_\_\_

print \_\_\_\_\_

sign \_\_\_\_\_

title \_\_\_\_\_

print \_\_\_\_\_

date \_\_\_\_\_

**DEVELOPER  
JUNGLE TERRACE LAND COMPANY  
1281 S. LINCOLN AVENUE CLEARWATER, FL 33756  
A FLORIDA LIMITED LIABILITY COMPANY**

WITNESSES:

sign \_\_\_\_\_

By: \_\_\_\_\_

print \_\_\_\_\_

print \_\_\_\_\_

sign \_\_\_\_\_

title \_\_\_\_\_

print \_\_\_\_\_

date \_\_\_\_\_

STATE OF FLORIDA  
COUNTY OF PINELLAS

The foregoing instrument was acknowledged before me this \_\_\_\_ day of \_\_\_\_\_, 2021,  
by \_\_\_\_\_ on behalf of ST PETE’S LLC St. Petersburg, a Corporation Sole, who is  
personally known to me or produced \_\_\_\_\_ as identification.

NOTARY PUBLIC:

sign \_\_\_\_\_

print \_\_\_\_\_

State of Florida at Large

My Commission Expires:

(SEAL)

STATE OF FLORIDA  
COUNTY OF PINELLAS

The foregoing instrument was acknowledged before me this \_\_\_\_ day of \_\_\_\_\_, 2021,  
by \_\_\_\_\_, as \_\_\_\_\_ of JUNGLE TERRACE LAND  
COMPANY, a Florida corporation, on behalf of the corporation, who is personally known to me or produced  
\_\_\_\_\_ as identification.

NOTARY PUBLIC:

sign \_\_\_\_\_

print \_\_\_\_\_

State of Florida at Large

My Commission Expires:

(SEAL)



**EXHIBIT "A"**

LEGAL DESCRIPTION:



# **ATTACHMENT NO. 3**

## **APPLICATION**



## **Gulf Coast Consulting, Inc.**

**Land Development Consulting**

**Engineering • Planning • Transportation • Permitting**

ICOT Center

13825 ICOT Boulevard, Suite 605

Clearwater, FL 33760

Phone: (727) 524-1818

Fax: (727) 524-6090

June 8, 2020

Mr. Derek S. Kilborn, Manager  
Planning and Development Services Department  
City of St. Petersburg  
One 4<sup>th</sup> Street North, 8<sup>th</sup> Floor  
St. Petersburg, FL 33731

Re: Sports Tourism Complex Land Use Plan Amendment & Rezoning  
1501 – 72<sup>nd</sup> Street N. (29.11 acres)

Dear Mr. Kilborn:

Per our recent discussions, please find enclosed the following items necessary for processing a Land Use Plan Amendment and Rezoning on the above referenced 29.11 acre property.

1. Completed Application Form for “Future Land Use Change/Rezoning”
2. Affidavit to Authorize Agent signed by the current property owner
3. Review Fee Check for \$2,400
4. Legal Description of the property
5. Narrative Summary for LU Plan Amendment & Rezoning
6. Parking Summary
7. Traffic Assessment
8. Colored proposed Master Development Plan

The property to be rezoned consists of 29.11 acres having Industrial Limited (IL) land use and Industrial Suburban (IS) zoning. The owner seeks to amend the Land Use to Planned Redevelopment Mixed-Use (PRMU) and obtain Corridor Commercial Suburban (CCS-1) zoning for the purpose of developing a mixed-use project focused on Sports Tourism. This application would also require a Countywide Plan Amendment to expand the “Activity Center” designation to include this property. Please refer to the attached Narrative Summary. We look forward to the upcoming hearings.

Sincerely,

Robert Pergolizzi, AICP/PTP  
Principal

Cc: Jennifer Bryla, City of St. Petersburg  
Elizabeth Abernethy, City of St. Petersburg  
Britton Wilson, City of St. Petersburg  
Les Porter, Porter Development  
Brian Aungst, Macfarlane Ferguson, McMullen  
Eric Sullivan, Sports Facility Advisory, LLC  
Sean Cashen, PE  
20-005



**st.petersburg**  
www.stpete.org



# FUTURE LAND USE PLAN CHANGE REZONING

Application No. \_\_\_\_\_

(To Be Assigned)

All applications are to be filled out completely and correctly. The application shall be submitted to the City of St. Petersburg's Planning and Economic Development Department, located on the 8<sup>th</sup> floor of the Municipal Services Building, One Fourth Street North, St. Petersburg, Florida.

## GENERAL INFORMATION

### APPLICATION

Date of Submittal: June 8, 2020

Street Address: 1501 72nd St. N.

Parcel ID or Tract Number: 07/31/16/93168/001/0010 and others (See Attached Narrative Summary)

Zoning Classification: Present: IS Proposed: CCS-1

Future Land Use Plan Category: Present: IL Proposed: PRMU

**NAME of APPLICANT (Property Owner):** St. Pete's, LLC

Street Address: 1515 Des Peres Rd., Suite 300

City, State, Zip: St. Louis, MO 63131-1846

Telephone No:

Email Address:

CITY OF ST. PETERSBURG

JUN 08 2020

PLANNING & DEVELOPMENT SERVICES

**NAME of any others PERSONS (Having ownership interest in property):**

Specify Interest Held: Contract Purchaser: Jungle Terrace Land Company c/o Porter Development, LLC

Is such Interest Contingent or Absolute: Contingent upon Land Use Plan Amendment/Rezoning

Street Address: 1281 S. Lincoln Ave.

City, State, Zip: Clearwater, FL 33756

Telephone No: 727-742-5838

Email Address: lporter@porterdev.com

**NAME of AGENT OR REPRESENTATIVE:** Gulf Coast Consulting, Inc. (Attn: Robert Pergolizzi, AICP/PTP)

Street Address: 13825 ICOT Blvd., Suite 605

City, State, Zip: Clearwater, FL 33760

Telephone No: 727-524-1818

Email Address: pergo@gulfcoastconsultinginc.com

## AUTHORIZATION

Future Land Use Plan amendment and / or rezoning requiring a change to the Countywide Map **\$ 2,400.00**

Future Land Use Plan amendment and / or rezoning NOT requiring a change to the Countywide Map \$ 2,000.00

Rezoning only \$ 2,000.00

Cash or credit card or check made payable to the "City of St. Petersburg"

The UNDERSIGNED CERTIFIES that the ownership of all property within this application has been fully divulged, whether such ownership be contingent or absolute, and that the names of all parties to any contract for sale in existence or any options to purchase are filed with the application. Further, this application must be complete and accurate, before the public hearings can be advertised, with attached justification form completed and filed as part of this application.

Signature: \_\_\_\_\_

*Robert Pergolizzi*

Date: \_\_\_\_\_

6/8/2020

Must be signed by title holder(s), or by an authorized agent with letter attached.

UPDATED 08-23-2012



**st.petersburg**  
www.stpete.org



# FUTURE LAND USE PLAN CHANGE REZONING

**NARRATIVE** (PAGE 1 of 1)

## NARRATIVE

### PROPERTY INFORMATION:

Street Address: 1501 72nd Avenue

Parcel ID or Tract Number: See Attached Narrative Summary for multiple Parcel ID Numbers

Square Feet: 1,267,990 SF

Acreage: 29.11-Acres

Proposed Legal Description:

See attached legal description

Is there any existing contract for sale on the subject property: Yes

If so, list names of all parties to the contract: Jungle Terrace Land Company c/o Porter Development, LLC

Is contract conditional or absolute: Conditional

Are there any options to purchase on the subject property: No

Is so, list the names of all parties to option:

### REQUEST:

The applicant is of the opinion that this request would be an appropriate land use and / or rezoning for the above described property, and conforms with the Relevant Considerations of the Zoning Ordinance for the following reasons:

Sports Tourism is a "Target Employment Industry". The mixed-use designation PRMU and CCS-1 zoning are necessary to accommodate a variety of mixed-uses including a sports complex, commercial recreation, ancillary retail/restaurants, and multi-family residential.

(See Attached Narrative Summary)



# AFFIDAVIT TO AUTHORIZE AGENT

I am (we are) the owner(s) and record title holder(s) of the property noted herein

Property Owner's Name: St. Pete's, LLC

This property constitutes the property for which the following request is made

Property Address: 1501 72nd Street N., St. Petersburg Fl

Parcel ID No.: 07/31/16/93168/001/0010, 07/31/16/93168/001/0020, 07/31/16/93168/001/0030,  
07/31/16/93168/001/0050, 07/31/16/93168/001/0060, 07/31/16/93168/001/0070.

Request: Land Use Plan Amendment and Rezoning

The undersigned has(have) appointed and does(do) appoint the following agent(s) to execute any application(s) or other documentation necessary to effectuate such application(s)

Agent's Name(s): Gulf Coast Consulting, Inc. (Robert Pergolizzi & Sean Cashen)

This affidavit has been executed to induce the City of St. Petersburg, Florida, to consider and act on the above described property

I(we), the undersigned authority, hereby certify that the foregoing is true and correct.

Signature (owner): *Mike Roberts*

MIKE ROBERTS  
Printed Name

Sworn to and subscribed on this date

Identification or personally known: MODEL

Notary Signature: *Rebecca Lydon*

Date: 4-24-2020

Commission Expiration (Stamp or date):



REBECCA LYDON  
My Commission Expires  
November 1, 2021  
St. Louis County  
Commission #13540330

A BOUNDARY SURVEY OF

The North 245.16 feet of Lot 1, and all of Lots 2 through 7, inclusive, Block 1,  
PYRONE PLANNED INDUSTRIAL DISTRICT, according to the map or plat thereof recorded in  
Plat Book 34, Pages 56 and 57 of the Public Records of Pinellas County, Florida.

St. Petersburg, Florida



**NARRATIVE SUMMARY  
FOR LAND USE PLAN AMENDMENT  
AND REZONING APPLICATION  
SPORTS TOURISM COMPLEX  
MIXED-USE DEVELOPMENT  
FORMER RAYTHEON SITE**

Owner:  
ST PETES, LLC  
1515 Des Peres Rd, Suite 300  
St. Louis, MO 63131- 1846

Attorney:  
Mr. Brian Aungst  
MacFarlane, Ferguson, McMullen  
625 Court Street, Suite 200  
Clearwater, FL 33756

Applicant/Developer:  
Jungle Terrace Land Company  
c/o Porter Development, LLC  
1281 S. Lincoln Avenue  
Clearwater, FL 33756

Sports Facilities Consultant:  
Mr. Eric Sullivan  
Sports Facilities Advisory, LLC  
600 Cleveland Street, Suite 910  
Clearwater, FL 33755

Planners/Engineers:  
Mr. Robert Pergolizzi, AICP / PTP & Mr. Sean Cashen, P.E.  
Gulf Coast Consulting, Inc.  
13825 ICOT Boulevard, Suite 605  
Clearwater, FL 33760

The applicant is requesting to amend the Future Land Use Map and amend the zoning atlas for a 29.11 acre property located on the south side of 22<sup>nd</sup> Avenue North between 72<sup>nd</sup> Street and the Pinellas Trail in the City of St. Petersburg. Currently the property has a Future land Use designation of Industrial Limited (IL) and is zoned Industrial Suburban (IS). The owner wishes to amend the land use to Planned Redevelopment Mixed-Use (PRMU) and rezone the property to CCS-1 with a Master Plan to allow for a mixed-use development for a Sports Tourism Complex containing both indoor and outdoor commercial recreation uses, indoor and outdoor restaurant/retail uses within the sports complex, a “container park” and multi-family apartments in multiple buildings. The parcels involved in this request are as follows:

Parcel ID #: 07/31/16/93168/001/0010, 07/31/16/93168/001/0020  
07/31/16/93168/001/0030, 07/31/16/93618/001/0050  
07/31/16/93168/001/0060, 07/31/16/93168/001/0070

Street Address : 1501 72<sup>nd</sup> Street N.

## LAND USE/ZONING

Surrounding uses include:

- North: On the north side of 22<sup>nd</sup> Avenue N. are retail and personal service establishments on land with PR-C and IL Land use and RC-1 and IS zoning. This zoning is separated from the subject property by a drainage ditch. To the northeast is Tyrone Square Mall with PR-C land use and RC-2 zoning.
- South: South of the subject property is the existing Raytheon building at 7167 – 13<sup>th</sup> Avenue north. This site will retain its IL land use and IS zoning.
- East: Immediately east of the Pinellas Trail are a mixture of uses including Market Place Shopping Center (LA Fitness) and Stones Throw Condominiums on land having PR-C land use and RC-1 zoning. Also to the east are Brandywine Apartments and Somerset Place Condominiums on land having RM land use and “NSM-1” zoning.
- West: Immediately west of 72<sup>nd</sup> Street is Azalea Park, Azalea Recreation enter and Azalea Playground on land having Recreation/Open Space (R/OS) land use NSE zoning. West of Azalea Park is a residential area and Azalea Elementary School on land having RU and I land use and NS-1 zoning. **The parks serve as an expansive buffer between the residential neighborhood and the project site.**

It is noted that other than the subject property there are no other parcels on the south side of 22nd Avenue N that have “IL” land use. The IL land use is strictly north of 22<sup>nd</sup> Avenue N. which includes the Raytheon Facility on the NW corner of 22<sup>nd</sup> Avenue/72<sup>nd</sup> Street and the Tyrone Industrial Park. The same holds true with the IS zoning. The Land Use Plan Amendment from IL to PRMU is reasonable in that it separates the site from the industrial lands by using 22<sup>nd</sup> Avenue N as a line of demarcation. The 29.11 acre site is no longer appropriate for “industrial” type development and a mixed-use project combining sports commercial recreation, retail/restaurants, and apartments would be a good transition between the PR-C land use & RC-1 zoning to the east and the Azalea Recreation Park to the west with R/OS land use.

### **City of St. Petersburg Criteria for Conversion of Industrial Land: Policy LU3.26.a**

Plan amendment applications that propose changing underperforming industrially designated areas (IG or IL) to a non-industrial designation may be favorably considered if one of more of the following characteristics exist over an extended period of time: 1) vacant or underutilized land; 2) vacant of underutilized buildings; 3) poor quality job creation in terms of pay, employee density and spin-off or multiplier effects; and 4)

chronic competitive disadvantages in terms of location, transportation infrastructure/accessibility and other market considerations.

In regard to the above Policy, the land is vacant and has been for several years. There are no buildings on the subject property slated for conversion to PRMU. The vacant site presently does not provide any jobs. The location is not conducive to industrial development in that it is separated from the Tyrone Industrial Park by 22<sup>nd</sup> Avenue N. is bounded by a local road (72<sup>nd</sup> Street) and the Pinellas Trail, and does not have nearby rail access. In total, redevelopment for industrial purposes does not seem practical.

**Consistency with City of St. Petersburg Land Use Objectives and Policies:**

The proposed LU Plan Amendment to PRMU with an Activity Center expansion is consistent with the following Objectives and Policies:

**Objective LU2**

The Future Land Use Element shall facilitate a compact urban development pattern that provides opportunities to more efficiently use and develop infrastructure, land and other resources and services by concentrating more intensive growth in activity centers and other appropriate areas.

**Policy LU2.2**

The City shall concentrate growth in designated Activity Centers and prioritize infrastructure improvements to service demand in those areas.

**Policy LU2.4**

The City may permit an increase in land use intensity or density outside of activity centers where available infrastructure exists and surrounding uses are compatible.

**Policy LU3.4**

The Land Use Plan shall provide for compatible land use transition through an orderly land use arrangement, proper buffering, and the use of physical and natural separators.

**Policy LU3.7**

Land use planning decisions shall include a review to determine whether existing Land Use Plan boundaries are logically drawn in relation to existing conditions and expected future conditions.

**Policy LU3.11**

More dense residential uses (more than 7.5 units per acre) may be located along 1) passenger rail lines and designated major streets or 2) in close proximity to activity center where compatible.

**Policy LU23.3**

The City LDR's shall continue to support greater development intensity within the Corridor and Center zoning districts, particularly where located along fixed transit lines and around transit stops and stations.

In addition to being consistent with the above policies, the mixed-use development contains elements of Transit-Oriented Development (TOD) in that it is located within ½ mile of the Tyrone Transfer Station along 22<sup>nd</sup> Avenue North, directly abuts the Pinellas Trail, thereby promoting bike and pedestrian travel. It is directly adjacent to the Tyrone Activity Center.

ECONOMIC IMPACTS OF SPORTS TOURISM TARGET INDUSTRY

The sports, events, and lagoon assets have been programmed to host a variety of tournaments, events, and gatherings that will generate new visitation and spending in the surrounding community from non-local visitors that would not be in the market but for activity at the site. This would supplement usage by local participants in the community.

Based on Sports Facility Advisors (SFA) analysis of the regional market opportunity and experience on similar projects, the indoor facility is expected to host a total of 86 sports and non-sports events that range from one to three days in length. This visitation will result in \$16.1 million in economic impact from new direct spending annually. In addition to the indoor facility, the lagoon is expected to drive more than \$1.3 million in economic impact from direct spending at maturity.

SFA also forecasted a 20-year outlook of economic impact which resulted in a cumulative total economic impact of \$369.4 million over 20 years of operations combining activity related to the indoor facility and the lagoon.

It is anticipated, the facility usage would be split 60% for usage by the local community and 40% for large regional tournaments/event.

COMMUNITY BENEFITS OF SPORTS AND RECREATION ASSETS

It is the vision of ownership for the indoor sports center to develop a long-term sustainable business that creates new programming and partners with local organizations

to provide access to sport and recreation amenities that serve the need for practice, training, competition, and gathering space for the local community.

The facility will feature many opportunities for children and/or families in need to provide access to various programs. The business model analyzed and created by SFA for indoor facility operations projects over 6,600 paid hours of court inventory for sports and recreation programming such as camps, clinics, instruction, and leagues as well as rentals from outside organizations that are dedicated to local use with a target market within a 30-minute drive time of the facility. Additionally, there is a remaining inventory beyond those hours not being used by local or tournament/event activities available to be utilized in the facility in SFA's conservative forecast.

Through in-house or internal programming, the facility operation will focus on programs that promote and teach leadership, teamwork, and character-building skills through sports and recreation. This will occur not only through traditional activities over the court space but also through the sports performance training center and the adventure area with a focus on developing the whole athlete beyond just physical and sport performance.

This access and participation in sports and recreation activities will have proven, positive impacts for members of the local community. According to research through the Robert Wood Johnson Foundation, activity through sport is directly tied to improved health and positive social, educational, and economic outcomes. Kids who are active are:

- 1/10 as likely to be obese
- Achieve 40% higher test scores
- Participate less in smoking, drinking, and risky behavior
- Are 15% more likely to go to college
- Have lower health care costs throughout life
- Earn 7-8% more as adults
- Have 1/3 the rate of disability
- Are more productive at work

Furthermore, activity as kids creates an intergenerational cycle in which active kids are nearly six times more likely to become active adults and kids of active parents are two times more likely to be active. There will be multiple opportunities for family activities through the usage of flexible space within the complex for pickle-ball, senior activities, and non-profit groups.

#### COMPLIANCE WITH ZONING REGULATIONS

As previously mentioned the owner wishes to amend the Land Use Plan for Planned Redevelopment Mixed Use (PR-MU) Land use and amend the zoning atlas to Corridor Commercial Suburban (CCS-1). Per Section 16.20.090.4.1 *"It is the purpose of this district to generally allow one-story to four-story development containing mixed uses of local interest in conjunction with residential, multifamily units or structures. Additional building height and density is possible within primary and secondary activity centers."*

Since the site is 29.11 acres is it classified as a “large lot” for all bulk regulations in the code. The bulk regulations are evaluated below:

Lot Width: Minimum lot width for “large lots” exceeding 2 acres is 300 feet. The rectangular shaped lot has 629 feet of frontage on 22<sup>nd</sup> Avenue N (width), which tapers to 190 feet at the southern end. The average lot width is well in excess of 300 feet.

Lot Area: Minimum lot area is 4,500 SF in CCS-1. The site is 29.11 acres.

Building Height: The maximum height is 48 feet on large lots with CCS-1 zoning when outside an activity center and 84 feet within an activity center. The site is on the edge of the Tyrone Activity Center. Per Section 16.30.090 of the Land Development Code “Large Tract Planned Developments” greater than 5 acres may have a maximum height of up to 150 feet. All proposed buildings will be between one-story and four-stories and the maximum height of the apartment buildings is 57 feet to the peak of the tallest corner. A possible parking garage would be 50 feet tall. Building heights well below the maximum allowed.

Building Setbacks:

Minimum setbacks to streets (front) the minimum setback is 20 feet. All proposed buildings will comply with this requirement and will be at least 20 feet from 22<sup>nd</sup> Avenue N and 72<sup>nd</sup> Street. Proposed front setbacks to street rights-of-way are 64 feet from 22<sup>nd</sup> Avenue N. and a minimum of 20 feet from 72<sup>nd</sup> Street. **The project site is buffered on the west by 72<sup>nd</sup> Street, Azalea Park, and 74<sup>th</sup> Street which provide over a 550 foot buffer to the Azalea neighborhood west of 74<sup>th</sup> Street.**

Side yard setbacks are 10 feet for non-residential buildings and 20 feet for residential buildings. The eastern side (adjacent to Pinellas Trail) is a side yard and all buildings will comply with the setback requirements. The proposed Sports Complex building is 21 feet from the east property line.

Minimum Rear yard setbacks are 20 feet for both residential and non-residential buildings. The southernmost building (Sports Complex) is over 600 feet from the south property line and is separated by a proposed parking lot and landscape buffer.

Impervious Surface Ratio (ISR) & Open Space: Maximum impervious surface ratio (ISR) is 85%, requiring 15% open space. The proposed development will comply with these requirements. The proposed lagoon/beach is primarily open space.

Floor Area Ratio / Density:

In the CCS-1 district not within an Activity Center, residential density is 15 dwelling units/ (DU) per acre which equates to 436 units. However a density bonus for “workforce housing” may be applied, as agreed with city staff through the accompanying Development Agreement. The proposed plan is for up to 623 multi-family units. The 623

multi-family units would consist of 436 market rate units + 187 workforce housing units (30% of total). The non-residential uses (sports complex and container park) total 152,560 SF which is well below the maximum FAR of 0.55 allowed in CCS-1 zoning.

Parking:

The mixed use project will comply with city parking requirements. We have evaluated a “worst-case” option to include 623 apartments. According to the attached Parking Summary the total amount of code required spaces is 1,430 and the Concept Plan shows 1,719 spaces being provided. (See Parking Summary)

Traffic:

We have evaluated a “worst-case” option to include 623 apartments. The mixed-use project is expected generate 7,886 external daily vehicle trips of which 483 would occur during the AM peak hour and 660 would occur during the PM peak hour. Both 22<sup>nd</sup> Avenue N and 66<sup>th</sup> Street operate at acceptable levels of service (See Traffic Assessment)

**CONCLUSION**

The proposed Land Use Plan Amendment to PRMU and rezoning to CCS-1 is consistent with objectives and policies of the Comprehensive Plan and the introduction of a sports tourism element to this area will foster a “target employment industry” for this area of St. Petersburg. The redevelopment of this site for a mixed-use project containing indoor/outdoor recreation, retail, and multi-family residential uses is reasonable given the surrounding land uses and Azalea Park to the west of 72nd Street, and the proximity to the Tyrone Activity Center.

**PARKING SUMMARY  
SPORTS TOURISM COMPLEX  
REV 11-23-20**

<b>BUILDING USE</b>	<b>SIZE</b>	<b>PARKING RATIO</b>	<b>REQUIRED PARKING</b>
Sports Complex	150,000 SF	3.33/1000 SF	500 spaces
Water Park/Lagoon*	39,000 SF	1 / 150 SF	260 spaces
Container Park	2,560 SF	5 / 1000 SF	13 spaces
Apartments**	623 units	0.75-1.25/DU	657 spaces
<b>TOTAL REQUIRED BY CODE</b>			<b>1,430 spaces</b>
<b>TOTAL PARKING PROVIDED</b>			<b>1,719</b> Exceeds code by 20%

\*Parking for Water Park/Lagoon is based on 1 space / 150 SF “group seating” area.  
39,000 SF sand beach area is proposed (Outdoor Recreation)

\*\*All apartments are 1 BR/1BA or 2BR/2BA.

246 apartment units are smaller than 750 SF @ 0.75 spaces/unit = 185 spaces required  
377 apartment units are larger than 750 SF @ 1.25 spaces/unit = 472 spaces required  
**TOTAL = 657 spaces required**



**TRAFFIC ASSESSMENT  
SPORTS TOURISM COMPLEX  
Rev. 11-3-20**

The mixed-use project will have a moderate traffic impact on surrounding roadways, particularly on 22nd Avenue North. The mixed-uses complement each other which should reduce external vehicle trips since participants of the sports activities will potentially use the water park/lagoon and container park establishments. In addition, residents of the apartments will satisfy some social and recreational needs within the project. This “internal capture” is estimated at 5%. The traffic generation is estimated below using the ITE Trip Generation, 10<sup>th</sup> Edition rates:

<b>BUILDING USE</b>	<b>SIZE</b>	<b>ITE LUC</b>	<b>Daily Trips</b>	<b>AM Peak Hour Trips (in/out)</b>	<b>PM Peak Hour Trips (in/out)</b>
Sports Complex	150,000 SF.	495	4,323	264 (174/90)	347 (163/184)
Water Park/Lagoon*	3.87 acres	482	590	21 (15/6)	73 (15/58)
Container Park**	2,560 SF	NA	0	0	0
<u>Apartments (Mid-Rise)</u>	<u>623 units</u>	<u>221</u>	<u>3,389</u>	<u>224 (58/166)</u>	<u>274 (167/107)</u>
<b>TOTAL</b>			<b>8,302</b>	<b>509 (247/262)</b>	<b>694 (345/349)</b>
<u>Internal Capture (-5%)</u>			<u>-416</u>	<u>-26 (-13/-13)</u>	<u>-34 (-17/-17)</u>
<b>External Traffic</b>			<b>7,886</b>	<b>483 (234/249)</b>	<b>660 (328/332)</b>

\* Water Park/lagoon 3.87 acres +/-, 260 parking spaces +/-

\*\*Container Park has 100% of customers drawn from internal mixed-uses and Pinellas Trail users

The mixed-use project is expected to generate 7,886 external daily trips to the surrounding roadway network of which 483 would occur during the AM peak hour and 660 would occur during the PM peak hour. The Forward Pinellas 2019 Level of Service Report shows the adjacent segments of 22<sup>nd</sup> Avenue N operating at LOS C and LOS D, and the nearby segment of 66<sup>th</sup> Street operating at LOS C. These represent acceptable operations meeting the City of St. Petersburg LOS standards.



**FORWARD  
PINELLAS**  
Integrating Land Use & Transportation

# 2019 Annual Level of Service Report

## 2018 Data Year



**Pinellas County  
2019 Level of Service Map  
Existing Conditions  
(PM Peak Hour Directional)  
2018 Base Data**



Gulf of Mexico

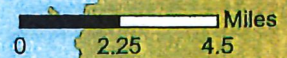
Old Tampa Bay

Tampa Bay

**SITE AREA**

Level of Service	
	Level of Service B, C
	Level of Service D
	Level of Service E
	Level of Service F

October 23, 2019  
(Data Year 2018)



Data Source: Forward Pinellas, 2018. Map Produced: January 6, 2020.

C:\Users\plndf31\Desktop\losdatabase\2018\losvcmaps.mxd

Facility

Facility	Road	Juris	Length (miles)	Signals per Mile	LOS Meth.	AADT	Vol.	Physical Capacity	V:Cap Ratio	Def. Flag	Fac. LOS
116 - 16TH ST N: (CENTRAL AVE -to- 5TH AVE N)	SA 4D	SP	0.439	11.053	T	14500	757	1530	0.495	0	D
117 - 16TH ST N: (5TH AVE N -to- 22ND AVE N)	SA 4D	SP	1.002	5.584	T	14500	757	1530	0.495	0	D
118 - 16TH ST N: (22ND AVE N -to- 62ND AVE N)	SA 4D	SP	2.511	2.789	T	7880	411	1683	0.244	0	C
122 - 16TH ST S: (CENTRAL AVE -to- 18TH AVE S)	SA 4D	SP	1.314	7.69	T	9803	512	1530	0.335	0	C
123 - 16TH ST S: (18TH AVE S -to- 22ND AVE S)	SMC 2U	SP	0.247	4.052	T	9803	512	774	0.661	0	D
134 - 20TH ST N: (15T AVE N -to- 5TH AVE N)	SA 4D	SP	1.162	2.815	T	31441	1642	1683	0.376	0	C
138 - 22ND AVE N: (I-275 -to- 34TH ST N)	SA 4U	SP	2.01	1.551	T	24500	1280	1676	0.764	0	C
139 - 22ND AVE N: (34TH ST N -to- 58TH ST N)	SA 4D	SP	0.677	2.955	T	18500	966	1683	0.574	0	D
140 - 22ND AVE N: (72ND ST N -to- 66TH ST N)	SA 4D	SP	0.999	5.878	T	24500	1280	1764	0.726	0	C
141 - 22ND AVE N: (58TH ST N -to- 66TH ST N)	SA 2D	SP	0.893	1.12	T	6249	326	832	0.392	0	C
142 - 22ND AVE N: (72ND ST N -to- PARK ST)	SA 4U	SP	1.597	2.718	T	20354	570	1599	0.356	0	C
143 - 22ND AVE N: (I-275 -to- 15T ST N)	NMC 2U	SP	0.463	0	T	10916	570	1512	0.377	0	D
144 - 22ND AVE NE: (15T ST N -to- COFFEE POT BLVD)	SA 4U	SP	2.245	2.004	T	9365	489	1676	0.292	0	C
145 - 22ND AVE S: (4TH ST S -to- 31ST ST S)	SA 6D	SP	0.253	7.912	T	21500	1123	2313	0.486	0	D
146 - 22ND AVE S: (31ST ST S -to- 34TH ST S)	SA 4U	CR	2.004	2.343	T	21500	1123	1599	0.702	0	D
147 - 22ND AVE S: (34TH ST S -to- 58TH ST S)	SA 6D	CR	0.511	1.116	T	10200	532	2646	0.201	0	C
160 - 28TH ST N: (ROOSEVELT BLVD -to- 118TH AVE N)	SA 2U	CR	1.193	3.135	T	7044	368	792	0.465	0	D
161 - 28TH ST N: (38TH AVE N -to- HAINES RD)	NA 4D	CR	2.033	0	T	8117	315	3760	0.084	0	C
162 - 28TH ST N: (118TH AVE N -to- FRONTAGE RD)	NA 2U	CR	0.311	0	T	7044	368	1440	0.256	0	D
163 - 28TH ST N: (HAINES RD -to- 62ND AVE N)	SA 2U	SP	1.004	1.992	T	8800	459	774	0.593	0	D
164 - 28TH ST N: (38TH AVE N -to- 22ND AVE N)	SA 2U	SP	0.754	2.988	T	7850	360	774	0.465	0	D
165 - 28TH ST N: (22ND AVE N -to- 9TH AVE N)	SA 4U	SP	0.688	7.606	T	6900	360	1599	0.225	0	C
166 - 28TH ST N: (9TH AVE N -to- CENTRAL AVE)	SA 4D	SP	0.251	3.986	T	10703	559	1683	0.332	0	C
182 - 31ST ST S: (22ND AVE S -to- 26TH AVE S)	SA 2D	SP	1.753	0.427	T	10703	559	832	0.672	0	D
183 - 31ST ST S: (26TH AVE S -to- 54TH AVE S)	SA 4D	SP	0.708	1.412	T	10703	559	1764	0.317	0	C
184 - 31ST ST S: (54TH AVE S -to- PINELLAS POINT DR)	SA 4D	CR	1.037	1.952	T	30049	1570	1764	0.89	0	C
196 - 38TH AVE N: (I-275 -to- 34TH ST N)	SA 4D	CR	1.471	3.155	T	26787	888	1683	0.528	0	D
197 - 38TH AVE N: (I-275 -to- 4TH ST N)	SA 4D	CR	1.257	2.65	T	30049	1570	1683	0.933	0	C
198 - 38TH AVE N: (34TH ST N -to- 49TH ST N)	SA 4D	CR	1.749	1.168	T	19023	993	1764	0.563	0	C
199 - 38TH AVE N: (49TH ST N -to- 66TH ST N)	SA 4U	CR	1.26	1.648	T	19023	993	1764	0.563	0	C
200 - 38TH AVE N: (66TH ST N -to- TYRONE BLVD)	SA 4U	CR	0.284	3.52	T	17000	888	1599	0.555	0	D
203 - 40TH AVE NE: (15T ST N -to- SHORE ACRES BLVD)	NA 2D	SP	1.567	0	T	17000	888	1512	0.587	0	F
210 - 43RD ST N: (78TH AVE N -to- 82ND AVE N)	NC 2U	PP	0.25	0	T	3627	189	1440	0.131	0	C
211 - 43RD ST N: (78TH AVE N -to- PARK BLVD)	SMC 2D	PP	0.251	3.982	T	3627	189	587	0.322	0	C
212 - 43RD ST N: (PARK BLVD -to- 70TH AVE N)	SMC 2U	CR	1.554	1.058	T	2946	133	587	0.261	0	C
215 - 46TH AVE N: (PARK ST -to- 66TH ST N)	SMC 2U	CR	1.748	1.78	T	5166	235	572	0.411	0	C
217 - 46TH AVE N: (49TH ST N -to- 66TH ST N)	SA 6D	CR	1.025	1.952	T	39500	2063	2646	0.78	0	C
220 - 49TH ST N: (SR 688/ULMERTON RD -to- BRYAN DAIRY RD/118TH AVE N)	SA 4U	CR	1.438	6.124	T	16455	859	1599	0.537	0	D
221 - 49TH ST N: (CENTRAL AVE -to- 22ND AVE N)	SA 6D	CR	1.485	1.914	T	27769	1315	2547	0.516	0	C
222 - 49TH ST N: (BRYAN DAIRY RD -to- 94TH AVE N)	SA 6D	CR	1.254	3.489	T	38266	1856	2547	0.729	0	C
223 - 49TH ST N: (94TH AVE N -to- PARK BLVD)	SA 6D	CR	0.616	3.354	T	39500	2063	2547	0.81	0	C
224 - 49TH ST N: (SR 688/ULMERTON RD -to- 144TH AVE N)	SA 6D	CR	1.253	2.648	T	46500	2429	2547	0.954	0	C
225 - 49TH ST N: (PARK BLVD -to- 54TH AVE N)	NA 6D	CR	0.518	0	T	39500	2063	5650	0.365	0	C
226 - 49TH ST N: (144TH AVE N -to- SR 686/ ROOSEVELT BLVD)	SA 6D	CR	1.008	1.984	T	20412	1066	2646	0.403	0	C
227 - 49TH ST N: (54TH AVE N -to- 38TH AVE N)	SA 4U	CR	1.185	2.095	T	20412	1066	1676	0.636	0	D
228 - 49TH ST N: (38TH AVE N -to- 22ND AVE N)	SA 4D	GP	1.559	5.057	T	16492	859	1599	0.537	0	D
229 - 49TH ST S: (CENTRAL AVE -to- GULFPORT BLVD)	NC 2U	PP	0.252	0	T	2431	127	1440	0.088	0	C
231 - 52ND ST N: (PARK BLVD   74TH AVE N -to- 70TH AVE N)	SC 2U	PP	0.502	3.988	T	4508	235	559	0.42	0	C
232 - 52ND ST N: (PARK BLVD   74TH AVE N -to- 82ND AVE N)	NC 2U	PP	0.754	0	T	2358	123	1440	0.085	0	C
233 - 52ND ST N: (82ND AVE N -to- 94TH AVE N)	NC 2U	PP	0.754	0	T	2358	123	1440	0.085	0	C



Facility	Facility Type	Road Type	Juris	Length (miles)	Signals per Mile	LOS Meth.	AADT	Vol.	Physical Capacity	V:Cap Ratio	Def. Flag	Fac. LOS
945 - PARK BLVD: (71ST ST N   BELCHER RD -to- STARKEY RD)	SA	6D	CR	1.557	1.461	T	45500	2377	2646	0.898	0	C
946 - PARK BLVD: (STARKEY RD -to- SEMINOLE BLVD)	SA	6D	CR	1.525	2.427	T	45500	2377	2646	0.898	0	C
947 - PARK BLVD: (SEMINOLE BLVD -to- 113TH ST N)	SA	4D	CR	0.548	4.694	T	38500	2011	1683	1.195	0	F
948 - PARK BLVD: (113TH ST N -to- 131ST ST N)	SA	4D	CR	1.532	2.513	T	30648	780	1764	0.442	0	D
949 - PARK BLVD: (131ST ST N -to- GULF BLVD)	SA	4D	CR	1.282	2.536	T	14946	780	1764	0.442	0	C
951 - PARK ST: (22ND AVE N -to- BAY PINES BLVD)	SA	4D	CR	1.177	0.85	T	23000	1201	1764	0.681	0	C
952 - PARK ST: (BAY PINES BLVD -to- PARK BLVD)	SA	4D	CR	2.325	3.346	T	26041	1360	1683	0.808	0	C
953 - PARK ST: (22ND AVE N -to- CENTRAL AVE)	SA	4D	CR	1.681	0.957	T	14500	757	1764	0.429	0	D
954 - PARK ST: (CENTRAL AVE -to- PASADENA AVE)	SA	2D	SP	0.718	0.828	T	7800	407	792	0.514	0	D
955 - PASADENA AVE: (SHORE DR -to- 66TH ST N)	SA	6D	SR	1.669	6.227	T	32785	1541	2830	0.545	0	C
957 - PATRICIA AVE: (UNION ST -to- MAIN ST)	SA	2D	DN	1.47	2.471	T	8924	463	813	0.569	0	D
961 - PHILLIPPE PKWY: (MAIN ST -to- ENTERPRISE RD)/CR 102	SA	2D	SH	1.526	0.56	T	10500	548	792	0.692	0	D
962 - PHILLIPPE PKWY: (ENTERPRISE/CR 102 -to- SR 580)	SA	2U	SR	1.228	0.814	T	10600	553	880	0.628	0	C
967 - PINEHURST RD: (MICHIGAN AVE -to- SR 580)	SC	2U	DN	1.258	2.482	T	6367	240	572	0.42	0	C
968 - PINELLAS BAYWAY   SR 679: (PINELLAS BAYWAY   SR 682 -to- BAHIA DEL MAR BLVD)	NA	4U	SR	0.412	0	T	15800	825	3572	0.231	0	C
969 - PINELLAS BAYWAY   SR 679: (ANDERSON BLVD -to- 1/2 MILE OF TOLL PLAZA)	NA	2U	CR	2.847	0	T	5200	271	1440	0.188	0	C
970 - PINELLAS BAYWAY   SR 679: (BAHIA DEL MAR BLVD -to- MADONNA BLVD)	NA	2U	SR	1.152	0	T	10500	271	1440	0.188	0	C
971 - PINELLAS BAYWAY   SR 679: (1/2 MI N OF TOLL PLAZA -to- MADONNA BLVD)	NA	4D	SR	2.019	0	T	5200	271	3760	0.072	0	C
972 - PINELLAS BAYWAY   SR 682: (DOLPHIN CAY LN S -to- PINELLAS BAYWAY   SR 679)	SA	4D	SR	1.544	1.327	T	31500	1645	1960	0.839	0	C
973 - PINELLAS BAYWAY   SR 682: (PINELLAS BAYWAY   SR 679 -to- SR 699   GULF BLVD)	SA	4D	SR	1.419	0.835	T	20500	1071	1960	0.546	0	D
974 - PINELLAS BAYWAY   SR 682   54TH AVE S: (34TH ST S -to- AVENUE OF STATES DR)	SA	6D	SR	0.476	2.102	T	38000	1985	2940	0.675	0	C
975 - PINELLAS BAYWAY   SR 682   54TH AVE S: (AVENUE OF STATES DR -to- DOLPHIN CAY)	NA	6D	SR	0.244	0	T	38000	1985	5650	0.351	0	C
976 - PINELLAS POINT DR: (34TH ST S -to- 31ST ST S)	SA	4D	SP	0.249	4.01	T	11312	591	1683	0.351	0	C
977 - PINELLAS POINT DR: (31ST ST S -to- ROY HANNA)	NMC	2U	SP	0.366	0	T	6322	330	1440	0.229	0	C
999 - ROSERY RD   PONSSETIA RD: (LAKE AVE -to- MISSOURI AVE)	SA	2U	LA	1.036	2.559	T	12000	627	832	0.754	0	D
1000 - ROSERY RD/PONSSETIA RD: (CLWTR-LARGO RD -to- MISSOURI AVE)	SA	2U	LA	0.513	1.95	T	12000	627	792	0.792	0	D
1005 - SAN CHRISTOPHER DR: (PINEHURST RD -to- ALT US 19)	NMC	2U	DN	1.103	0	T	4753	248	1440	0.172	0	C
1006 - SAN CHRISTOPHER DR: (PINEHURST RD -to- CR 1)	SMC	2U	DN	0.501	1.996	T	5893	307	559	0.549	0	C
1009 - SAN MARTIN BLVD/83RD AVE NE: (GANDY BLVD -to- 4TH ST N)	SC	2U	CR	2.073	2.42	T	3833	200	601	0.333	0	C
1021 - SOLON AVE: (CR 1 -to- BELCHER RD)	SA	2U	DN	0.929	1.076	T	3259	170	572	0.297	0	C
1024 - SR 580: (US 19 -to- MCMULLEN BOOTH RD)	SA	6D	SR	1.857	3.048	T	38166	1802	2830	0.637	0	C
1025 - SR 580: (MCMULLEN BOOTH RD -to- KENDALE DR)	NA	6D	SR	0.757	0	T	36500	1907	5650	0.338	0	C
1026 - SR 580: (KENDALE DR -to- FOREST LAKES BLVD)	SA	4D	SR	1.338	3.12	T	39700	1907	1960	0.973	0	C
1027 - SR 580   MAIN ST: (SKINNER BLVD -to- PINEHURST RD)	SA	4D	SR	0.676	3.177	T	22800	919	1870	0.491	0	C
1028 - SR 580   MAIN ST: (US 19 -to- BELCHER RD)	SA	6D	SR	0.538	1.393	T	48500	2534	2940	0.862	0	C
1029 - SR 580   MAIN ST: (PINEHURST RD -to- CR 1)	SA	6D	SR	1.019	4.06	T	31500	1645	2830	0.581	0	C
1030 - SR 580   MAIN ST: (CR 1 -to- BELCHER RD)	SA	4D	SR	1.119	1.946	T	47500	2481	2830	0.877	0	C
1031 - SR 580   NEW 580: (FOREST LAKES BLVD -to- SR 584   TAMPA RD)	SA	4D	SR	0.48	4.436	T	20900	1092	1960	0.557	0	C
1032 - SR 580   SKINNER BLVD: (MAIN ST -to- ALT US 19   BROADWAY)	SA	4D	SR	0.856	4.466	T	10800	564	1870	0.302	0	C
1033 - SR 584   TAMPA RD: (HILLSBOROUGH COUNTY LINE -to- NEW SR 580)	SA	8D	SR	2.105	2.446	T	58500	2873	3780	0.76	0	C
1034 - SR 584   TAMPA RD: (NEW SR 580 -to- CURLEW RD)	SA	6D	SR	0.531	1.883	T	30000	1567	2940	0.533	0	C
1035 - SR 666   MADEIRA BEACH CSWY: (SEMINOLE BLVD -to- DUHME RD)	SA	6D	SR	0.892	4.066	T	30000	1567	1870	0.838	0	C
1036 - SR 666   MADEIRA BEACH CSWY: (DUHME RD -to- GULF BLVD)	SA	4D	SR	0.987	3.136	T	55000	2873	2830	1.015	0	C
1037 - SR 686   EAST BAY DR: (US 19 -to- BELCHER RD)	SA	6D	SR	1.011	2.007	T	63500	3317	2940	1.128	0	F
1038 - SR 686   EAST BAY DR: (BELCHER RD -to- KEENE RD)	SA	6D	SR	1.551	2.914	T	49000	2194	2830	0.775	0	C
1039 - SR 686   EAST BAY DR: (KEENE RD -to- SEMINOLE BLVD)	NA	4D	SR	0.601	0	T	37500	1959	3760	0.521	0	D
1040 - SR 686   ROOSEVELT BLVD: (28TH ST N -to- ULMERTON RD)	SA	6D	SR	1.947	3.934	T	40795	1793	2830	0.634	0	C
1041 - SR 686   ROOSEVELT BLVD: (49TH ST NB RAMP -to- US 19)	SA	4D	SR	1.252	1.621	T	29100	924	1960	0.471	0	C
1042 - SR 686   ROOSEVELT BLVD: (16TH ST N -to- 4TH ST N)	NA	4D	SR	0.401	0	T	40500	2116	3760	0.563	0	F
1043 - SR 686   ROOSEVELT BLVD: (16TH ST N -to- I-275)	NA	4D	SR	0.805	0	T	58500	3056	5650	0.541	0	F
1044 - SR 686   ROOSEVELT BLVD: (28TH ST N -to- I-275)	NA	6D	SR	0.805	0	T	58500	3056	5650	0.541	0	F

# Multifamily Housing (Mid-Rise) (221)

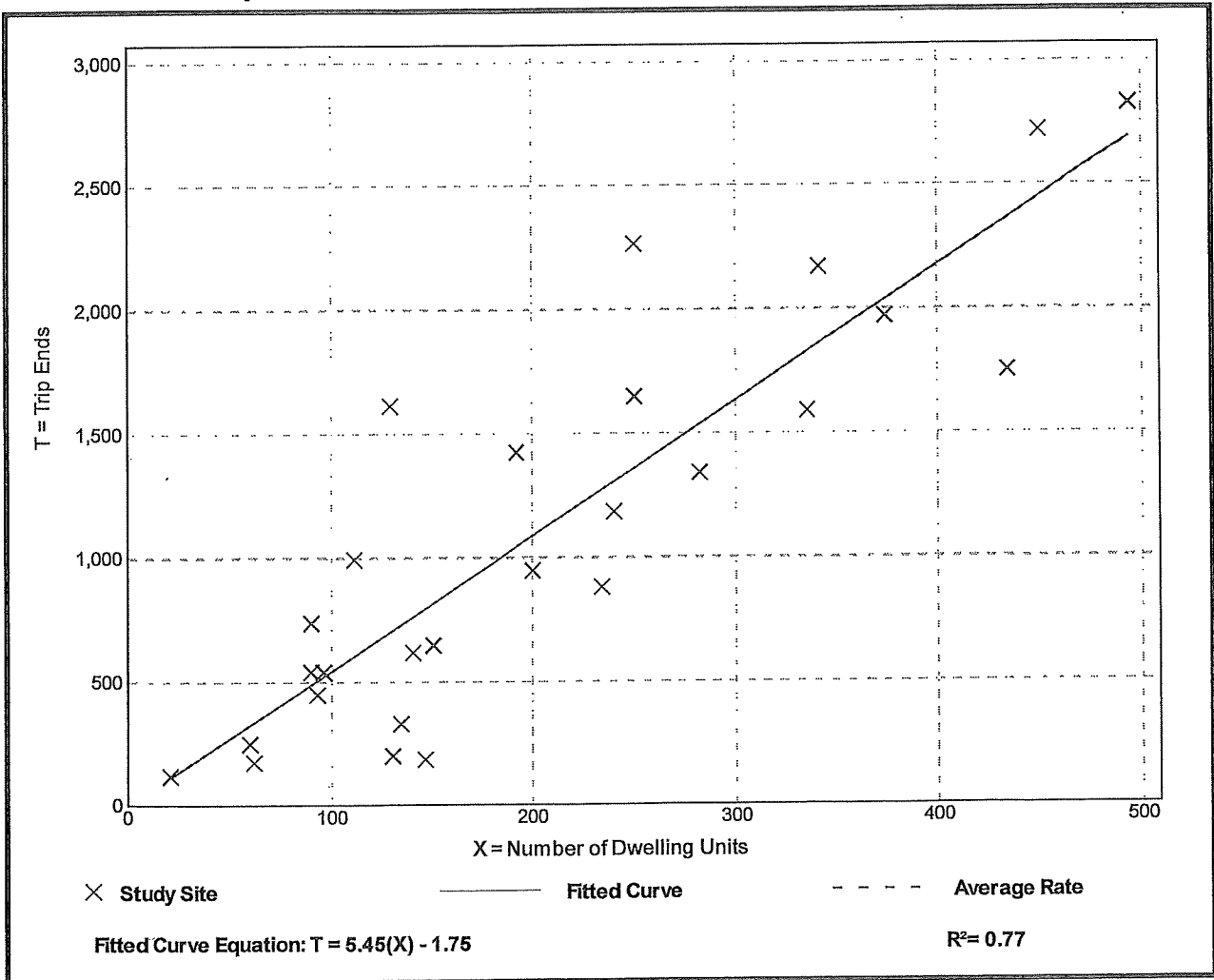
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 27  
Avg. Num. of Dwelling Units: 205  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 53

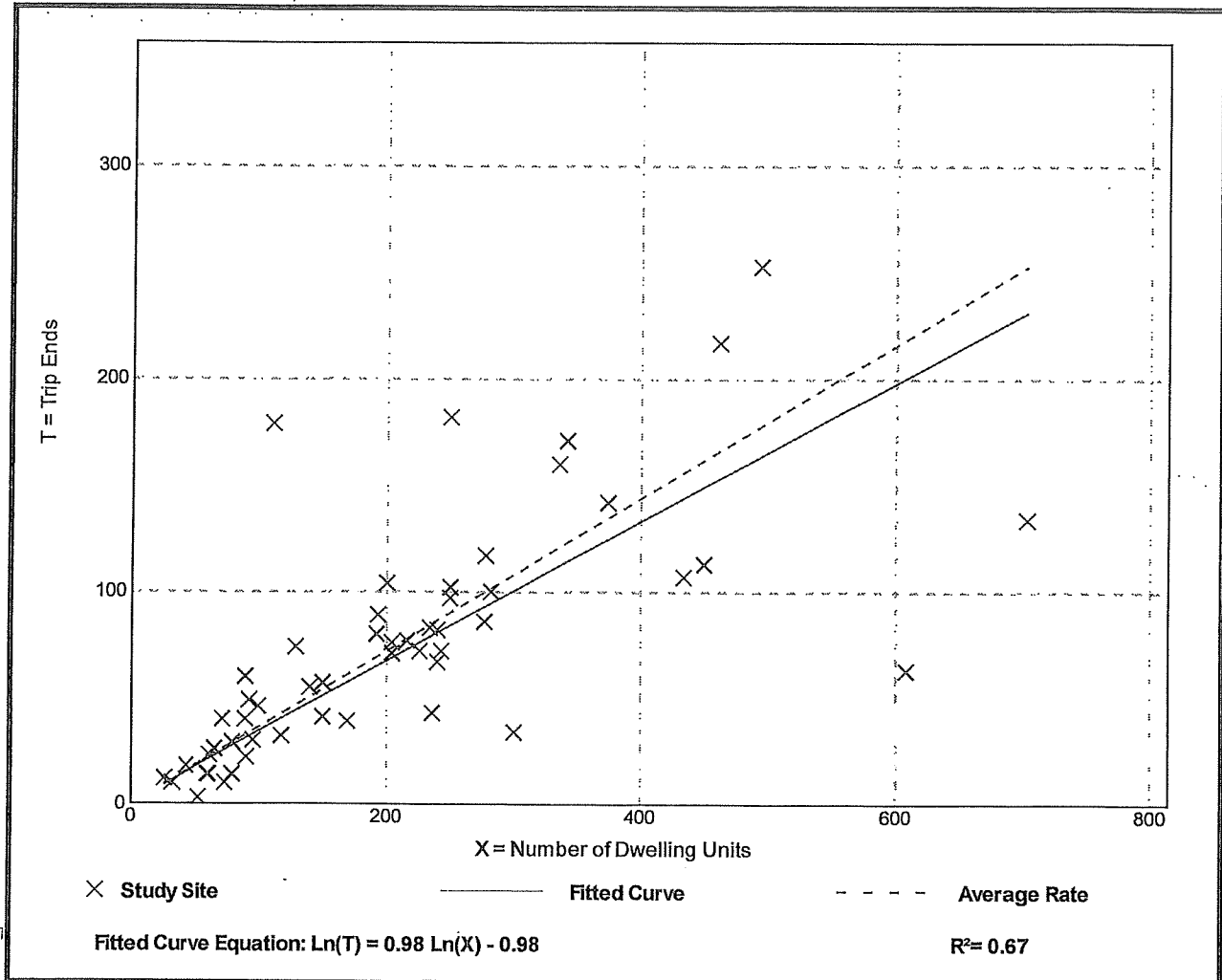
Avg. Num. of Dwelling Units: 207

Directional Distribution: 26% entering, 74% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 1.61	0.19

## Data Plot and Equation





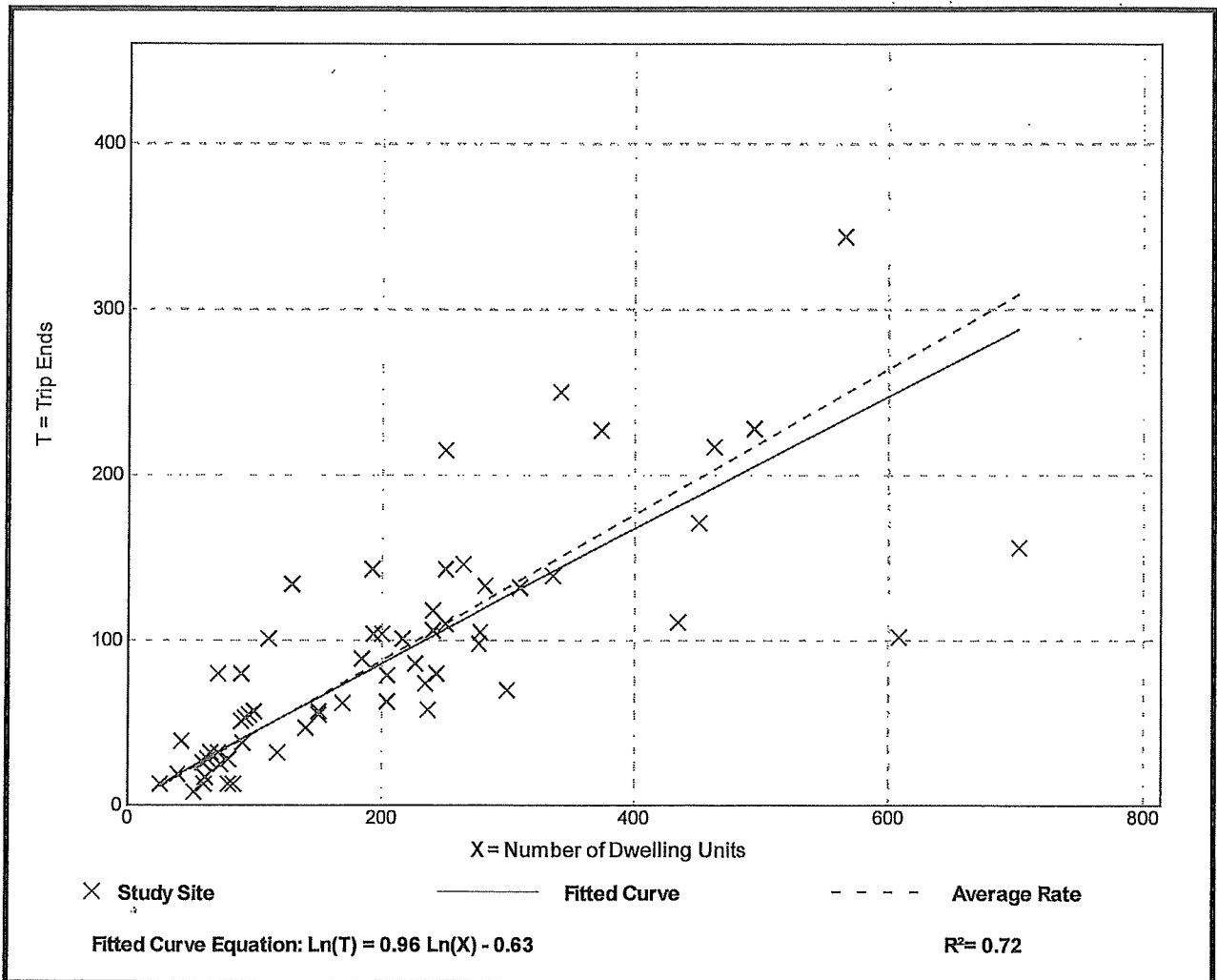
# Multifamily Housing (Mid-Rise) (221)

**Vehicle Trip Ends vs: Dwelling Units**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 60  
 Avg. Num. of Dwelling Units: 208  
 Directional Distribution: 61% entering, 39% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

## Data Plot and Equation



# Recreational Community Center (495)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday**

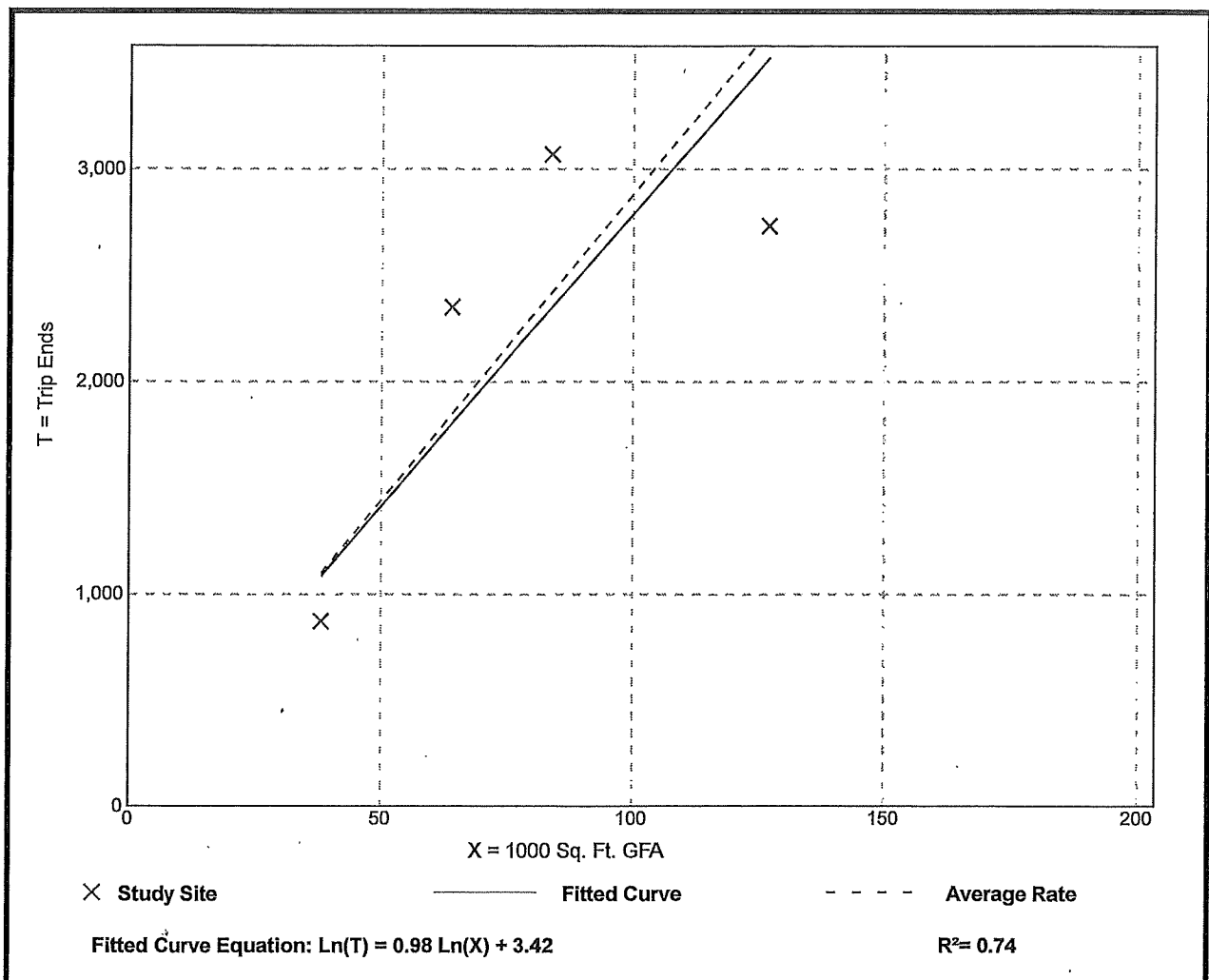
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 4  
 1000 Sq. Ft. GFA: 78  
 Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
28.82	21.49 - 36.71	8.56

## Data Plot and Equation

*Caution – Small Sample Size*



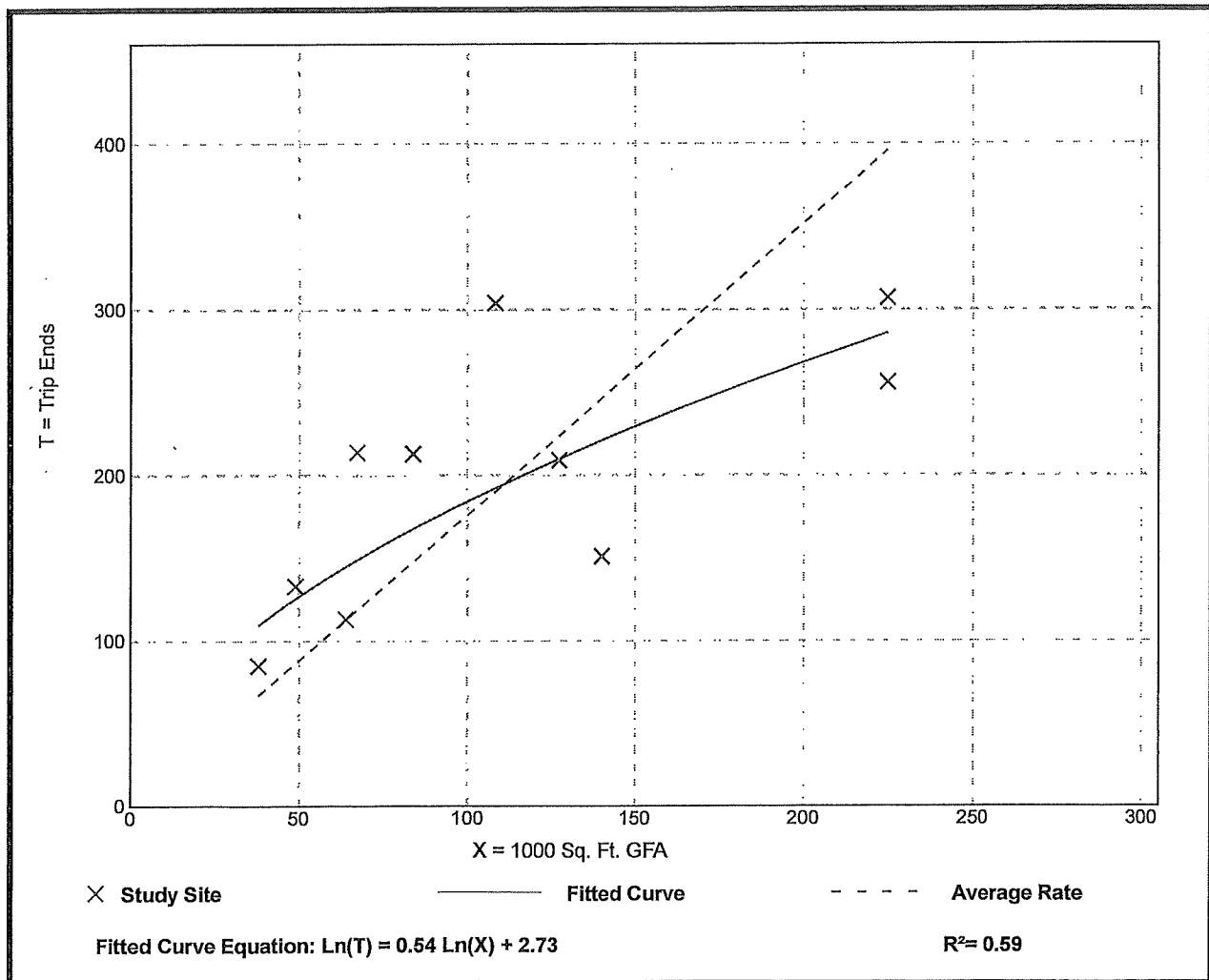
# Recreational Community Center (495)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 10  
 1000 Sq. Ft. GFA: 113  
 Directional Distribution: 66% entering, 34% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.76	1.08 - 3.18	0.74

## Data Plot and Equation



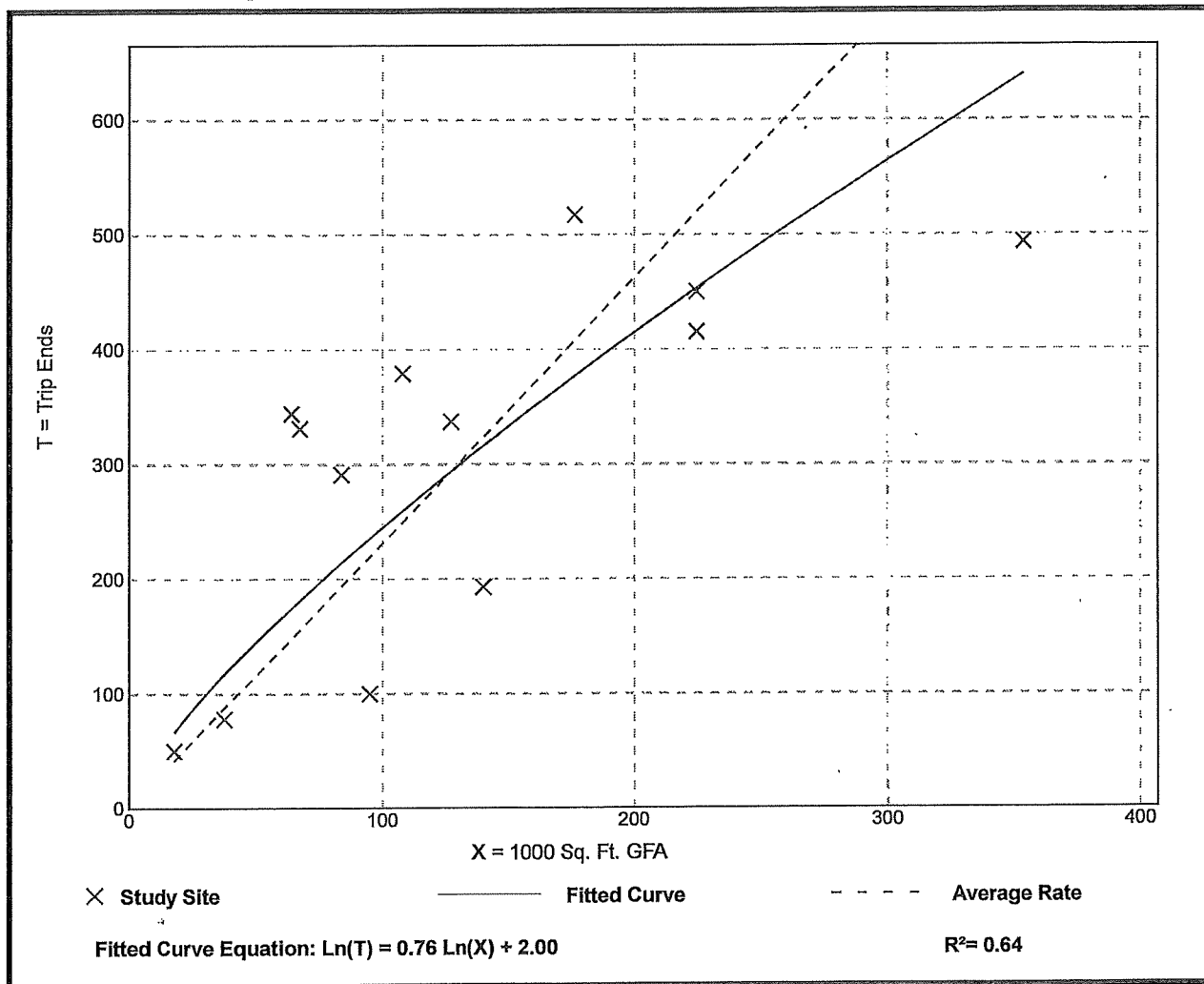
# Recreational Community Center (495)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 13  
 1000 Sq. Ft. GFA: 132  
 Directional Distribution: 47% entering, 53% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.31	1.05 - 5.37	1.14

## Data Plot and Equation



# Water Slide Park (482)

**Vehicle Trip Ends vs: Parking Spaces**  
**On a: Weekday**

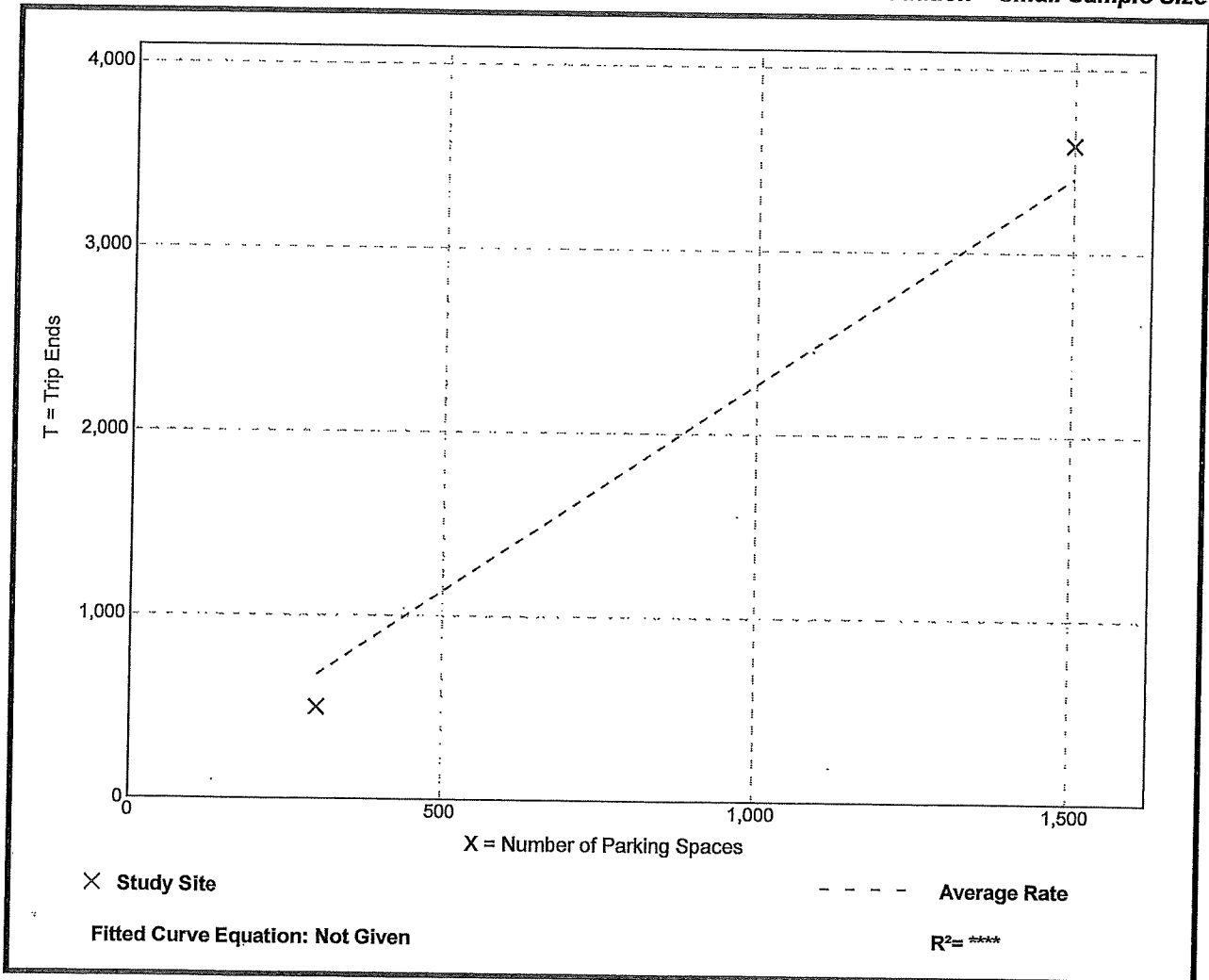
**Setting/Location: General Urban/Suburban**  
Number of Studies: 2  
Avg. Num. of Parking Spaces: 900  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Parking Space

Average Rate	Range of Rates	Standard Deviation
2.27	1.67 - 2.39	*

## Data Plot and Equation

*Caution – Small Sample Size*



# Water Slide Park (482)

**Vehicle Trip Ends vs: Parking Spaces**

**On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.**

**Setting/Location: General Urban/Suburban**

Number of Studies: 1

Avg. Num. of Parking Spaces: 1500

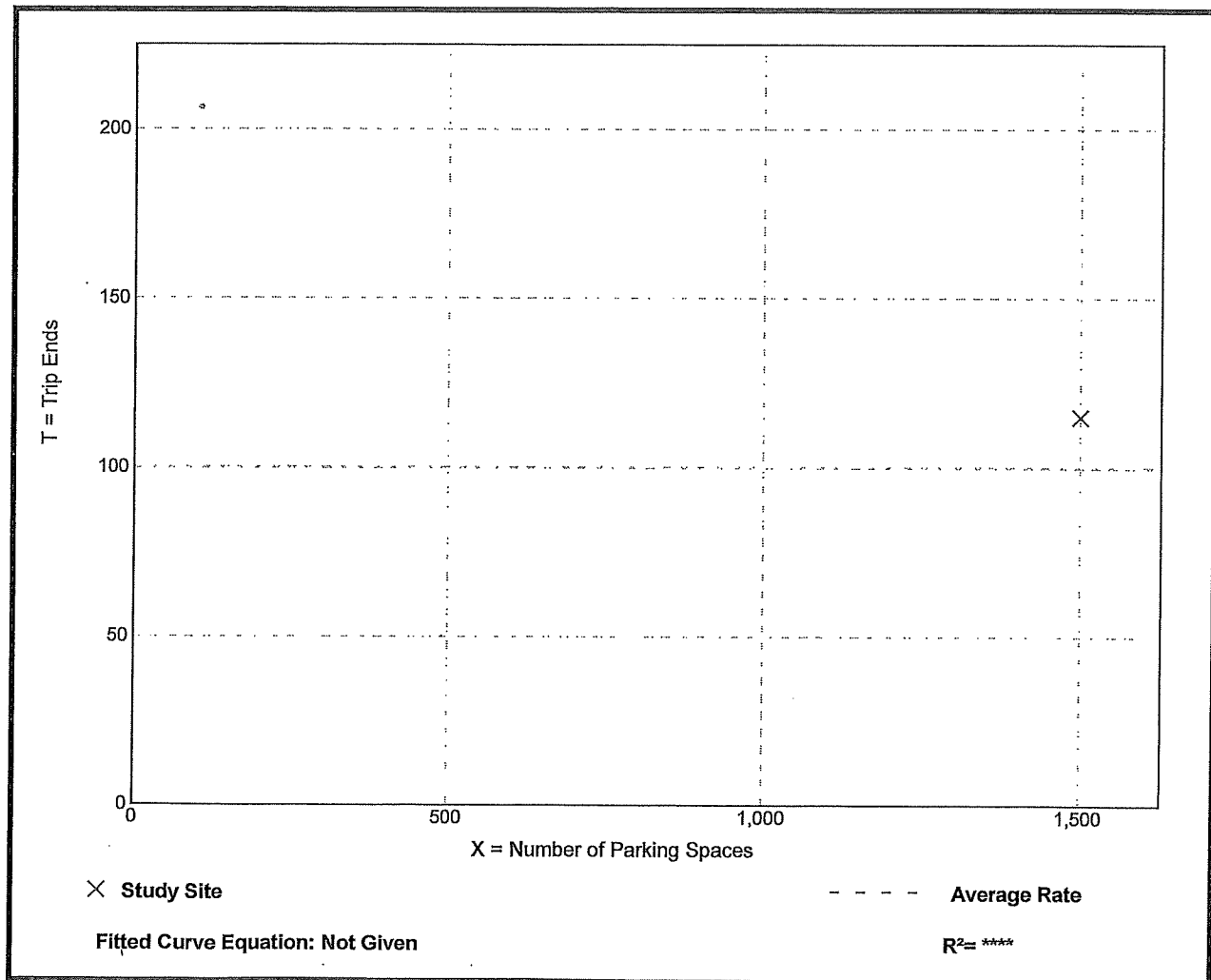
Directional Distribution: 70% entering, 30% exiting

## Vehicle Trip Generation per Parking Space

Average Rate	Range of Rates	Standard Deviation
0.08	0.08 - 0.08	*

## Data Plot and Equation

*Caution – Small Sample Size*



# Water Slide Park (482)

**Vehicle Trip Ends vs: Parking Spaces**

**On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.**

**Setting/Location: General Urban/Suburban**

**Number of Studies: 1**

**Avg. Num. of Parking Spaces: 1500**

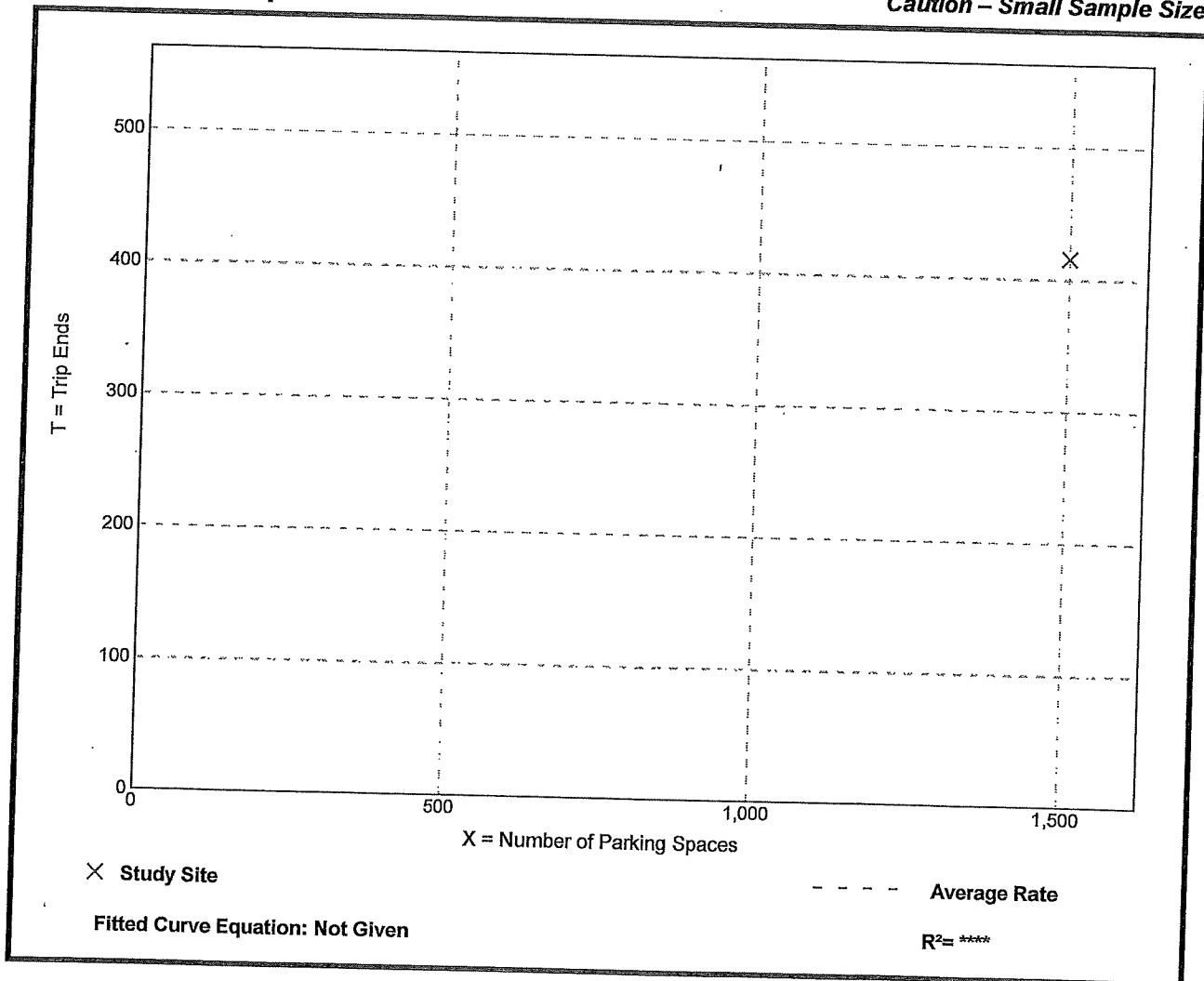
**Directional Distribution: 21% entering, 79% exiting**

## Vehicle Trip Generation per Parking Space

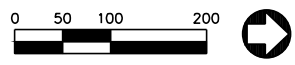
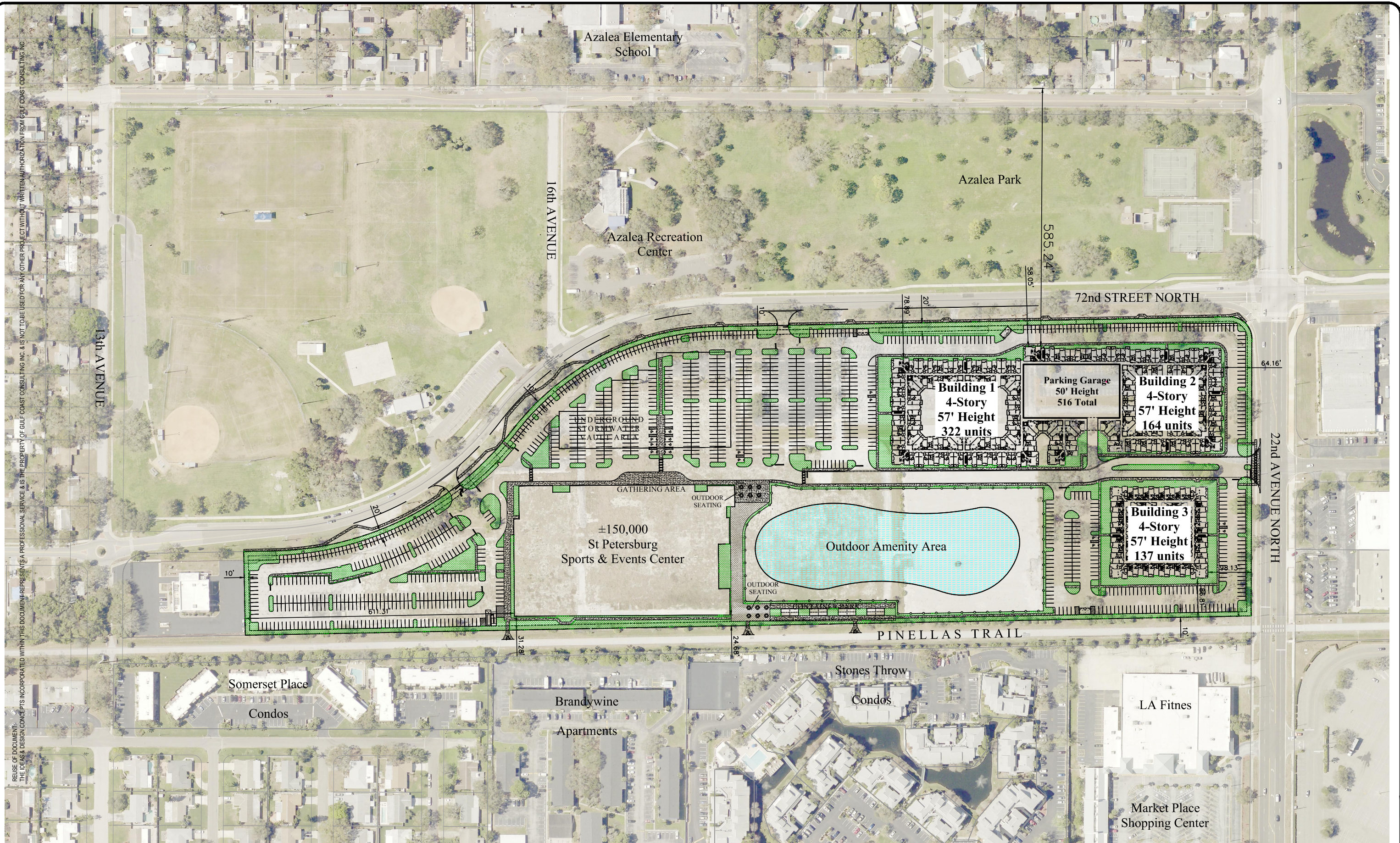
Average Rate	Range of Rates	Standard Deviation
0.28	0.28 - 0.28	*

## Data Plot and Equation

*Caution – Small Sample Size*



REUSE OF DOCUMENT: THE IDEAS & DESIGN CONCEPTS INCORPORATED WITHIN THIS DOCUMENT REPRESENTS A PROFESSIONAL SERVICE & IS THE PROPERTY OF GULF COAST CONSULTING INC. & IS NOT TO BE USED FOR ANY OTHER PROJECT WITHOUT WRITTEN AUTHORIZATION FROM GULF COAST CONSULTING INC.



CONCEPT PLAN ONLY  
 SUBJECT TO CHANGE BASED ON FINAL DESIGN, BOUNDARY  
 & TOPOGRAPHIC SURVEY AND JURISDICTIONAL WETLAND  
 CONSTRAINTS. SUBJECT TO SITE PLAN APPROVAL.

Parking 1203 Surface Spaces  
 516 Garage Spaces (if necessary)  
 Total Parking 1719 Spaces

Sports Tourism Complex  
 Conceptual Maximum Development Option Site Plan





**ATTACHMENT NO. 4**  
**PUBLIC COMMENTS REPORTS**

**Public Comments Received by**  
**12:00 p.m. on Tuesday, January 5, 2021**

Additional comments received will be emailed  
prior to the scheduled public hearing(s).

## FLUM 60: 1501 72nd STREET NORTH

Date		Type	Name	Address	Status
9/30/2020	1	TEL	Mary Hodges		Info
<b>9/30/2020</b>	<b>2</b>	<b>EML</b>	<b>Crossroads Neighbor. Assoc.</b>		<b>Info</b>
10/1/2020	3	EML	Jolanta		Info
<b>10/1/2020</b>	<b>4</b>	<b>EML</b>	<b>Jungle Terrace Civic Assoc.</b>		<b>For</b>
10/4/2020	5	EML	Linn Sennott	107 Fareham Pl.	For
10/4/2020	6	EML	Dale Eckholm	6900 29th Terr. N.	For
10/13/2020	7	LTR	Stonemont Financial Group		Info
11/23/2020	8	EML	Stephen Ball	Stonestrow Circle	Against
11/24/2020	9	EML	Gary Robinson		Against
11/24/2020	10	EML	Eileen Bedinghaus		Info
11/24/2020	11	EML	Ellen Suthard		Against
11/25/2020	12	EML	Marie Rice		Against
11/25/2020	13	EML	Melanie Goodman		Against
11/26/2020	14	EML	Ron and Carol Fisher	Unit 9306, Building 9	Against
11/27/2020	15	EML	Marta Bielicki		Against
11/27/2020	16	EML	Kim Kearney	1235 76th St. N.	Against
11/27/2020	17	EML	Karen DeMent	7601 13th Ave. N.	Against
11/28/2020	18	EML	Lynda Bablin	1514 70th St. N.	Against
11/30/2020	19	EML	Teresa Ward		Against
11/30/2020	20	EML	Ray Markham		Against
11/30/2020	21	EML	Sheila Swift		Against
12/1/2020	22	TEL	Kim Morwood		Against
12/11/2020	23	EML	Lauren Sanders		For
12/12/2020	24	EML	John Prokop		For
12/12/2020	25	EML	Steve Teasdale		For
<b>12/31/2020</b>	<b>26</b>	<b>EML</b>	<b>REGISTERED OPPONENT: James Schattman</b>		<b>Against</b>
1/4/2021	27	EML	Todd Johnson	6916 Stonestrow Circle	Against
1/5/2021	28	EML	Crystal Bunn	12th Ave. N.	Against
1/5/2021	29	EML	Chuck Bunn	12th Ave. N.	Against



**PLANNING & DEVELOPMENT SERVICES DEPARTMENT  
DEVELOPMENT REVIEW SERVICES DIVISION**

**COMMUNITY PLANNING & PRESERVATION COMMISSION**

**REGISTERED OPPONENT FORM**

(Registration available only for Applications, or for Appeals in which Appellant is the Owner/Applicant)

**Contact Information**

Name	James Schattman
Street Address	6800 16h Ave. N.
City ST ZIP Code	St. Petersburg, FL 33710-5330
Telephone	727-345-6674
Email Address	Jimmycrossroad@yahoo.com
Signature	Date 12/31

**Date of Hearing**

Date of Hearing	January 12, 2021
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**Case No.**

Case No.	FLUM 60
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**Case Address**

Case Address	1501 72 <sup>nd</sup> Street North
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**Special Requirements**

Email Attached
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**Information on Procedures for Hearing**

- 1) Staff, applicant, and, registered opponent (if applicable) will have a total of ten (10) minutes each to present their case.
- 2) The cross-examination phase allows each participant five (5) minutes to ask questions of any individual or party that presented testimony in the presentation phase or public hearing. All questions shall be directed to the Chair who will direct the question to the appropriate person.
- 3) The rebuttal/closing statements phase allows each participant five (5) minutes to rebut prior arguments and make closing statements.
- 4) The Commission Chair will then close the proceedings and go into Executive Action and make a decision. The Commission members may ask questions at any time during the Quasi-Judicial process.

Return form to Clerk of Community Planning & Preservation Commission, [katherine.connell@stpete.org](mailto:katherine.connell@stpete.org), at least one week prior to the scheduled public hearing or within 48 hours after the City Staff Report for the public hearing has been published (whichever is later).

City of St. Petersburg, Development Review Services, One 4<sup>th</sup> Street North, PO Box 2842, St. Petersburg, FL 33731  
(727) 892-5498  
[www.stpete.org/ldr](http://www.stpete.org/ldr)

**From:** [James Schattman](#)  
**Sent:** Monday, December 28, 2020 3:50 PM  
**To:** [Katherine J. Connell](#); [Britton N. Wilson](#); [Jim & Barb Schattman](#)  
**Subject:** FLUM-60 Objections

**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.

**Dear Kate & Britton,**

**Here are some of our Crossroad Objections to The FLUM-60 Application.**

**Jim S  
(727) 345-6674**

**FLUM-60 APPLICATION: QUESTIONS, OBJECTIONS,  
SUGGESTION, SUMMATION, COUNTER PROPOSAL & AN  
ALTERNATE SITE**

**THE FLUM-60 APPLICATION**

**Crossroads HOA objects to the Zoning and Land Use plans within the FLUM-60, Application for the following reasons:**

- 1) Since this FLUM-60 Application is 3/4 Commercial and only 1/4 Residential, this Application does not fit into the Mayor's desire and stated support for more housing.
- 2) Although the FLUM-60 Application quotes many LU Plan and Policy paragraphs in support of the Application, it totally ignores the fact that this predominantly commercial development is surrounded by residential houses, condominiums and apartment buildings.
- 3) If the Zoning and Land Use Plans for the 29.1 acres are adopted, nothing will prevent the present or future owners of the property from building what ever they want to on the property.
- 4) If The Sports Tourism Complex/Water Park/Container Park go bankrupt, what will replace them in the future?

**SAFETY & SECURITY**

**Crossroads HOA finds the lack of an onsite private security force objectionable and dangerous to the surrounding community and business areas for the following reasons:**

- 1) With the exception of the fenced in Water Park/Lagoon, the rest of the entire 29.1 acre former Raytheon development is completely open

to public trespass from 22nd Avenue, 72nd Street and the Pinellas Park Trail.

2) There will be no onsite private security force stationed on the 29.1 acre property to deal with criminal or drunken behavior, traffic, civil or medical mishap or misadventure.

3) To claim the St. Petersburg Police Force alone have the 24-hour on duty personnel and time to deal with noise complaints, drunken arguments, acts of violence, car break ins, car thefts, acts of vandalism, traffic accidents, public urination, drunken behavior or crowd misbehavior leading to rioting, civil or medical mishap, is nonsense, utterly absurd and makes the surrounding communities and businesses both unsafe and undesirable to live/or be located in.

4) Locally, there is already a growing problem of drug dealing in Azalea Community Park. Without any on site private security force, how easy will it be to peddle and sell drugs in and around the three venues, The Pinellas County Trail and on the huge 1,480 space Parking Lot?

## **ALCOHOL**

**Crossroads HOA finds the sale of alcohol on the property both objectionable and dangerous for the following reasons:**

1) If according to the FLUM-60 Application, this development is meant to educate, athletically train and entertain children within a family friendly environment, why then will all three commercial venues sell alcohol?

2) Do the Sports Complex, Water Park/Lagoon and Container Park have to sell Alcohol in order to be profitable or to stay in business?

3) In conjunction with no onsite private security presence and a reduced police force stretched thin at night, we believe from experience that individuals and groups will over indulge, frequently become rowdy or belligerent, get into all kinds of criminal mischief and are prone to vehicular accidents.

4) The sale of alcoholic will further act as a dangerous beacon to consume alcohol for individuals illegally traveling on the Trail at night, Azalea Park patrons, where open container alcohol consumption is forbidden, and numerous offsite individuals in cars and on foot, whose expressed purpose in coming to the three venues is not to train, exercise or swim but to drink and get drunk.

5) We further believe that any licensed or unlicensed sale of alcohol by the three commercial venues along with other legal or illegal substances consumed on the property will pose an unacceptable danger to the patrons of Azalea Community Park, the children who attend the nearby Azalea Elementary School at 1680 74th Street and the many surrounding communities of residential homes, condominiums and apartment buildings

## **TRAFFIC/PARKING**

**Crossroads HOA objects to the FLUM-60 Application and The Sports Tourism Project because it will add to a massive, dangerous and ever growing Traffic/Parking problems due to its location within a densely populated community of residential**

**homes, Public and Private Schools and a Community Park attended by hundreds of visitors.**

1) The reason 72nd and 74th Streets have numerous Traffic Calming Devices of Speed Humps, Roundabouts and Planted Median Islands as well as a 25 MPH Speed Limit on both two lane roads is that they have been put there by the City Transportation Department in order to protect and keep safe the hundreds of children who attend Azalea Elementary School, all the Azalea community residents and the hundreds of visitors from the surrounding communities who use the Azalea Community Park's Fields, Courts and Sidewalks for Baseball, Softball, Football, Soccer, Basketball, Tennis, Frisbee, Exercise section, Walking or Running on a daily basis as well as the Children's Park, the Bulldog Football Activities Building and the Azalea Recreation Center for a multitude of their different sports and social activities.

2) The possible addition of thousands of traffic vehicles traveling on 72nd Street Street's two lanes, which terminates At 9th Avenue at a non traffic light 1 lane east-1 lane west intersection, poses an unacceptable danger to many individuals who cross it both on foot or in vehicles as well as to the slower east/west pedestrian and bicycle traffic traveling on the raised Pinellas County Trail which intersects 9th Avenue less than 100 feet to its east.

3) To further compound the traffic issue, 22nd Avenue's 4 lanes shrink to 1 lane east and 1 lane west at 74th Street, thus insuring a majority of traffic will go east bound on the 22nd Avenue and connect with 66th Street and Tyrone boulevard.

4) Finally, with only one entrance/exit on 72nd Street, one entrance/exit on 22nd Avenue, one exit on 72nd Street and 1,4719 parking spaces to fill and vacate morning, noon and night, at a rate of 7,886 Daily Trips, we strongly believe this FLUM-60 Application will directly and negatively affect the safety and well being of the children of the Azalea Elementary School, the patrons of the Azalea Community Park, the residents of Azalea and the surrounding neighborhoods and schools by tying up traffic across the already over burdened and interconnected 22nd Avenue-66th Street-Tyrone Boulevard centers of traffic.

5) This FLUM-60 Development Project and the increase of more than 1,430 vehicles, 1,719 Parking Spaces and 7,886 Daily Trips will directly and negatively affect the flow of traffic and the safety of students, residents and individuals in the surrounding neighborhoods and schools: Azalea Neighborhood, Crossroads Neighborhood, Eagle Crest Neighborhood, Garden Manor Neighborhood, Tyrone Gardens Neighborhood, Azalea Elementary School, Azalea Middle School, Tyrone Middle School, St. Pete High School and St. Jude's Catholic School.

**6) Has a New Traffic Study been filed with the City for 72nd Street from 22nd Avenue to 9th Avenue or 74th Street from 22nd Avenue to 9th Avenue?**

**NOISE**

**Crossroads HOA objects to the FLUM-60 Application and The Sports Tourism Project because the repetitive noise, vibration and amplification from one, two or all three venues together will**

**make life intolerable for the surrounding home owners, apartment dwellers and condominium owners.**

- 1) With no sound proofing in the 300 by 500 foot, 150,000 square foot Sports Complex and 2) the roar of a thousand patrons, participants or spectators and 3) a public address system delivering play by play action as well as amplified live entertainment or recorded music both in and out doors, we believe that it is preposterous to think that 1) noise and vibration will not be a major and repetitive issue for the surrounding neighborhoods, 2) the police will be able to handle the numerous complaints at all hours of the day and night or 3) all the various amplified venues will actually adhere to the city noise ordinances.
- 2) Furthermore, we strongly think and logic dictates that this open 300 by 700 foot, 200,000 square foot Water Park/Lagoon along with the adjoining 285 foot long Container Park will have the same or louder problems as the Sports Complex, since each venue will have their own public address systems and their own amplified outdoor systems of live and recorded music.
- 3) The sale of alcohol purchased at the Sports Complex, Water Park/Lagoon and Container Park will only exacerbate noise and behavior problems because we already know how rowdy or even normally quiet and civil people behave under the combined influence of alcohol and music
- 4) In addition, the transit of 1,480 vehicles entering and exiting the parking lot make a lot of noise with their radios off and their engines on. With no security around, how many music inclined patrons or tone deaf teenagers will crank up the volume to an amplified ear drum shattering levels for everyone in the surrounding communities to enjoy.
- 5) Of course with no security around, any Trail traveling troubadour or venue patron with a boom box can also serenade the surrounding community at will.

**RESIDUAL TOXICITY**

**Crossroads HOA objects to construction on a site still toxic in nature, which will leech into the subsurface aquifer and continue to pollute the already toxic water beneath our area homes, apartments and condominiums.**

- 1) Since a summary of a recent report from the Florida Department of Environmental Protection recommended a reevaluation of the present Raytheon Reclamation Plan due to an over abundance of Dioxane 1, 4 in the below ground aquifer, we believe the property isn't yet safe to dig, excavate and build on or off site.
- 2) Due to persistent unsafe levels of contaminants in the aquifer, have the ever present Raytheon contaminants been recently investigated and analyzed in offsite stagnant water ponds, below surface water and subsurface levels of soil in both drainage ditches of the Pinellas County Trail abutting the entire eastern side of the former 29.1 acre Raytheon Property.
- 3) Crossroads residents are well aware that rainwater mixed with contaminants continues to flow from this Former EPA Toxic Environmental Site into the two ditches on either side of the Pinellas

County Trail and then into the neighborhood storm water pipes beneath our area homes, apartments and condominiums.

**DRAINAGE PROBLEMS & WATER QUESTIONS:  
Crossroads HOA objects to a persistent lack of adequate drainage and the threat that poses to the surrounding communities**

1) Crossroads HOA has A) experienced numerous so called "10 year/1 hour and 25 year/24 hour storms" over the past several years. B) Seen choppy waves surge the length and width of 66th Street so that you needed a boat to navigate through them, C) Know by research from City Engineers that storm water from the Trail and the Raytheon Property runs into pipes that connect, flow, slop eastward by gravity and drain into our local Crossroads lake and through our neighborhood. D) Know that once storm water pipes reach maximum flow capacity, they repeatedly back up during torrential, heavy or prolonged rain and flood our neighborhood Crossroads homes with a mixture of sewage and storm water. F) Know the City has repeatedly been penalized by the State for illegal dumping raw and/or untreated sewage into Tampa Bay because the local treatment plants have repeatedly failed in their task to safely store sewage and storm water.

2) Since almost all of the 500,000 square foot, 29.1 acres of grass land will be covered by numerous structures and a paved, 1,480 vehicle parking lot, we believe the planned storm water drainage will not be enough to accommodate seasonal torrential rain, prolonged summer downpours and either a near miss or a direct hit by a hurricane.

3) We don't believe "The proposed storm water system for this re-development will be a significant improvement over the current facility", because much of the storm water will eventually end up in our existing and over taxed storm water system.

**3 QUESTIONS ABOUT THE FLUM-60 SPORTS TOURISM COMPLEX APPLICATION'S SPORTS COMPLEX, WATER PARK/LAGOON & CONTAINER PARK:**

A) Why does the Community need a 150,000 Square foot Sports Complex that charges admission fees when: 1) We already have multiple high, junior and elementary schools that host a wide range of free sports and after school activities? 2) We already have Azalea Community Park that hosts free baseball, softball, football, soccer, basketball, frisbee course, tennis courts, exercise equipment, walking & running sidewalks, children's play ground as well as attending organized activities at the Azalea Community Center and the Bulldog Football Association. 3) We already have numerous gyms, health clubs and spas in the surrounding area. 4) We already have plenty of hotels, ballrooms, restaurants, bars, entertainment venues and social gathering places for locals and tourists to go to or meet at.

B) Why does the Community need a 200,000 square foot Water Park/Lagoon that charges \$25 a person when: 1) We are surrounded by hundreds of miles of free beaches. 2) Many houses have their own backyard pools. 3) There are low cost/no cost community pools throughout the City. 4) Many people already belong to private health



clubs or organizations that have pools. 5) For a family of four: \$100 Entry Fee (4 X \$25.) + Food + Booze + Equipment Rentals + Retail Offerings = Mucho \$\$\$\$ Dinero.

C) 1) Will the Container Park lead to the commercializes of the Pinellas County Trail? 2) Why was the Container Park situated next to the Pinellas County Trail with the expressed desire to "activate the trail with the amenities we are creating within our project." 3) Why does it not bode well noise or crime wise for the surrounding communities that "the (16) containers will be for lease. The market will dictate what businesses will eventually open there." 4) This Laissez-Faire operating principle dictates that the Container Park businesses which sell booze will naturally sell alcohol to all people, even those illegally traveling on the Trail after dusk, when the Trail officially closes.

### **SUGGESTION:**

Perhaps the proper location for this proposed FLUM-60 Sports Tourism Complex would be an out of city locale in a much more open and less developed area, where noise, traffic, safety, security and parking concerns would not be a problem as they already are here.

The prime example of where to build a new Sports Tourism Complex that comes to mind and a much better an more suited location is Pasco County's recently opened Wiregrass Ranch Sports Complex, which is located on an 80 acre site that is centered around a 98,000 square foot gymnasium.

This brand new Sports Tourism Complex contains multiple sports amenities within its \$29 million field house. Along with parking for 1,100 vehicles, it can easily host crowds of more than 700 people.

If anyone has questions about this ideal site far away from the cramped urban sprawl of St. Petersburg, just ask Les Porter, who was the driving financial force behind its development and donated the land upon which it is built.

### **SUMMATION:**

What our interconnected questions, comments and objections have in common is that we wholeheartedly oppose the rezoning and land use change in the FLUM-60 Application as an improper commercial intrusion upon our long standing residential neighborhood of homes, condominiums and apartment buildings that have been here for decades.

The purported benefits contained in the FLUM-60 Application have in no way shown to be to our joint welfare, well being or convenience. In our minds the Application is nothing more than a money making scheme that brings harm to both Azalea Community Park and our immediate residential areas of Azalea Neighborhood, Crossroads Neighborhood, Brandywine Apartments, Stones Throw Condominiums, Crosswinds Colony Condominiums, Crossroads Condominiums and various other communities that surround us. The introduction of hundreds of cars and

thousands of people may bring profit for a few but disaster to the many. Loud amplified music, noisy screaming people, traffic jams, drunken party goers, uncontrolled mischief makers, experienced criminals and roaming drug dealers do not a neighborhood make. They destroy it.

**COUNTER PROPOSAL FOR THE FORMER RAYTHEON SITE:**

If a rezoning and land use change were to occur, what we would like to see built on the 29.1 acre former Raytheon Property is a gated residential community of houses, duplexes and condominiums that fits quietly into the many residential neighborhoods that surround it.

If a rezoning and land use change are not adopted, a light industrial or transportation hub would be preferable.

**AN ALTERNATE SITE:**

Because of the Covid-19 Pandemic and the ever increasing rise of online shopping, many large chains stores, small retailers as well as numerous mall businesses are being forced into bankruptcy or simply shutting their doors. The era of large shopping Centers like Tyrone Square Mall is coming to a foreseeable end. Now or in a year or two, this readily accessible, centrally located and already commercially zoned prime real estate may be ripe for redevelopment and could be the natural home of a future Tyrone Sports Tourism Complex.

**Jim Schattman**  
**President of Crossroads Area Neighborhood Association**  
**(727) 345-6674**

## **ADDENDUM – REGISTERED OPPONENT FORM**

Please add my 1/5/21 E-mail and the following E-mails to the Registered Opponent Form.

I am enclosing for my Registered Opponent Form an Attachment Map of The Azalea Homes Community Assn- Traffic Plan, which details the 24 or more Landscape Medians, Landscape Medians with Street Speed Humps, Street Speed Humps, Chicane and Traffic Circle which were installed by the St. Petersburg Transportation Department on 72nd and 74th Streets and 13th Avenue along with 25 MPH Speed Limit Signs to safeguard the residents of Azalea Neighborhood, the children attending Azalea Elementary School and the many visitors enjoying Azalea Park's facilities.

I am also enclosing below our 8/3/20 48 Questions E-mail about the FLUM 60 Application to Les Porter.

Although Les answered some of our questions, he also left out others. Any number of his answers were lacking in pertinent or accurate information or not too our satisfaction. (If you wish to see them, I can send his E-mail answers to you.)

Would you please add this E-mail below to our Registered Form and our 12/28/20 FLUM 60 E-mail to you and Derek about Questions, Objections, Suggestions, Summation, Counter Proposal & Alternative Site. (f you don't have it or can't find a copy, I can send you another.)

Finally, I will be forwarding to you and Derek E-mails I have received opposing and/or supporting the FLUM 60 Application.

Jim Schattman  
Crossroad Area Neighborhood Association  
(727) 345-6674

Dear Les,

Enclosed please find 48 questions on 10 topics, which the members of our Crossroads HOA Executive Committee would like you and your advisors to answer.

Although you have already answered a number of these questions at our two meetings with Dominick Griesi, Dr. Ed Carlson and myself, our Executive Committee Members want to hear from you personally and not my second hand version of what is to be built.

Since your proposed development exists only on paper at this time, many of our interconnected and sometimes redundant questions are concerned with the

physical changes and possible future effects of your project on our existing communities of residential homes, condominiums and apartments which surround your project.

We look forward to your detailed E-mail answers to each of our questions and our subsequent mask to mask meeting together.

Jim Schattman  
Crossroads Area Neighborhood Association  
(727) 345-6674

**The Sports Complex:**

- 1)List the kinds and examples of indoor/outdoor Youth and Adult Sports that will be played here and list what kinds and examples of the indoor/outdoor Non Sports activities will be hosted here?
- 2)What is the indoor/outdoor maximum occupancies of The Sports Complex?
- 3) How many and what kind of indoor/outdoor amenities such as restaurants, licensed bars, amusement businesses and/or retail stores will be located here?
- 4) What kind of indoor/outdoor public address system or entertainment venues will be provided for your guests: recorded music, live bands, other forms of entertainment?
- 5) How do you hope to compete for clientele against so many youth oriented high schools, colleges, free public parks, established amateur/professional sporting venues, local restaurants, countless night spots, hotels and established social gathering businesses like the Coliseum among many others?

**The Water Park/Lagoon:**

- 1)What is the indoor/outdoor maximum occupancies of The Water Park/Lagoon?
- 2) What kind of indoor/outdoor amenities will be available on site to your paying or non paying guests: food, alcohol, kayaks, swim suits, sun tan oil, etc?
- 3) What kind of indoor/outdoor public address system or entertainment venues will be provided for your guests: recorded music, live bands, other forms of entertainment?
- 4) Will the Water Park/Lagoon be connected in any way to the Container Park or the Pinellas County Trail?
- 5) At a stated \$25 per customer, how do you hope to compete for paying customers against the myriad number of free backyard pools, public pools, fitness, social and commercial pools and our world renowned miles of free beaches? What happens to the Water Park/Lagoon in the cold winter months?

**The Container Park:**

- 1)How many different and what kind of businesses will be located here?
- 2)What kind of food, refreshments and retail products will these business offer to the public and will they be licensed to sell alcohol?
- 3)Will these businesses be offering live entertainment or amplified music ?

- 4 Will these business sell to the Water/Park Lagoon customers or mostly to the people traveling on The Pinellas Counry Trail?
- 5) Will this Container Park infringe on the Trail or lead to the commercialization of the Pinellas County Trail in any way?

### **The Apartments:**

- 1)What are the physical dimensions (height, width, depth and shape) of each of these three apartment buildings and what will they be constructed of?
- 2)With 178, 178 or 119 Units on 4 floors to one or the other buildings, will any of these apartments be condominiums, section eight, subsidized or market rate?
- 3)What kind of amenities will each of these buildings have: pools, restaurants, bars, retail businesses or others?
- 4)Will there be onsite management/ownership?
- 5) What will a one bedroom or two bedroom rent for?

### **The Pinellas County Trail:**

- 1)Have the proper Pinellas County Authorities been officially notified of your Land Use Plan Amendment and Rezoning Application?
- 2)Who did you speak to or apply to?
- 3)Are the Authorities aware of the possible commercialization of the Pinellas County Trail by the Container Park?
- 4)Are you aware of the negative noise, traffic, security, crime and safety problems caused by a large influx of Pinellas County Trail users to the surrounding residential homes, condominiums and apartments?

### **Traffic:**

- 1)Regardless of all the charts and graphs in the FLUM-60 Application and with 1,435 possible vehicles coming and going, how are you actually going to prevent traffic jams and accidents with only 1 exit and 1 entrance/exit on 72nd Street and 1 entrance/exit on 22nd Avenue?
- 2)Are you aware that 72nd Street contains only one single north bound lane and one single south bound lane from 9th Avenue North to 22nd Avenue North with 5 speed bumps, 1 four way Traffic Circle and several planted road divider along its entire 25 MPH Speed Limit length?
- 3)Are you also aware that 72nd Street is located next to Azalea Park which contains the Azalea Ballpark, Football and Soccer Fields, Tennis Courts, Frisbee Course, Children's Playground, Azalea Recreation Center, Bulldog Football Association Building and a very popular and well used, sidewalk pedestrian walking/jogging path encircling its entirety?
- 4)Are you aware that 72nd Street terminates at the no traffic light, two lanes of 9th Avenue and the 4 lanes of 22nd Avenue trails off to two lanes at the west side of 74th Street?
- 5)How will this redevelopment project actually affect traffic and our daily lives in the neighborhood?

### **Parking:**

- 1) Will there be valet parking, handicapped access and handicapped parking at all 4 projects?
- 2) What about drivers who over imbibe in the bars and restaurants and then get into accidents in the parking lot?
- 3) What parking lot security is there for patrons and parked cars from thieves, vandals and carjackers?
- 4) How long will drivers patiently wait without violence to get in or out of the 3 exits/2 entrances?
- 5) What happens when the parking lot is swarmed over by Azalea Park vehicles, parents and ball plays desperately searching for any convenient parking space?

**Security:**

- 1) Will the Development have 24 hour security guards and Cameras?
- 2) Will the Development have a fence around it to protect the building tenants, guests, customers and vehicles from outside interlopers?
- 3) Will there at least be a barrier/fence between the Development and any after sundown visitors coming into the Property from the Pinellas County Trail?
- 4) Do you know when the Trail closes?
- 5) What about a mob of rowdy kids, drunken customers or break and enter car thieves rampaging thru the property and/or parking lot as happened in our Crossroads Neighborhood?

**Safety:**

- 1) Will Fire Trucks, Ambulances and Emergency Vehicles have ready access to the Sports Complex, Water Park/Lagoon, Container Park, Apartment Buildings and property with just 2 entrances and a possible 1,435 parked vehicles?
- 2) To what hurricane/tornado wind and destruction categories will the forty foot tall, 150,000 sq. ft. Sports Complex, Water Park/Lagoon, Container Park or Apartments be able to withstand a sustained Hurricane or violent Tornado?
- 3) How many exits will the Sports Complex have and in an emergency, how quickly could the Sports Complex be evacuated?
- 4) How concerned is the Florida EPA about digging up or excavating below ground water and chemical contamination and how safe is the Underground Stormwater Vault Area if the aquifer below it is contaminated?
- 5) After rezoning and amended land use, what happens if any one or all of these four new businesses, goes bankrupt or is sold to a new owner interested in putting up a loud, Titty Bar Strip Joint?

**Noise:**

- 1) Will the Sports Complex be sound proofed?
- 2) Who will prevent drunken drivers in the parking lot, rowdy customers, partygoers or kids on the Pinellas County Trail from boom boxing the entire complex?
- 3) How about loud noise and vibrations constantly emanating from any or all of the attractions?

4)What happens if calls to the Sports Complex, Water Park/Lagoon, Container Park and the Police fail to halt continuous noise/vibration violations and city ordinances?

**Transportation:**

Let me repeat a few facts in favor of a 72nd and 74th Street Traffic Study and the long lasting affect of the FLUM 60 Application/Development on 72nd and 74th Streets, 9th and 22nd Avenues, the entire Azalea Neighborhood and the City, County and State network of roads on the West Side of St. Petersburg:

1) According to Pages 14 & 15 of the Revised FLUM 60 Application:

Parking Required by Code: 1,430 spaces

Total Parking Provided: 1,719 (spaces

External Traffic: 7,886 Daily Trips

No where in the FLUM 60 Application on the above quoted pages 14/15 figures of The Parking Summary and The Traffic Assessment Sports Complex Rev 11-3-2 or the two paragraphs explaining "The mixed-use project" on Page 15, do I see these traffic estimates of 7,886 Daily Trips integrated with the 1 Exit/Entrance on 22nd Avenue, 1 Exit/Entrance on 72nd Street or 1 Exit on 72nd Street and/or:

The surrounding 1,200 local homes and residents and their vehicular traffic,

The vehicular traffic of students coming and going to Azalea Elementary School,

The daily vehicular traffic of the hundreds of users of Azalea Park who use the baseball, softball, soccer, football fields, frisbee course, basketball and tennis courts, children's playground, The Bulldog Rec Center, The Azlea Recreation Center the exercise equipment station or the hundreds of people who daily walk, jog or run around the sidewalk, which surrounds Azalea Park for a mile and 1/4.

Nor do Pages 14 and 15 or the FLUM 60 Application take into account the obvious traffic safety intent of the intentional 25 MPH City Speed Limit on 72nd & 74th Street from 9th Avenue to 22nd Avenue or the multiple Traffic Calming Devices such as speed humps, half closures, roundabouts, planted traffic islands and planted traffic islands with speed humps that ensures the safety and welfare of park athletes, walkers/joggers/runners, pedestrians and residents from the dangers of speeding vehicles.

One can also wonder what effect the sale of alcohol by the Sports Complex, Water Park/Lagoon and Container Park will have on the safety of local vehicular traffic, residents and park users alike when it is mixed in with 7,886 Sports Tourism/Apartment Daily Trips.

**Other Questions:**

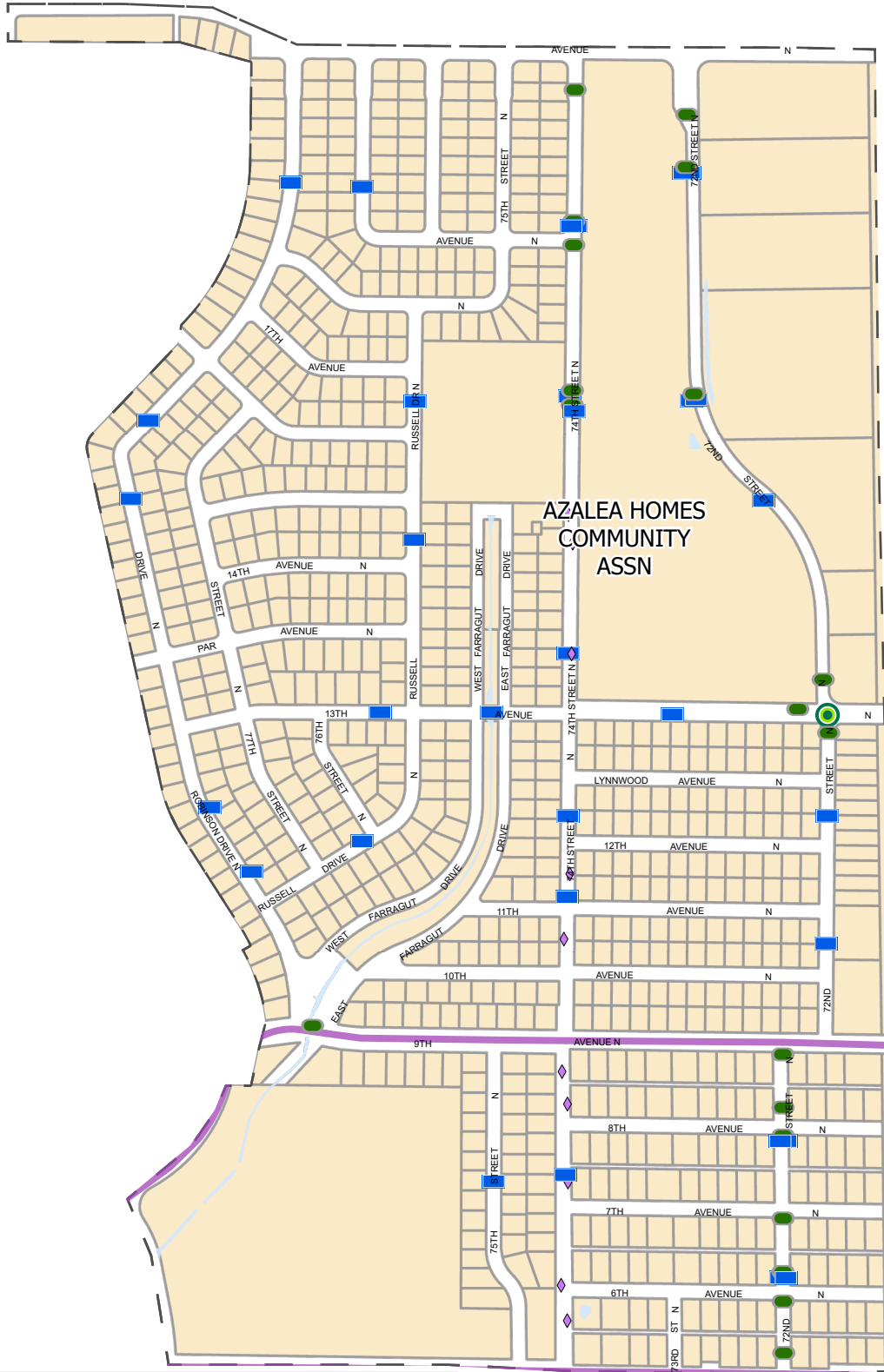
What affect will the FLUM 60 Application have on 22nd Avenue, which dwindles from 4 lanes to 2 lanes west of 74th Street?

Will most north bound traffic on 72nd Street and 22nd Avenue continue north at the traffic light into the secluded Industrial Park or will the majority of vehicles turn east towards 66th Street and Tyrone Boulevard, adding to the crush of our ever more crowded streets?

So why not an accurate and real Traffic Study of the affected Azalea Area including the Azalea Park to go along with the FLUM 60 Application?

Jim Schattman  
Crossroad Area Neighborhood Association  
(727) 345-6674





- Landscape Median
- Street Speed Hump
- Bike Lane
- Chicane
- Traffic Circle

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### AZALEA HOMES COMMUNITY ASSN- TRAFFIC PLAN

TRANSPORTATION AND PARKING MANAGEMENT DEPARTMENT  
 CITY OF ST PETERSBURG

Rev. Date: 2/14/2020



## Derek Kilborn

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**From:** Dr. Ed Carlson <acegang1@aol.com>  
**Sent:** Thursday, October 01, 2020 2:32 PM  
**To:** Derek Kilborn  
**Cc:** Elizabeth Abernethy  
**Subject:** FLUM 60 ~ Former Raytheon Property

**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.



## 66Years Advocating for Jungle Terrace Neighborhood

Dear Mr. Kilborn, RE: FLUM 60

Jungle Terrace neighborhood general meeting and Board meeting voted UNANIMOUS support for the Porter Development project on the former Raytheon property.

We had hoped for industrial, but over the years, with encouragement of City, have come to accept that is no longer viable in today's world. Property is vacant 12 years, 5 years since current owner purchased and tore down the buildings. A large warehouse, building 2401 72nd St. N. has been available for 3+ years with no results.

We had hoped for NO apartments. A project for 850 was turned down. The Porter project of 475 units and commercial mix we have come to accept and embrace as a good use of the property.

We insisted on NO workforce housing, but are now reluctantly willing to accept 10% of units as workforce housing.

We are familiar with CCS-1 Corridor Community Surburban-1, and PR-MU Planned Redevelopment-Mixed Use.

These designations for zoning and Land Use Map are good alternatives to the current Industrial-only designations.

This is the first feasible development plan that has a good balance of commercial and residential uses.

Jungle Terrace urges full staff and city support for this project to enhance our neighborhoods, and heighten value on the tax rolls.

Sincerely,

***Dr. Ed Carlson***

President

Jungle Terrace Civic Association, Inc.

West Neighborhoods United, Inc.

Dear Ms. Abernathy and Mr. Delisle,

My name is Dusten Estes, I am a Senior Vice President at Stonemont Financial Group. Stonemont is a commercial real estate developer and investment firm based in Atlanta, Ga with offices in 5 states. We specialize in industrial Build to Suit projects and development for many Fortune 500 clients across the country.

We have one such client interested in the former Raytheon site located at 1501 72nd Street North, St. Petersburg, Florida 33710. The Client is a Fortune 100 E-commerce company and would want to use the site for an Industrial building. The client would be looking to put up one of their prototype last mile distribution facilities. The building would encompass roughly 142,000 square feet and have roughly 800 parking spots for their delivery vehicles and employees. This facility will bring 100 full time jobs and another 200 + delivery jobs. This client looks to hire locally as close to the facility as possible.

This building and use would meet the current zoning designation that currently exists on the former Raytheon site. We believe this would be a great addition to your city and would be a great fit for the site.

Please do not hesitate to reach out to me with any questions.

Regards,

*Dusten A. Estes*

Dusten Estes  
Senior Vice President  
[dusten.estes@stonemontfinancial.com](mailto:dusten.estes@stonemontfinancial.com)  
Stonemont Financial Group  
Terminus 100  
3280 Peachtree Road NE, Suite 2770  
Atlanta, GA 30305

D (404) 924-2026  
M (321) 759-7591

## Derek Kilborn

---

**From:** C B <cbunn0624@gmail.com>  
**Sent:** Monday, January 04, 2021 6:41 PM  
**To:** Katherine J. Connell; Derek Kilborn  
**Cc:** Chuck Bunn  
**Subject:** Request to Register as Opposed to FLUM 60

**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.

Hello, my name is Crystal Bunn and on behalf of myself as well as my husband Charles Bunn we would like to register as opposed to FLUM 60. Due to our full time employment status we will be likely unable to attend the CPC hearing on Jan 12, but would like to share our concerns.

We are residents of Crossroads Area neighborhood on 12th Ave N and are in opposition for the following main reasons:

- **SAFETY:** Potential detriment to our 9 year old (and other neighborhood kids) safety during outdoor play, bike riding on Pinellas Trail, or commuting to Azalea & Pasadena elementary school due to traffic and additional volume of people
- **ALCOHOL:** Adding a social drinking spot adjacent to a playground could increase criminal activity and take away the family friendly aspect of the neighborhood that St. Petersburg desperately needs to hang on to
- **CONTAMINATION:** Worry of residual toxicity from the former Raytheon property and the long term effects of stirring up and "playing" in that area

Thank you so much for your time,  
Crystal Bunn  
727-643-0386

## Derek Kilborn

---

**From:** Todd Johnson <todd2464@yahoo.com>  
**Sent:** Monday, January 04, 2021 11:17 AM  
**To:** Derek Kilborn  
**Subject:** City File FLUM-60

**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.

Dear Mr. Kilborn,

My name is Todd Johnson resident at 6916 Stonestrow Circle 9208 St. Petersburg, FL 33710. I would like to register as an opponent to the proposed development plan at 1501 72nd St. N. I will be attending the meeting. January 12.

Todd

## Derek Kilborn

---

**From:** Steve Teasdale <teasdale@tampabay.rr.com>  
**Sent:** Sunday, December 13, 2020 12:00 PM  
**To:** Derek Kilborn  
**Subject:** FW: Porter Project,Flum 60

**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.

Dear Mr. Kilborn,  
I am writing you today in support of the Porter project on the former Raytheon property.  
The Porter project of apartments, Crystal Lagoon, and Sports complex seems to be good use of the property and compatible with surrounding area.

Sincerely,  
Steve Teasdale  
[Teasdale@tampabay.rr.com](mailto:Teasdale@tampabay.rr.com)  
727-410-4129



This email has been checked for viruses by Avast antivirus software.  
[www.avast.com](http://www.avast.com)

## Derek Kilborn

---

**From:** John A Prokop <jet@ij.net>  
**Sent:** Saturday, December 12, 2020 10:35 AM  
**To:** Derek Kilborn  
**Subject:** RE: FLUM 60

**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.

Dear Mr. Kilborn,  
Jungle Terrace neighborhood general meeting and Board meeting voted UNANIMOUS support for the Porter Development project on the former Raytheon property.

We hoped for industrial, but over the years, with encouragement of City, have come to accept that is no longer viable in today's world. Property is vacant 12 years, 5 years since current owner purchased and tore down the buildings. A large warehouse, [building 2401 72nd St. N.](#) has been available for 3+ years with no results.

Our goal was NO apartments. A project for 850 was turned down. The Porter project of apartments, Crystal Lagoon, and Sports Complex we have come to accept and embrace as a good use of the property, compatible with our neighborhoods.

We are familiar with CCS-1 Corridor Community Suburban-1, and PR-MU Planned Redevelopment-Mixed Use. These designations for zoning and Land Use Map are good alternatives to the current Industrial-only designations.

This is the first feasible development plan that has a good balance of recreation, sports, and residential uses.

Jungle Terrace urges full staff and city support for this project to enhance our neighborhoods, and heighten value on the tax rolls.

Sincerely,

John Prokop



## Derek Kilborn

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**From:** Lauren Sanders <allen7801@tampabay.rr.com>  
**Sent:** Friday, December 11, 2020 6:26 PM  
**To:** Derek Kilborn  
**Subject:** FLUM 60

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.

Dear Mr Kilborn,

I am writing in support of the FLUM 60 project. It seems like the best option presented to the neighborhood. It sounds like it would be an asset to our community. My hope is that it will be excepted and built asap, I'm sure the city will appreciate the tax revenue.

Lauren Sanders, JTCA board member and Treasurer of Eagle's Nest Residents

**From:** lynda bablin <lynda.bablin@icloud.com>  
**Sent:** Saturday, November 28, 2020 10:06 AM  
**To:** Derek Kilborn  
**Subject:** City File:FLUM-60

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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.

Please register me as an opponent to this project. This will completely change the neighborhood dynamic in a negative way. I have no issue with the proposed recreation facility as that is a compliment to the park on the other side of the road. Adding a dense residential apartment type building at heights that would dwarf everything in the area and is in stark contrast to the single family homes in the neighborhood, would completely change the fabric of the neighborhood, both visually and through a significant increase in traffic that the existing infrastructure will not be able to handle in my opinion. In addition, the logic of a "beach" area in a residential neighborhood is completely absurd.

Please confirm receipt of this opposition. If there is anything further I need to do, please advise. Thank you.

Lynda Bablin  
1514 70th Street N  
St. Petersburg, Fl. 33710

518-796-4377

Sent from my iPad

**From:** [marta bielicki](#)  
**Sent:** Friday, November 27, 2020 7:31 PM  
**To:** [Derek Kilborn](#)  
**Subject:** St Pete sports complex

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**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.

Hello,

I'm writing to you because I'm opposed to building the st pete sports complex on the old raytheon site. I live in the neighborhood and strongly believe this will increase traffic and crime in the area. It is already congested here so why add to the damage? I believe this is better suited to be built in the downtown area of st pete where the pier, restaurant and shops are located.

Sincerely,

Marta Bielicki

## Derek Kilborn

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**From:** Karen DeMent <kldement@hotmail.com>  
**Sent:** Friday, November 27, 2020 10:30 AM  
**To:** Derek Kilborn  
**Subject:** Fw: City File: FLUM 60  
**Attachments:** FLUM 60 Opposition Letter-1501 72nd Street N\_11.27.2020.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.

**From:** Karen DeMent  
**Sent:** Friday, November 27, 2020 10:26 AM  
**To:** Derek.Kilburn@stpete.org <Derek.Kilburn@stpete.org>  
**Subject:** City File: FLUM 60  
November 27, 2020  
City of St Petersburg  
Planning and Development Services Department  
Municipal Services Center  
Eighth Floor  
One 4<sup>th</sup> Street North  
St Petersburg, FL 33701  
Attn: Derek Kilborn  
Planning Manager  
RE: City File: FLUM-60

1501 72nd Street N, Former Raytheon Site

To whom it may Concern,

I am Karen Dement, a St Petersburg Resident living at 7601 13<sup>th</sup> Ave N.

I am writing to express my opposition to the proposed rezoning and development of 1501 72<sup>nd</sup> Street N, the former Raytheon Site. I wish to register as an opponent to the proposed Zoning and Land Use Map amendments requested in the application referenced as City File: FLUM 60.

My opposition is based on these potential/probable negative effects:

1. The loss of neighborhood and community character
2. A decrease in the market value of my home
3. Increased traffic congestion adding to an already congested area. Feeder roads of 22<sup>Nd</sup> Ave N, 13<sup>th</sup> Ave N, 9<sup>th</sup> Ave N and 72<sup>nd</sup> Street N do not have the capacity for additional traffic.
4. Children's Sports Activity at the adjacent Azalea Park, Azalea Community Center and Azalea Elementary School will all be negatively affected by this proposed development.
5. A potential increase in neighborhood crime rate.
6. A potential decrease in the safety of neighborhood residents and participants of existing programs due to increase in both vehicle and pedestrian traffic.
7. The destruction of green space as well as driving animals out of the area into adjacent residential areas.
8. Potential toxic contamination from previous land use of this site.
9. This development does not fit into the existing single-family neighborhood.

10. Once the property is rezoned, the developer can change the original concept within the approved zoning.

Please DO NOT rezone this site.

I have attached a copy of this letter for your files.

Respectfully,

Karen DeMent

Phone: 727-742-7978

kldement@hotmail.com

## Derek Kilborn

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**From:** Dale <dale1199@gmail.com>  
**Sent:** Sunday, October 04, 2020 8:49 PM  
**To:** Derek Kilborn  
**Subject:** Support of Porter development at Raytheon site

**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.

I support the development of the Raytheon site by Mr. Porter's company. The site must be put to good use finally after so many years.

Respectfully,  
Dale Eckholm  
6900 29th Terrace N.  
St Pete, 33710

## Derek Kilborn

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**From:** Ron Fisher <rfishertax@aol.com>  
**Sent:** Thursday, November 26, 2020 11:34 AM  
**To:** Derek Kilborn  
**Subject:** City File: FLUM-60

**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.

**Dear Mr. Kilborn:**

**My name is Ronald Fisher and I am the owner of Unit 9306 in Building 9 at Stones Throw Condominiums. Yes, that building 9 that appears to be most affected by this FLUM 60 proposal.**

**Please register me as an opponent to the proposed land use amendment noted in application # FLUM 60.**

**Stones Throw is NOT a resort. It is a private neighborhood where people live their lives in a safe and quiet existence. It is considered to be one of the most popular places to live in the Tyrone area of St. Pete. Having this kind of thing literally dumped right next to us (it looks like less than 100 feet away from my front door) is simply not acceptable. Would YOU want this right in your front yard? My concerns are many: Screaming adults and kids all day, every day. Loud music. Added traffic all day, every day. Decline in house values. Increase in crime. I could go on and on. My opinion is that this thing belongs near venues that offer similar entertainment, not in the middle of residential neighborhoods with thousands of people just trying to enjoy a quiet Florida life. Lastly, the Raytheon plant that was there at this site had serious ground pollution issues that impacted our water supply for years. What,if anything, is being done to consider what any digging would do to the water for surrounding homes and businesses? Most owners I talk too are willing to sell and get out rather than have to deal with this right next door. I am certain there are more opponents than myself.**

**Sincerely,  
Ronald J. Fisher**

## Derek Kilborn

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**From:** T W <twshred@gmail.com>  
**Sent:** Monday, November 30, 2020 6:16 AM  
**To:** Derek Kilborn  
**Subject:** FLUM 60

**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.

I am currently opposed to the FLUM 60 (redevelopment of the Raytheon site) project. How do I register these concerns and have them addressed? Possibly they have all been studied and answers are available that I just don't know about.

My concerns are:

- 1) Traffic.
  - a. Will overflow of traffic into a residential neighborhood be stopped by blocking 72<sup>nd</sup> Ave N at 13<sup>th</sup> and 16<sup>th</sup> Av N?
- 2) Noise.
  - a. Just how much and how early and late are allowable? This is noise pollution invading my home and diminishing my enjoyment of my property.
  - b. When will I have quiet days --- ones as they exist now --- with no infringement? Is this complex willing to grant that I should still have the right to enjoy my property, as much as they have the right to use theirs?
  - c. I did not move next to a training camp, and do not wish to be next to one now.
  - d. Will the "water park" be playing music or hiring entertainment/bands? Will loudspeakers be used? No, no, and no --- I don't want to hear it.
- 3) Crime – think Busch Gardens.
  - a. I haven't done research, but ask that the government that has immense resources do so. I suspect there are studies that show this is a problem. Kids being dropped off for the "child care" or "tournaments" will not just stay on the property.
- 4) Public Safety.
  - a. Last I heard, the toxic site was to be cleaned up for 100 years. I think there are about 85 to go. Is there truly no public health risk associated with digging up this site at this time?
- 5) Water and Sewer.
  - a. I had low water pressure 11/28/20 in the Azalea neighborhood. This is before 150 senior living apartments come online at American Home in the same service area.
  - b. Hundreds of condos? Really?
- 6) Property Values – again, think Busch Gardens.
  - a. I'm not impressed with neighborhoods in the Busch Gardens area. The Tampa Bay Times writes of expansion complaints and noise issues. I have not ever read property values are rising, bring on more.... (crowds, noise, construction, traffic, ... )

Regards,  
Teresa Ward



## Derek Kilborn

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**From:** melgoodman77@gmail.com  
**Sent:** Wednesday, November 25, 2020 10:58 AM  
**To:** Derek Kilborn  
**Subject:** FLUM-60  
**Attachments:** raytheon.jpg

**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.

Mr. Kilborn,

I am writing in regard to registering as an opponent for the Former Raytheon site, FLUM-60. My name is Melanie Goodman and I am a property owner and resident of Building 9 of Stonestrow.

I have some concerns about the rezoning of old Raytheon property. I live within an ears-shout of the site and I can hear screaming and cheering at the baseball games, currently. My first concern is the noise, not only from the construction but also once the complex is built. Many people are taking classes from home, as am I, as well as working from home. This will probably not be changing in the near future and having the construction noise going on while trying to conduct business or schooling from home is a concern. Are there plans to have a barrier put up to reduce the noise?

Next, the obvious reason, the chemicals that are in the ground. I have read that the developer has met with the DEP and that the soil vapor exceeds standards and vapor barriers will need to be in place when the building is occupied. Will the ground be remediated to remove the chemicals prior to construction? If the vapor levels exceed the limits, what is being done during construction to prevent the chemicals from being released into the air?

I am also formally requesting to meet with someone from the zoning board, at the Stonestrow location, so they can see how close the Stonestrow residents will be from the complex. Does this request go through you or do I need to contact someone else to request a meeting?

Is this an appropriate use of the land with respect to the neighbors? This property has been previously purchased and demonstrated disregard for the neighbors, how is this going to be different?

Another concern is for the value of my property. Being so close to the new construction, I am concerned that this will decrease the values of my property and the neighboring properties.

Lastly, I have included a photo of how close my property is to the old Raytheon site. This is the image I see when I walk out my front door, as you can see, the Raytheon property is very close and you can understand why I have concerns. Thank you for your time.

I can be reached at 727-251-6391.

Sincerely,  
Melanie Goodman

Sent from [Mail](#) for Windows 10



## Derek Kilborn

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**From:** Kim Kearney <kimequilts@gmail.com>  
**Sent:** Friday, November 27, 2020 2:16 PM  
**To:** Derek Kilborn  
**Subject:** Old Ratheon site redevelopment

**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.

Re: 1501 72nd Street N, Old Ratheon site, 29.11 acres.

I wish to object to the change in zoning for that site. We moved here because the commercial activity was not in our neighborhood. We use the park and walk in the area weekly and feel very safe at the moment. There are Moms and kids who use the playground. Making the area commercial would bring in many people and crime to this area. Also, traffic would increase significantly. Maybe a better place for whoever wants to go in would be one of the mall area's that don't have many stores now, like the Walmart off of Tyrone that closed. I have seen info that a sports park wants to go in there. We will not be able to use our park, the parking would be horrible and it will bring many people looking for trouble. I've been in this house almost 20 years and in talking to the neighbors, we are thinking of moving if this sports complex is put in. I take the grandkids to the park across the street frequently, I'd be scared to take them with that over there.

Please consider not allowing the change at this time.

Thank you,  
Kim Kearney  
1235 76th Street N  
St. Petersburg, FL 33710

## Derek Kilborn

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**From:** Linn Sennott <LSennott@tampabay.rr.com>  
**Sent:** Sunday, October 04, 2020 3:46 PM  
**To:** Derek Kilborn  
**Cc:** Elizabeth Abernathy  
**Subject:** I Support the FLUM 60 Development of Raytheon Property

**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.

Dear Derek,

I support the FLUM 60 Development of the Raytheon property.

Although I live downtown, I frequently shop and volunteer on the West Side.

The Raytheon property has been vacant for years,

with near zero chance it will be devoted to light manufacturing.

The proposed project is a very fine and needed plan for the West Side of St. Pete.

Together with the revitalization of the Science Center, this will be a wonderful

enhancement for this area of our city.

I heartily support this excellent project and hope it goes forward expeditiously.

Sincerely,

Linn Sennott  
107 Fareham Pl N  
St Pete, 33701

727-599-5819

## Derek Kilborn

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**From:** Marie Rice <marierice22@gmail.com>  
**Sent:** Wednesday, November 25, 2020 1:57 PM  
**To:** Derek Kilborn  
**Subject:** Raytheon rezoning

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.

I am sending this email to oppose building a waterpark/sports complex in the old Raytheon site. There are numerous reasons.

Thanks,  
Marie Rice

[www.marierice.com](http://www.marierice.com)

## Derek Kilborn

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**From:** Ray Markham <ray.markham@gmail.com>  
**Sent:** Monday, November 30, 2020 4:01 PM  
**To:** Derek Kilborn  
**Subject:** REZONING in the Ratheon area off 71st. Street and 22nd Ave. N.

**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.

To whom it may concern:

I understand that the area in question south of 22nd. Ave. N. and east of 71st Street, where E-Systems (Ratheon) was is up for comments on a proposed water park/ sports complex with housing.

Please let it be known that I am AGAINST this proposal completely.

**First**, having had a now-deceased step-father who worked there, I am fully aware of the pollution dumped there that was never cleaned up. It has caused a considerable number of people in the area to get various forms of cancer from the pollutants.

**Second**, I live on 9th Ave. N. just west of 66th Street. The traffic there is horrendous and will get worse once another new complex being built on the block on the corner of 66th Street and 9th Ave. is complete and filled. This will add to the noise, traffic danger, and congestion that already exists here, and the sports complex/ residence will add even more to that.

**Third**, it is my opinion that property values will decline, along with the added crime that will likely come from the area.

**Fourth**, This city already has an infrastructure problem with storm sewers and processing raw sewage, and adding another multi-story complex for residences and a sports/ water complex will add more to those issues that I don't want.

IN SHORT...I DON'T WANT IT!!

Ray E. Markham  
6674 9th Ave. N.  
St. Petersburg, Fl. 33710  
(941) 723-2655



Virus-free. [www.avg.com](http://www.avg.com)

## Derek Kilborn

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**From:** Sheila Swift <tiamac50@icloud.com>  
**Sent:** Monday, November 30, 2020 8:02 PM  
**To:** Derek Kilborn  
**Subject:** Raytheon site

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.

I as a owner in this neighborhood totally oppose the new plan for a sports/ water park in this area.

Sent from my iPhone