



CITY OF ST. PETERSBURG, FLORIDA
PLANNING AND DEVELOPMENT SERVICES DEPARTMENT
URBAN PLANNING AND HISTORIC PRESERVATION DIVISION

STAFF REPORT

Community Planning and Preservation Commission Certificate of Appropriateness Request

Report to the Community Planning and Preservation Commission from the Urban Planning and Historic Preservation Division, Planning and Development Services Department, for Public Hearing and Executive Action scheduled for **Tuesday, September 14, 2021, beginning at 2:00 p.m.**, in Council Chambers of City Hall, 175 Fifth St. N., St. Petersburg, Florida. Everyone is encouraged to view the meetings on TV or online at https://www.stpete.org/connect_with_us/stpete_tv.php.

According to Planning and Development Services Department records, Commissioner Lisa Wannemacher resides or has a place of business within 2,000 feet of the subject property. All other possible conflicts should be declared upon the announcement of the item.



Case No.:	21-90200083
Address:	501 5 th Avenue Northeast
Legal Description:	VINOY REPLAT BLK 1, PT OF LOT 1 (HISTORIC LANDMARK HOTEL) (VINOY HOTEL PH 1&2 LEASE TO FEB 22, 2090) DESC BEG NE COR OF LOT 1 TH S12DW 69FT TH CUR LT RAD 5767.87 FT ARC 136.52FT CB S09DW 136.51FT TH W 620.9FT TH S 397.58FT TH W 916.7FT TH N 112.06FT TH N32DE 334.99FT TH E 169FT TH N30DE 155.44FT TH E 78.45 FT TH N 67.52FT TH E ALG 7TH AVE NE 1072.5FT TO POB CONT 10.72 AC(C)
Parcel ID No.:	17-31-17-94240-001-0010
Date of Construction:	1925

Local Landmark:	Vinoy Park Hotel (86-04)
Owner:	Vinoy Park Hotel Co.
Agents:	R. Donald Mastry, Trenam Law, and David Rau, Hart Howerton
Request:	Review of a Certificate of Appropriateness for alterations and site work at the Vinoy Park Hotel, an individual local landmark
Zoning:	Downtown Center-3 (DC-3)

Historical Context and Significance

The Vinoy Park Hotel was constructed in 1925 as one of St. Petersburg's largest resort hotels of the 1920s boom era. Designed by notable architect Henry Taylor and built by George Miller, the hotel is considered to be an excellent example of Mediterranean Revival architecture and was a visible focal point on the downtown waterfront. Throughout the 1920s and 1930s, the Vinoy Park Hotel was a premier destination in St. Petersburg, but was converted into barracks during the Second World War. After returning to its original use after the war, the hotel closed decades later in 1975 and soon fell into disrepair.

The hotel was rehabilitated in the late 1980s and early 1990s to bring the property back into use as a hotel. Most, if not all, of the fenestrations were replaced, and a new porte cochere was constructed in the front of the hotel.



Figure 1: 2008 photograph of the front of the Vinoy Park Hotel, showing the porte cochere that was constructed in the early 1990s. Photograph from Wikipedia.

The property was added to the National Register of Historic Places in 1978 and added to the St. Petersburg Register of Historic Places in 1986. Because it is a local historic landmark, a Certificate of Appropriateness (COA) is required for exterior alteration. Per the City's COA Matrix, new construction and additions require review by the Community Planning and Preservation Commission (CPPC).

Project Description and Review

Project Description

The COA application (Appendix A) proposes the following work:

- Demolition of non-historic porte cochere;
- Construction of new porte cochere on front elevation; and
- Rehabilitation of the front verandah with new flooring to match archival photographs, installation of a new outdoor bar, new railings and lighting, and new stairs on east end of front porch; and
- Site work including a reconfiguration of the front entry driveway and parking area, and installation of new outdoor seating area; and
- Removal of exterior wall, ramps, stairs, and signage, and installation of new site signs, fencing, stairs, and ramp; and
- Replace two doors at Marchand's wing to match existing doors; and
- Construct new entryway to Marchand's Restaurant on east wing.



Figure 2: Proposed site plan.



Figure 3: Existing (left) and proposed (right) elevation drawings of the porte cochere and restored portal.

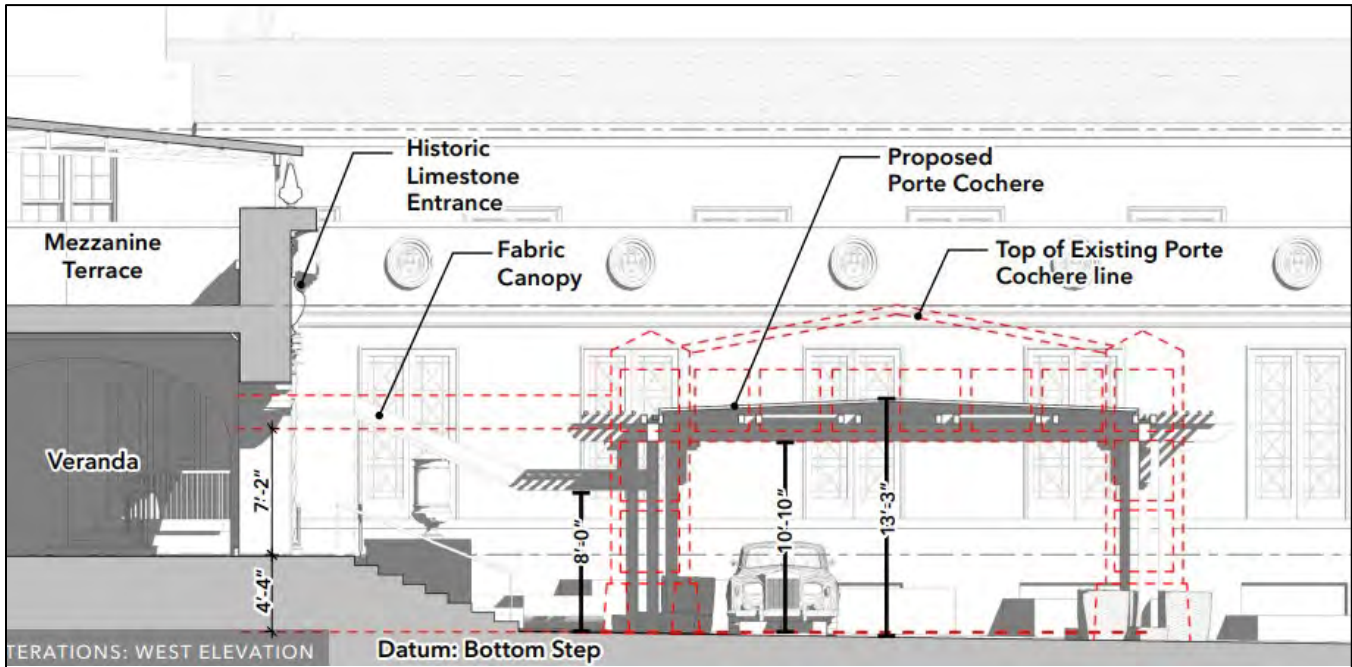


Figure 4: Section of new porte cochere in gray with the red outline of existing porte cochere to be demolished.



Figure 5: Rendering of new entrance to Marchand's in the east wing of the building.

General Criteria for Granting Certificates of Appropriateness and Staff Findings

1. *The effect of the proposed work on the landmark or the property upon which such work is to be done.*

Consistent

The proposal will not substantially affect the integrity of the local historic landmark. The most visible alteration proposed will be the new porte cochere in the front of the main entrance. While the new porte cochere will be approximately nine feet wider and six feet longer in footprint, it will be five feet shorter than the existing 18-foot tall porte cochere. The structure will have a painted aluminum frame with a Knotwood cladding material in Driftwood color that tries to replicate the appearance of weathered wood. The structure will have a clear laminated glass covering over the aluminum frame. Two fabric canopies will attach the porte cochere to the hotel.

The proposed structure has been designed in a more transparent way than the existing porte cochere with thin structural posts. Staff believes that the new porte cochere, based on traditional pergola design, will be more compatible with the historic building and will improve the visibility of the intricate and highly ornate portal.

The application includes work on the front verandah, such as new flooring that more closely matches the flooring documented in historic photographs, a new bar to replace an existing bar, and new railings that meet current code. Historic photographs show that the verandah didn't originally have railings, and the bar is a modern improvement. Both of these items are easily reversible and won't have a detrimental impact on the landmark.

New site work is proposed for the front courtyard. Originally, the property had a circular driveway that created a large central lawn, which was used for recreational activities for hotel guests. It appears that during the 1990s rehabilitation, the front courtyard was changed to a large front parking area with little pedestrian connection to 5th Ave NE. The application proposes reducing the parking area, installing pedestrian walkways from 5th Ave NE, and creating a large outdoor patio on the east side of the courtyard.

The application also includes installing a new entrance stair to Marchand's Restaurant in the east wing. Historic photographs depict that the east wing has always contained seven paired doors that are elevated above the ground without any access from the front courtyard. The applicant wants to build an entryway to the restaurant from the proposed patio area. While this does alter the original intent of the wing, the entryway could be removed at a later time with little impact on the historic building.

2. *The relationship between such work and other structures on the landmark site or other property in the historic district.*

Consistent

The proposed addition of the new porte cochere will be located directly in front of the historic structure and main hotel entrance, but the porte cochere will be replacing an existing porte cochere that currently obscures the ornate portal, which is a character defining feature of the building. While the best practice would be to remove the porte cochere completely, the applicant feels that a porte cochere structure is needed for the hotel to function in modern times.

Staff feels that the proposed porte cochere will be an improvement over the extant structure.

Prior to the current porte cochere, there have been other structures in front of the hotel, such as a fabric canopy that extended to the drive as documented in a 1950s photograph included in the application package.

3. *The extent to which the historic, architectural, or archaeological significance, architectural style, design, arrangement, texture and materials of the local landmark or the property will be affected.*

Consistent The proposal includes the removal of non-historic alterations that were most likely done during the early 1990s renovation period. While the application proposes new features (mainly the new porte cochere and the entry stairs on the east wing), these could be easily removed at a later date without detriment to the structure. As stated above, staff finds the new porte cochere to be a much more appropriate design for the hotel.

4. *Whether the denial of a Certificate of Appropriateness would deprive the property owner of reasonable beneficial use of his or her property.*

Not applicable There is no indication that denial of a COA would adversely affect the property owner's reasonable use of the subject property.

5. *Whether the plans may be reasonably carried out by the applicant.*

Consistent The proposed project appears to be appropriate under this criterion.

6. *A COA for a noncontributing structure in a historic district shall be reviewed to determine whether the proposed work would negatively impact a contributing structure or the historic integrity of the district. Approval of a COA shall include any conditions necessary to mitigate or eliminate negative impacts.*

Not applicable The building is a local historic landmark.

Additional Guidelines for Alterations

1. *A local landmark should be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.*

Consistent The proposed property appears to meet this criterion as it will remain in use as a hotel.

2. *The distinguishing historic qualities or character of a building, structure, or site and its environment shall be preserved. The removal or alteration of any historic material or distinctive architectural features shall be avoided when reasonable.*

Consistent The proposal does not include the removal or alteration of historic materials or distinctive architectural features. The application instead proposes the restoration of architectural features that had previously been removed.

3. *Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings without sufficient documentary evidence, shall not be undertaken.*

Consistent

4. *Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved, as appropriate.*

Consistent The proposed alterations to be removed have not acquired historic significance.

5. *Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.*

Consistent The application does not propose the removal of distinctive features or examples of craftsmanship.

6. *Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, texture, and other visual qualities and, where reasonable, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.*

Consistent The application does not include the removal of deteriorated historic features. It does include the replacement of missing or non-historic features to match features that have been documented in historic photographs.

7. *Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.*

Not applicable No indication that harsh treatment will be used.

8. *Significant archaeological resources affected by a project shall be protected and preserved if designated pursuant to this section. If such resources must be disturbed, mitigation measures shall be undertaken.*

Not applicable This property is not located in an archaeological area.

Summary of Findings, Certificate of Appropriateness Review

Staff evaluation yields a finding of the following criteria being met by the proposed project:

- General Criteria for Granting Certificates of Appropriateness: 4 of 4 relevant criteria partially met.
- Additional Guidelines for Alteration: 6 of 6 relevant criteria satisfied.

Staff Recommendation

Based on a determination of general consistency with Chapter 16, City Code of Ordinances, staff recommends that the Community Planning and Preservation Commission **approve** the Certificate of Appropriateness request for the alteration of the Vinoy Park Hotel, a local historic landmark, with the following conditions:

1. Shop drawings of the proposed replacement Marchand's doors be submitted for staff review to confirm the new doors will match the historic doors in design, materials, configuration, and profile. Changes to the swing operation of the doors, such as door hinges, will not be visible from the exterior.
2. Doors will be installed to be setback within the wall plane and feature a reveal of at least two inches, to match existing door reveal.
3. Wooden exterior casing and trim will be reinstalled in kind.
4. A historic preservation final inspection will be required.
5. All other necessary permits shall be obtained. Any additional work shall be presented to staff for determination of the necessity of additional COA approval.
6. This approval will be valid for 24 months from the date of this hearing, with an expiration date of September 14, 2023.

Appendix A:

Application No. 21-90200083



CERTIFICATE OF APPROPRIATENESS

APPLICATION

All applications are to be filled out completely and correctly. The application shall be submitted to the City of St. Petersburg's Planning and Development Services Department, located on the 8th floor of the Municipal Services Building, One Fourth Street North, St. Petersburg, Florida. Laura Duvekot, Historic Preservationist II, (727) 892-5451 or Laura.Duvekot@stpete.org

GENERAL INFORMATION

Property Address	Parcel Identification No.
Historic District / Landmark Name	Corresponding Permit Nos.
Owner's Name	Property Owner's Daytime Phone No.
Owner's Address, City, State, Zip Code	Owner's Email
Authorized Representative (Name & Title), if applicable	Representative's Daytime Phone No.
Representative's Address, City, State, Zip Code	Representative's Email

APPLICATION TYPE (Check applicable)	
<input type="checkbox"/> Addition	<input type="checkbox"/> Window Replacement
<input type="checkbox"/> New Construction	<input type="checkbox"/> Door Replacement
<input type="checkbox"/> Demolition	<input type="checkbox"/> Roof Replacement
<input type="checkbox"/> Relocation	<input type="checkbox"/> Mechanical (e.g. solar)
<input type="checkbox"/> Other:	

TYPE OF WORK (Check applicable)
<input type="checkbox"/> Repair Only
<input type="checkbox"/> In-Kind Replacement
<input type="checkbox"/> New Installation
<input type="checkbox"/> Other:

AUTHORIZATION

By signing this application, the applicant affirms that all information contained within this application packet has been read and that the information on this application represents an accurate description of the proposed work. The applicant certifies that the project described in this application, as detailed by the plans and specifications enclosed, will be constructed in exact accordance with aforesaid plans and specifications. Further, the applicant agrees to conform to all conditions of approval. It is understood that approval of this application by the Community Planning and Preservation Commission in no way constitutes approval of a building permit or other required City permit approvals. Filing an application does not guarantee approval.

- NOTES:**
- 1) It is incumbent upon the applicant to submit correct information. Any misleading, deceptive, incomplete or incorrect information may invalidate your approval.
 - 2) To accept an agent's signature, a notarized letter of authorization from the property owner must accompany the application.

Signature of Owner: _____ n/a _____ Date: _____ n/a _____

Signature of Representative: _____ Date: _____
 R. Donald Mastry, as agent



st.petersburg
www.stpete.org

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: SCG Hotel LLC

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

Property Address: 501 5th Ave. NE

Parcel ID No.: 17-31-17-94240-001-0010

Request: Certificate of appropriateness and any related approvals

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): R. Donald Mastry, Trenam Law, and David Rau, Hart Howerton

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.

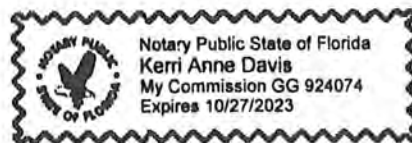
Signature (owner): *Bryan Garza* BRYAN GARZA
Printed Name

Sworn to and subscribed on this date

Identification or personally known: Personally known

Notary Signature: *Kerri Anne Davis* Date: March 11, 2020

Commission Expiration (Stamp or date):



**NARRATIVE IN SUPPORT OF APPLICATION FOR CERTIFICATE OF
APPROPRIATENESS TO CPPC**

SCG Hotel LLC (“Applicant”) is the ground tenant of The Vinoy Hotel located at 501 5th Ave. NE (the “Property”). The Vinoy is listed on the City’s register of local landmarks.

The Applicant is proposing to undertake a major rehabilitation of The Vinoy. In connection with this renovation and due to The Vinoy’s listing as a local landmark, the Applicant is submitting this application for a certificate of appropriateness for those portions of the renovation which must be approved by the CPPC.

A separate certificate of appropriateness for those portions of the renovation requiring staff approval was issued on April 13, 2020.

Project

The proposed rehabilitation of The Vinoy will preserve this iconic landmark for future generations of visitors and ensure the resort’s continued competitive position among its peers in the Florida hospitality market – improving its overall quality, appearance, and service. The proposed rehabilitation plan encompasses full restoration of the building’s architectural features and renovation of the surrounding landscape, along with removal of various inappropriate prior changes. In all respects, the goal is to reinstate the original design intent of the building’s architect, Henry L. Taylor, who was commissioned by founder Aymer Vinoy Laughner, to create a Mediterranean Revival style destination resort overlooking Tampa Bay that would open in 1925. Today, the building is a City of St. Petersburg local landmark and is listed on the National Register of Historic Places.

The project’s development team includes industry leaders from the fields of architecture, landscape architecture, preservation planning, and interior design. Architects for the project are Hart Howerton of New York City and San Francisco, whose notable hospitality design credentials include The Island House on Nassau in The Bahamas, The Cloisters at Sea Island, Georgia and the recently opened Eclipse at Half Moon in Montego Bay, Jamaica. EDSA will provide landscape architecture, overseeing redevelopment of the resort grounds and functional improvements to the arrival court. Their global portfolio of completed resorts on 6 continents includes the Fairmont Mayakoba in Mexico, Kimpton Sea Fire in Grand Cayman, Boca Raton Resort and Club, and Rosewood Castiglion Del Bosco in Italy. The historic preservation consultant for the project is architect Stephanie Ferrell of Farrell Development in Tampa, a regional leader in the renovation and adaptive reuse of historic structures. Her work includes the recently completed conversion of downtown Tampa’s Federal Courthouse for use as a Le Méridien Hotel. Interior designers for the spaces within the building and certain exterior furnishings are Rockwell Group of New York City whose portfolio of world class hotel designs include Nobu Hotel Miami Beach and the recently completed repositioning of Alohilani Resort Waikiki Beach. The Plasencia Group of Tampa serves as the project’s real estate advisors, a role they have played on a range of projects including the Don CeSar Resort on St. Pete Beach, the Fairmont Roosevelt in New Orleans, Tampa Marriott Water Street, Streamsong Resort and many others.

Significant research was undertaken over 24 months of planning to ensure an appropriate response to the historic resource and its sensitive setting. First, the building was documented using sophisticated laser scanning technology to precisely record its physical characteristics and features in digital form. The architects then translated this data into a virtual 3D model of the building, resulting in accurate existing conditions documents, both inside and out. Other experts outlined recommendations to ensure compliance with current guidelines for accessibility for the disabled. Meanwhile, archival research was conducted to collect primary source reference materials including original architectural drawings from various building campaigns as well as historic photography, old maps and surveys, early marketing and public relations ephemera, early newspaper accounts, historic postcards, etc. Important oral history interviews were conducted with members of the Laughner family, the now-retired historian of The Vinoy, long-time area residents and past employees of The Vinoy. The design team used the trove of archival and other data collected to inform the work as it proceeded through the planning stages.

The proposed rehabilitation plan results from ownership's deep commitment to three principal objectives. First, to preserve and restore the building's original materials, details, and features, using the best means applicable, to ensure its longevity for future generations of guests. Second, to resolve inappropriate prior alterations and additions (generally made as part of a rehabilitation project in 1991) and to do so guided by the original vision and design intent of architect Henry Taylor. Third, to make discrete, incremental modifications that strengthen The Vinoy's relationship with the city at large - with Beach Drive, Straub Park, and the North Yacht Basin – for the purpose of welcoming and engaging the local community.

The rehabilitation plan represents a significant investment in the technical preservation of the building. This includes replacement of virtually every window and exterior door with custom fabricated products to replicate the original historic conditions. The existing windows are not original and are badly failing due to design flaws in their detailing and installation in 1991. Replacement windows will be historically accurate in design, configuration and size, but detailed, engineered and certified to meet current hurricane ratings and energy codes in order to better protect the underlying structure. Exterior walls will receive new coatings, repairs to waterproofing, and insulation (to be installed from within) to mitigate the risk of future mold growth.

Inappropriate additions made during the 1991 rehabilitation project are proposed to be demolished and replaced with more discrete elements. This involves the existing porte cochere which was approved by the City and the National Park Service for the 1991 renovation. Today, the porte cochere detracts from the landmark, obscuring one of the building's principal design features: namely, Henry Taylor's splendid Spanish Baroque style entrance gateway. Historic photography and postcards reinforce Taylor's original intent that The Vinoy itself should act as a portal to the City, to the park, to the harbor, and to the pier beyond, and he designed it as a heroic civic gesture to greet visitors from a great distance arriving from all directions, on foot, by car, or by boat. Incomprehensibly, this character-defining aspect of the architect's design was blatantly obscured by the 1991 additions (the gateway's three monumental finials were also lost during this period). Perhaps more unfortunate, Taylor's other bold stroke, a dramatic view of harbor from the Verandah looking back through the gateway's fanciful frame has also been lost, blocked by the massive steel girders of the existing port cochere.

The existing porte cochere fails in practical ways as well. It can only reasonably serve one car at a time under cover and other guests dropped off are deposited uncovered in the rain; the minimal enclosure of the porte cochere cannot accommodate the volume of arriving vehicles demanded by contemporary hotel operations standards – especially during a summer storm event. These deficits negatively impact resort operations and a visitor’s experience.

The proposed porte cochere design looks to entirely demolish the ungainly existing 1991 structure and to replace it in-kind with a new design. The proposed new structure would approximate the same footprint of the existing structure, but with a more discretely attenuated structure, a simplified profile, and a lower overall height. These measures ensure that views of Taylor's gateway - both inward and outward - will be greatly enhanced.

The design of the proposed porte cochere is further detailed to be complimentary yet differentiated from the building’s historic arcaded façade. Conceived as a contemporary interpretation of a garden pergola – as might be found adjoining traditional Mediterranean style buildings – the new scheme is minimally detailed and differentiated from the historic resource. A semi-transparent glass ceiling replaces the old dark roof of the 1991 structure, while slender and attractive structural members and columns replace heavily-detailed steel girders and boxy pylons, the overall impact of the porte cochere is minimized and simplified. By reducing the sizes of the supporting pylons and extending cantilevered covered roof elements this new canopy meets the functional demands of car coverage and operational flexibility requirements. A delicate louver system affixed under the glass ceiling diffuses light to temper environmental conditions below for arriving visitors and valet staff. Landscape plantings surrounding the porte cochere and throughout the entire arrival court, will restore the building’s resort grounds as a lush tropical garden.

Landscape improvements to the resort grounds are designed to reconnect the property with the adjacent Straub Park and the cityscape, providing better access and interaction for pedestrians. Paving surfaces in the arrival court will be dramatically reduced (made possible by the introduction of a new outdoor seating area on raised wood decks) and the existing Augusta block pavers will be stored and reused in the new drive surfaces. Non-historic stucco perimeter piers and metal railings along Fifth Avenue are proposed to be demolished, again to open the landscape to the community. New pathways enhance guest safety and ease of access to the resort’s renovated venues, welcoming pedestrians along Beach Drive to turn along Fifth Avenue and visit The Vinoy. These paths also give new, safely-accessible routes for the disabled from the street to the arrival court and up to the Verandah. Limited site walls with verdant planting will support new signs along Fifth Avenue, including replacement of the large and imposing stucco sign at the corner – newly designed to reinforce The Vinoy’s vital relationship within the downtown community.

Request

This application for certificate of appropriateness covers the following improvements:

- Carports & Porte Cocheres
 - Remove and replace an existing non-historic porte cochere structure located at the principal entrance of The Vinoy resort on the south façade. The existing

porte cochere had been previously approved and erected as part of a 1991 rehabilitation project. The existing structure is generally regarded as inappropriate by today's preservation standards; it also does not meet minimum operational standards for a resort of this stature. The existing structure, composed of heavy structural steel girders and boxy pylons, blocks the view of the building's unique Spanish Baroque entry gateway, a character defining element of the original design envisioned by architect Henry Taylor. This gateway feature was meant to be seen from afar and at varying scales as one approached the building. A new porte cochere is proposed with a substantially simpler, discrete design, which opens the view to the gateway feature while better servicing operational needs. The new design also addresses climate change and weather conditions by increasing coverage and introducing new storm water management systems for enhanced protection during storm events. Emergency vehicle access will remain unchanged from the current existing conditions. The new porte cochere is physically separated from the historic building as a freestanding element, with only lightweight fabric canopies connecting to the building with a discrete, reversible attachment detailed at the historic building facade. The overall effect is differentiated from the historic building in its simplified character and contemporary detailing.

- Decks & Patios (with a roof)
 - Remove and replace the existing bar and equipment on the Verandah. The length of the bar will increase from the existing permitted condition of one bay to two thereby allowing for a minimized back bar element. The new bar will respect the two glazed archway openings by not obscuring them with any fixed bar elements. There will be a vertical display element resting along the back bar and arching over the existing archways in the façade. This is intended as a freestanding minimal metal, glass and wood element that is an FF&E item that rests on the back bar and is only tied back to the façade to prevent tipping.
 - Remove and replace the existing non-historic floor tile at the outdoor Verandah and adjoining main steps down to the motor court. The Verandah is proposed to receive new handmade ceramic tile floors matching the lobby's Arts & Crafts style tile, to be set in a square grid matching the original condition as documented by archival photography. The existing border will be replaced with sandblasted limestone. A small decorative mosaic inset in the flooring at the entry with the hotel name and insignia is also proposed.
 - Remove and replace the small existing stair at the east end of the Verandah with a new stair, cheek wall and railing. From historic plans and photographs this corner of the Verandah has seen multiple alterations over the years. The existing stair may be original but does not meet applicable building codes or accessibility guidelines. The new stair will comply with applicable building codes and accessibility guidelines. The design of the new stair is a contemporary interpretation of the building's Mediterranean style rendered in a discrete, differentiated manner.

- Remove and replace existing non-historic railings with code compliant railings to match existing finish.
 - Remove and replace existing non-historic wall and ceiling mounted lighting fixtures and fans. The existing non-historic wall sconces will be replaced with a lantern style wall mounted fixture. A portion of the existing ceiling fans will be replaced with light fixtures. All of these ceiling fixtures were originally lighting elements. Replacing fans with a light fixture more closely matches the original condition. Existing surface mounted ceiling lighting over the existing bar will be replaced in kind.
- Doors, Entries and Garage Doors
 - Make changes permitting access from Marchand's to allow service to the east side of the arrival garden and outdoor venue. The design of this access element is conceived as a small stoop with minimal steps acting as a bridge to the historic structure, which discretely and minimally meets the existing building. The existing opening will be reused and the existing non-historic doors will be replaced with new doors and hardware to match the original designs. The original doors would have swung out which will be matched in the new installation. An existing railing on the inside of the door (non-visible from the exterior) will be removed and stored permanently. The original door openings allow for a 72" pair of doors, which meets code for clear passage.
 - Replace the existing non-historic door to Marchand's from the east end of the Verandah. The existing opening will be reused, and the existing non-historic doors will be replaced with new doors and hardware to match the original designs. This original door swung in due to the non-code compliant exterior stair. With the revisions to this stair to bring it up to code, this door can now swing outwards to match all the adjacent historic door operations on this side of Marchand's façade.
 - Restore the missing decorative finials at the main gateway entry arch, including the center element and the two flanking side finials, based on archival research. Such changes will be coordinated with city preservation staff.
- Site Walls & Fences; Landscape Features; Signs
 - Remove existing non-historic site walls and railings, install limited wall piers for use as site signs, and in-kind replacement of an existing non-historic low fence securing the southwestern perimeter of the resort grounds. As confirmed by archival photographic documentation, the existing pink stucco piers and railings are not original, perhaps dating to 1991 or later. At the corner of Fifth Avenue and Beach Drive, a 3' high wall with entry signage, significantly lower than the existing, opens the property to views from the surrounding community. Flanking the motor court's vehicular entry, a 3' high wall with entry sign marks the entry point to the property, with signage along both the east and west entry points. A new 42" high metal picket fence will replace an existing outdated chain-link fence at the southwestern property perimeter along Fifth Avenue.

The new fence will be relocated further north into the property to be obscured by landscape and less visible than existing. This fence will be concealed by dense planting and will include a secure gate for occasional pedestrian access. No new curb cut is proposed at the gate location.

- Remove the two existing non-historic entry ramps, cheek walls and railings flanking the main hotel entry. The two existing ramps are to be replaced in kind with a single ramp to the west. Only a single ramp connection is required. Removing the east ramp will restore this portion of the property to its original historic state as viewed from the entry drive and allow increased space for vegetation and green space along this portion of the arrival area.
- Remove the existing non-historic site walls, entry signage and railings at the center of the motor court entry area along Fifth Avenue and replace with a new arrival fountain. The original historic condition did not have entry signage or walls on center with the main entry. By removing these elements and replacing with a low fountain the historic views toward the main entry are restored and original views towards the marina from the entry are also improved.
- Remove existing non-historic paving at the far east end of the motorcourt at the existing outdoor seating area, greatly reducing overall paved area. Replace with low raised wood decks freestanding and independent from the historic resource for an updated outdoor seating venue set in a lush landscape. The raised wood decks will contain steps up to the proposed new Marchand's access door and stoop.

Discussion of General Criteria for Granting Certificates of Appropriateness
(Sec. 16.30.070.2.6.E of the Land Development Code)

1. The effect(s) of the proposed activity on the local landmark.

In lieu of the existing porte cochere, a more discrete and functional solution is proposed, designed to be sympathetic yet differentiated in character to the historic structure. These changes will have a positive effect on the historic structure by replacing the existing unsightly porte cochere with a more architecturally appropriate, attractive and functional replacement.

Importantly, the replacement porte cochere has been designed to enhance the view of the front entry and façade of the historic structure as much as possible. This represents a major improvement over the existing structures, which currently block a large portion of the front entry and façade, contrary to the original design of the historic structure.

A new access point from Marchand's to the east side of the arrival garden is proposed by utilizing an existing doorway. A small bridge, which discretely and minimally meets the existing building will be installed to allow pedestrians along Fifth Avenue, or passengers being dropped-off in the arrival court, to directly enter Marchand's from the west, without passing through the Verandah or the lobby. There will be no change in openings and the new single doors will appear nearly

identical in appearance to the existing doors. The addition of this entrance will result in a major improvement in functionality of Marchand's and connectivity to the new outdoor seating area.

Finally, a number of changes to fences and walls in front of the front façade are being proposed, which correspond with major upgrades to landscaping around the Property. None will result in any negative impact on the historic structure and have been designed to avoid obstructing views of the front façade.

2. *The relationship between such activity and other structures on the property or, if within a historic district, other property in the historic district.*

The proposed improvements will have no adverse impact on other structures on the Property or other property in the historic district.

Structures on the Property other than the hotel itself are not historic. However, all improvements, including those to non-historic structures, have been designed as part of one master planned project that is compatible with and complements the historic structure. There will be no change to the architectural style or distinguishing historic qualities or character of the historic structure.

The Property is on the far northeast edge of the Downtown St. Petersburg National Historic District. The only adjacent property within this district is Straub Park, which is separated from the Property by 5th Ave. NE. Straub Park is a contributing site within the district, but contains no contributing buildings. The proposed improvements will have no adverse impact on this site.

3. *The extent to which the historic, architectural, or archaeological significance, architectural style, design, arrangement, texture and materials of the local landmark or the property will be affected.*

As discussed above, there will be no adverse effect on the historic, architectural, or archaeological significance, architectural style, design, arrangement, texture and materials of the local landmark or the Property.

The improvements proposed have all been designed to match the style, design, arrangement, texture and materials of the historic structure, as closely as possible.

No removal or alteration to any historic materials is proposed. All materials being altered are non-historic.

4. *Whether the denial of a COA would deprive the property owner of reasonable beneficial use of the property.*

The Property is zoned DC-3, which permits a number of uses, including hotels, by right. The Applicant is continuing to use the Property as a hotel, which is also its

historic use. The proposed improvements have been designed to match the style, design, arrangement, texture and materials of the historic structure, as closely as possible, while allowing for functional and aesthetic improvements required to maintain the historic structure as a first class hotel.

Denying a COA for the proposed improvements will hinder the continued use of the structure for its historic use, which is a reasonable beneficial use of the Property. The existing porte cochere limits vehicular clearance through the motor court, negatively impacting valet and bell service for arriving guests, as well as safe access to taxis, rideshares (Uber, Lyft), and the city trolley (Downtown Looper).

5. *Whether the plans may be reasonably carried out by the applicant.*

The Applicant has the financial and technical capabilities to undertake all of the proposed improvements and intends to begin construction as soon as possible after receipt of a COA.

6. *A COA for a noncontributing structure in a historic district shall be reviewed to determine whether the proposed work would negatively impact a contributing structure or the historic integrity of the district. Approval of a COA shall include any conditions necessary to mitigate or eliminate the negative impacts.*

The proposed improvements will have no adverse impact on the historic structure or the historic integrity of the district. There will be no change to the architectural style or distinguishing historic qualities or character of the historic structure. All improvements, including those to non-historic structures, have been designed as part of one master planned project that is compatible with and complements the historic structure.

Discussion of Additional Guidelines for Alterations
(Sec. 16.30.070.2.6.F of the Land Development Code)

1. *A local landmark should be used for its historic purpose or be adaptively fit into a new use that requires minimal change to the defining characteristics of the building and its site and environment.*

The Applicant is continuing to use the Property as a hotel, which is its historic purpose.

2. *The distinguishing historic qualities or character of a building, structure, or site and its environment shall be preserved. The removal or alteration of any historic material or distinctive architectural features shall be avoided when reasonable.*

This application does not involve changes to any distinguishing historic qualities or character of the structure, or distinctive architectural features. No removal or alteration to any historic materials is proposed. All materials being altered are non-historic.

The proposed porte cochere will partially restore the currently obstructed views of the front entry and façade of the historic structure as much as possible, consistent with the original design of the building. This represents a significant improvement to this distinguishing quality and character of the building.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings without sufficient documentary evidence, shall not be undertaken.

This application does not involve changes that create a false sense of historical development. The replacement porte cochere has been designed be sympathetic yet differentiated in character to the historic structure, consistent with contemporary historic preservation principles.

4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved, as appropriate.

No changes to the structure have acquired historic significance in their own right. In particular, the work of the 1991 rehabilitation, principally the porte cochere is generally considered to be inappropriate by today's preservation standards and should be replaced.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

Except for the replacement of the porte cochere, this application does not involve changes to any distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize the Property.

The proposed porte cochere will partially restore the currently obstructed views of the front entry and façade of the historic structure as much as possible, consistent with the original design of the structure. This represents a significant improvement to this distinctive feature of the structure.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, texture, and other visual qualities and, where reasonable, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

This application does not involve changes to any deteriorated historic features. Missing finials at the main gateway arch are proposed to be restored based on archival research. Such changes will be coordinated with city preservation staff.

7. *Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.*

This application does not involve chemical or physical treatments to the structure that will cause damage to historic materials. Any treatments or cleaning will be performed using the gentlest means possible to avoid any adverse impact on historic features or materials.

8. *Significant archaeological resources affected by a project shall be protected and preserved if designated pursuant to this section. If such resources must be disturbed, mitigation measures shall be undertaken.*

This application does not involve any archeological resources.

The Vinoy St. Petersburg, Florida

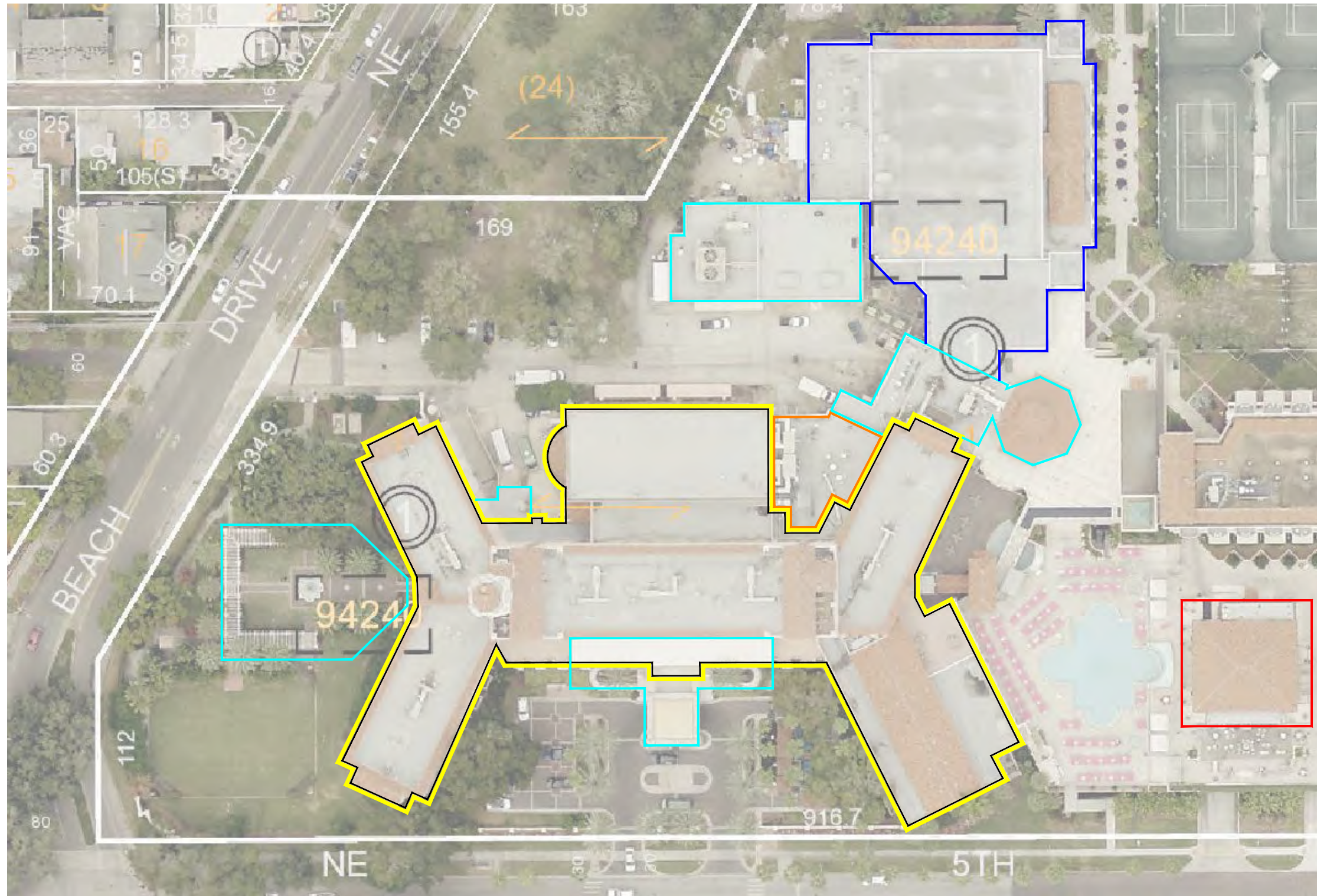
Volume II: CoA Review

JULY 6, 2021



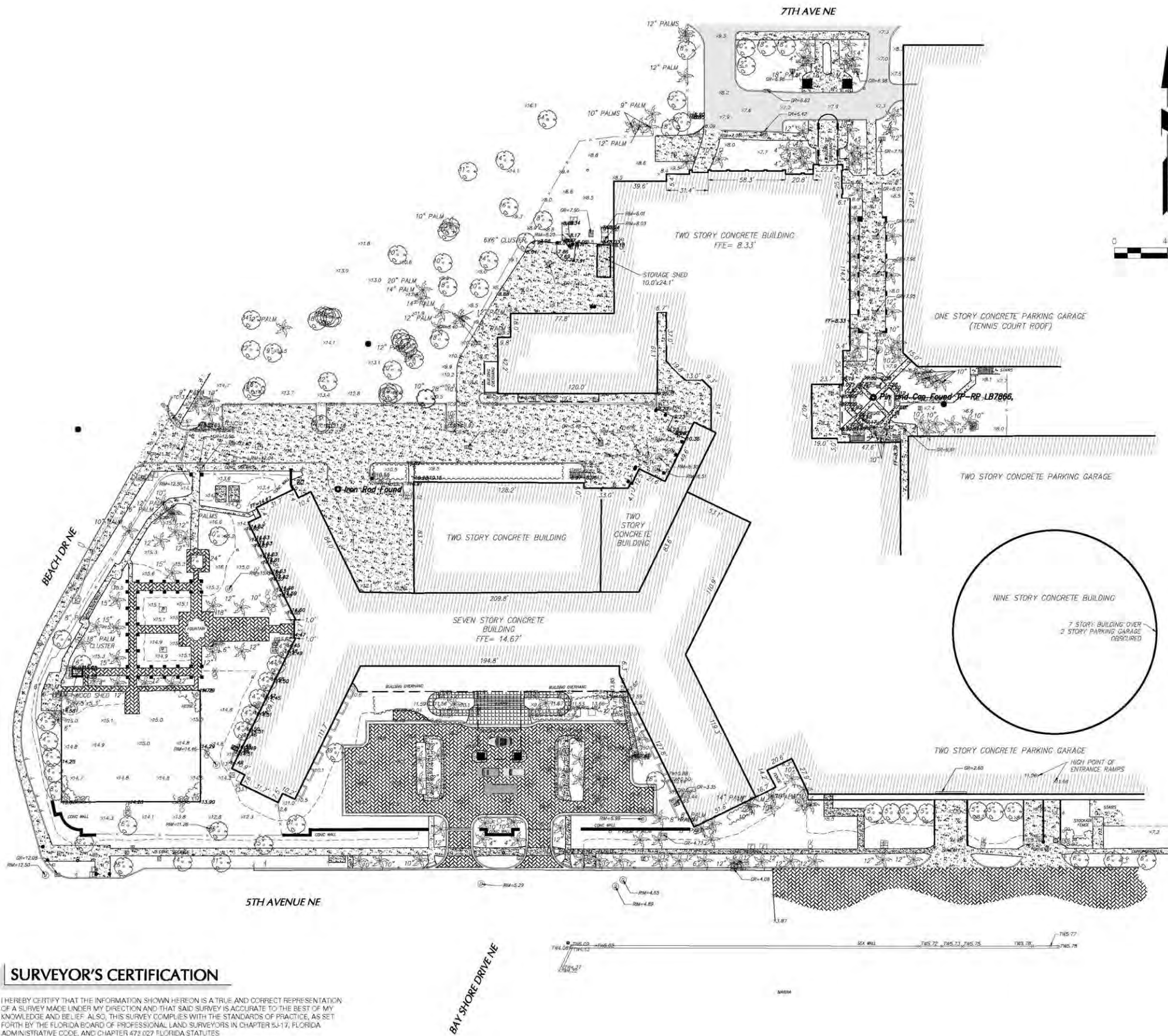
HART HOWERTON
NEW YORK • SAN FRANCISCO

rockwellgroup



- | | |
|--|---|
| <p> 1925 original building footprint
Permit issued 2/7/1925 for Seven -story reinforced concrete hotel building (350 rooms)
Hotel grand opening Dec. 31, 1925.</p> <p> Early Additions
(existing pre-1992 renovations)</p> | <p> 1992 renovations
including tea garden, motor court, porte-cochere, veranda roof, pool, entire interior, most if not all exterior doors and windows</p> <p> 2000 Palm Court Ballroom</p> <p> 2019 Marina Grill (aka Paul's Landing)</p> |
|--|---|

The Vinoy | Historic Site Plan - Changes Over Time



LEGEND AND ABBREVIATIONS

NOT SHOWN TO SCALE:

	AIR CONDITIONER
	BOLLARD
	SIGN
	PALM TREE
	TREE
	CATCH BASIN
	ELECTRIC BOX
	ELECTRIC METER
	UTILITY MARKER
	FLAG POLE
	PEDESTRIAN SIGNAL
	TRAFFIC SIGNAL
	POWER POLE
	GUY WIRE
	LIGHT POLE
	MANHOLE (TYPE AS LABELED)
	WATER METER
	WATER VALVE
	SET IRON ROD AND CAP
	SET PK AND WASHER
	STOCKADE FENCE
	CHAINLINK FENCE
	TREE LINE
	LANDSCAPE AREA
	OVERHEAD WIRE
	EDGE OF WATER
	BUILDING OVERHANG
	BENCHMARK
	CONCRETE CURB
	DUCTILE IRON PIPE
	EDGE OF PAVEMENT
	OFFICIAL RECORDS BOOK
	PAGE
	GRATE
	NUMBER
	PLAT BOOK
	RADIUS
	REINFORCED CONCRETE PIPE
	RIGHT OF WAY
	SQUARE FEET
	POST INDICATOR VALVE
	FINISHED FLOOR
	CONCRETE
	PAVERS

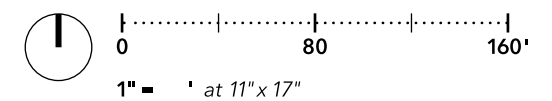


SURVEY REPORT

1. THIS SURVEY IS INTENDED TO DEPICT CURRENT SITE CONDITIONS AND IMPROVEMENTS AT THE TIME OF THE FIELD SURVEYS. THE INTENDED FEATURES OF THIS TOPOGRAPHIC SURVEY ARE INTENDED TO INCLUDE: GROUND SHOTS, ABOVE GROUND UTILITIES AND IMPROVEMENTS.
2. THE FEATURES SHOWN HEREON ARE REFERENCED TO GRID NORTH BASED UPON THE STATE PLANE COORDINATE SYSTEM, FLORIDA WEST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) REFERENCED TO THE FLORIDA PERMANENT REFERENCE NETWORK.
3. ELEVATIONS SHOWN HEREON ARE BASED UPON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) REFERENCED TO THE FLORIDA PERMANENT REFERENCE NETWORK.
4. RELATIVE HORIZONTAL AND VERTICAL ACCURACIES OF THE FEATURES SHOWN ARE ESTIMATED TO 0.2"±, BASED UPON GROUND SURVEYS COMPLETED USING STANDARD TOTAL STATION TRIGONOMETRIC METHODS AND REAL TIME GPS METHODS. THE LIDAR IS A BARE EARTH MODEL WITH A RELATIVE HORIZONTAL AND VERTICAL ACCURACY OF 0.2"±.
5. THE LAST DAY OF FIELD WORK WAS JANUARY 30, 2020.
6. BEFORE ANY EXCAVATIONS ARE BEGUN, THE PROPER UTILITY AGENCIES MUST BE CONTACTED FOR VERIFICATION OF UTILITY TYPE AND FOR FIELD LOCATIONS.
7. LINEAR UNITS ARE SHOWN IN U.S. SURVEY FEET.
8. THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1"=40' OR SMALLER.
9. SURVEY MAP AND REPORT OR COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
10. ADDITIONS OR DELETIONS OF THIS MAP AND REPORT BY OTHER THAN THE SIGNING PARTY OR PARTIES ARE PROHIBITED WITHOUT THE WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.

SURVEYOR'S CERTIFICATION

I HEREBY CERTIFY THAT THE INFORMATION SHOWN HEREON IS A TRUE AND CORRECT REPRESENTATION OF A SURVEY MADE UNDER MY DIRECTION AND THAT SAID SURVEY IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF. ALSO, THIS SURVEY COMPLIES WITH THE STANDARDS OF PRACTICE, AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL LAND SURVEYORS IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE, AND CHAPTER 472.027 FLORIDA STATUTES.



S-14—Vinoy Park Hotel on Tampa Bay, St. Petersburg, Fla.



The Vinoy | Original Design Intent - Civic Portal to St. Petersburg



ORIGINAL CONDITIONS 1927



ORIGINAL CONDITIONS 1927

The Vinoy | Original Design Intent - Arrival Gateway



ORIGINAL CONDITIONS 1927



HISTORIC CONDITIONS 1950'S

The Vinoy | Changes Over Time - 1950's Arrival Gateway



ORIGINAL CONDITIONS 1927



The Vinoy | Changes Over Time - 1991 Approved Alterations - Arrival Gateway

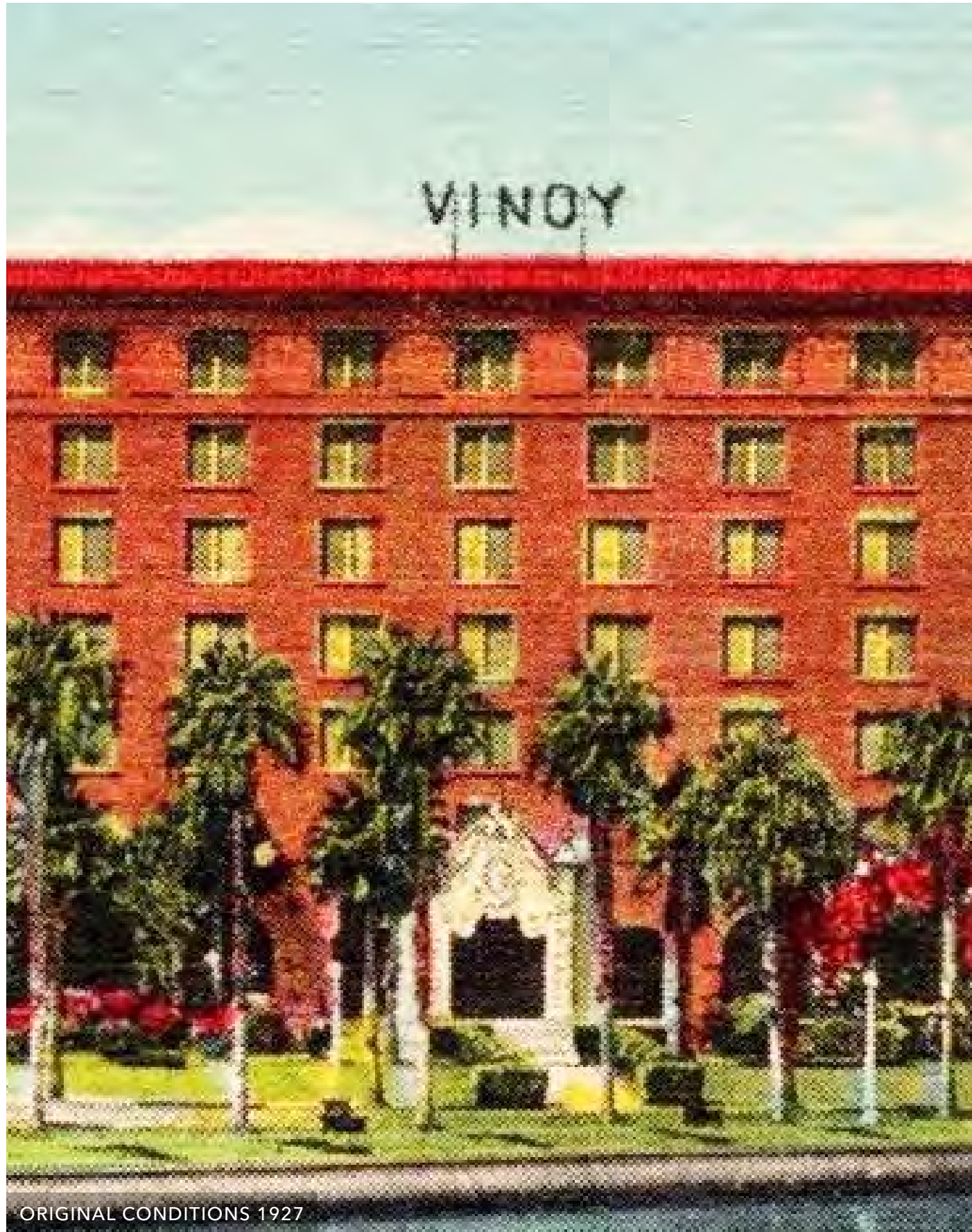


ORIGINAL CONDITIONS 1927



EXISTING CONDITIONS - 1991 TO PRESENT

The Vinoy | Changes Over Time - 1991 NPS Approved Alterations - Arrival Gateway

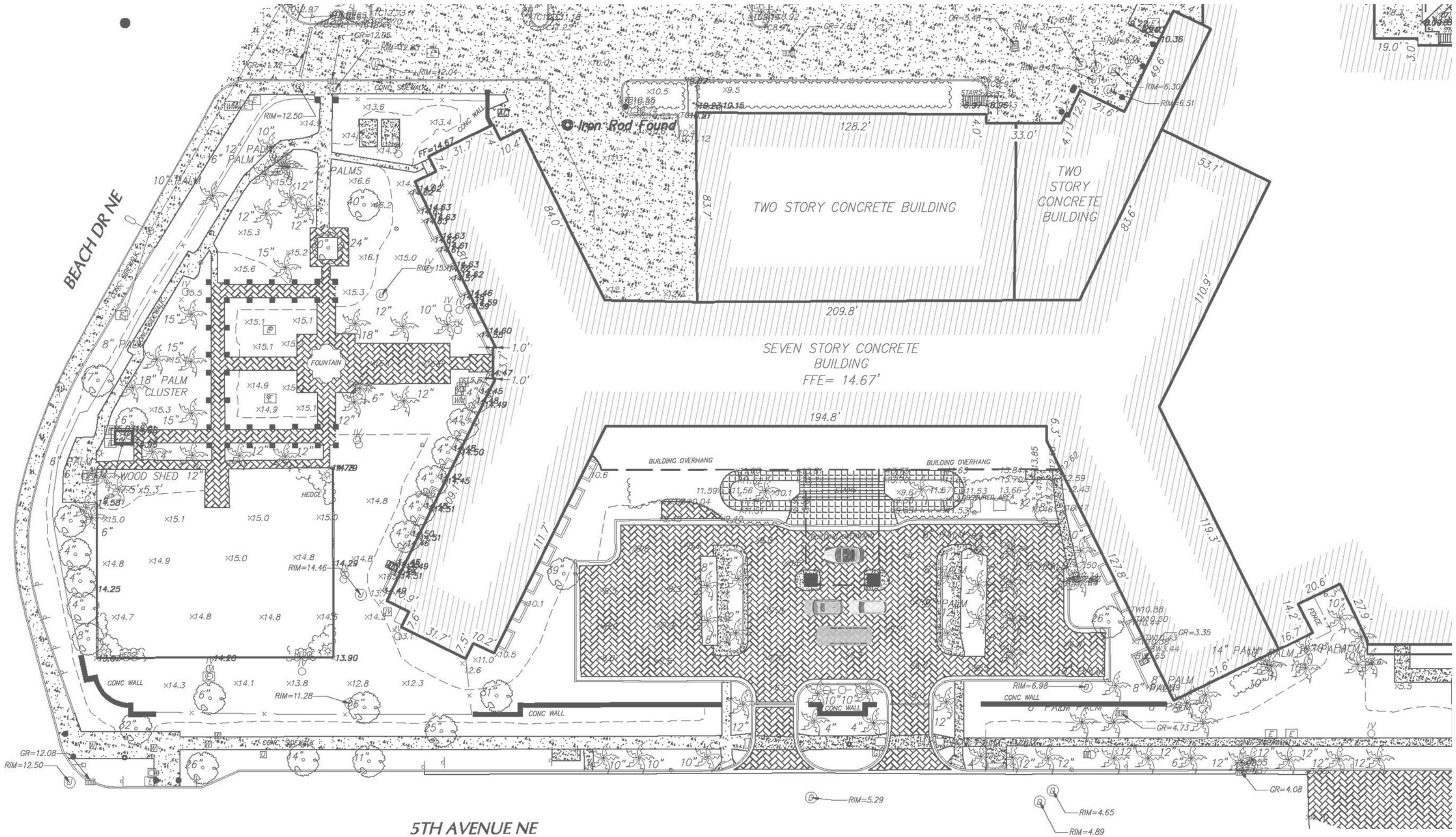


ORIGINAL CONDITIONS 1927

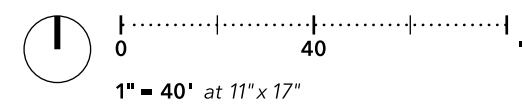


EXISTING CONDITIONS - 1991 TO PRESENT

The Vinoy | Changes Over Time - NPS Approved Alterations - Porte-Cochere & Mezzanine Canopy



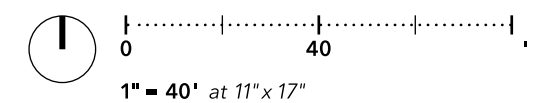
The Vinoy | Existing Site Plan - Civil Survey



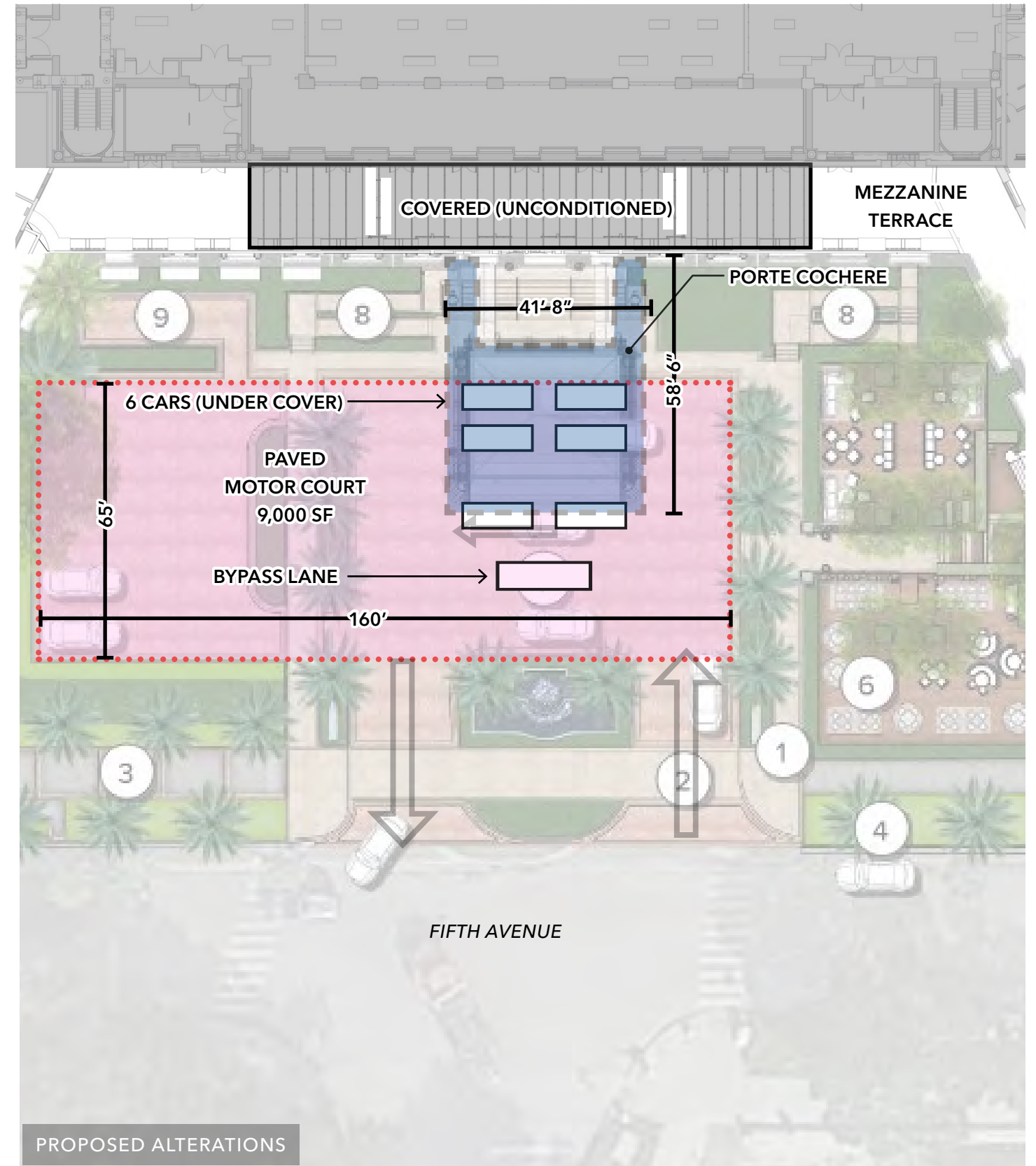
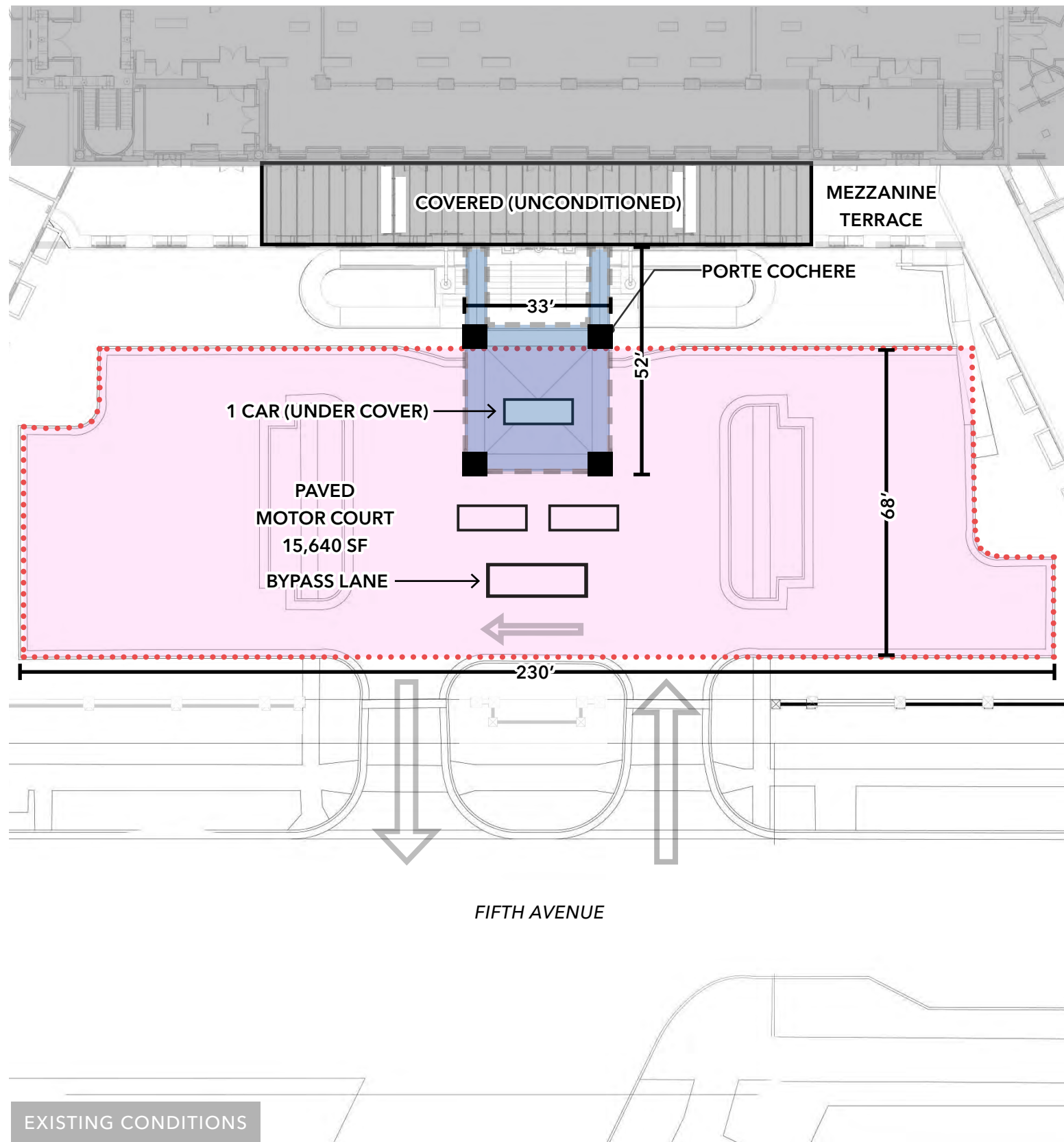


LEGEND

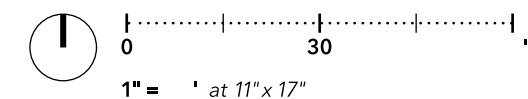
- ① Monument Sign
- ② Entry
- ③ Widened (12') Sidewalk
- ④ Reconfigured Street Trees / Palms
- ⑤ Hotel Motorcourt & Porte Cochere
- ⑥ Outdoor Venue (Watercolor)
- ⑦ Connecting Entry (Marchand's)
- ⑧ Ramp
- ⑨ Bike Parking
- ⑩ Indoor Venue (Marchand's)

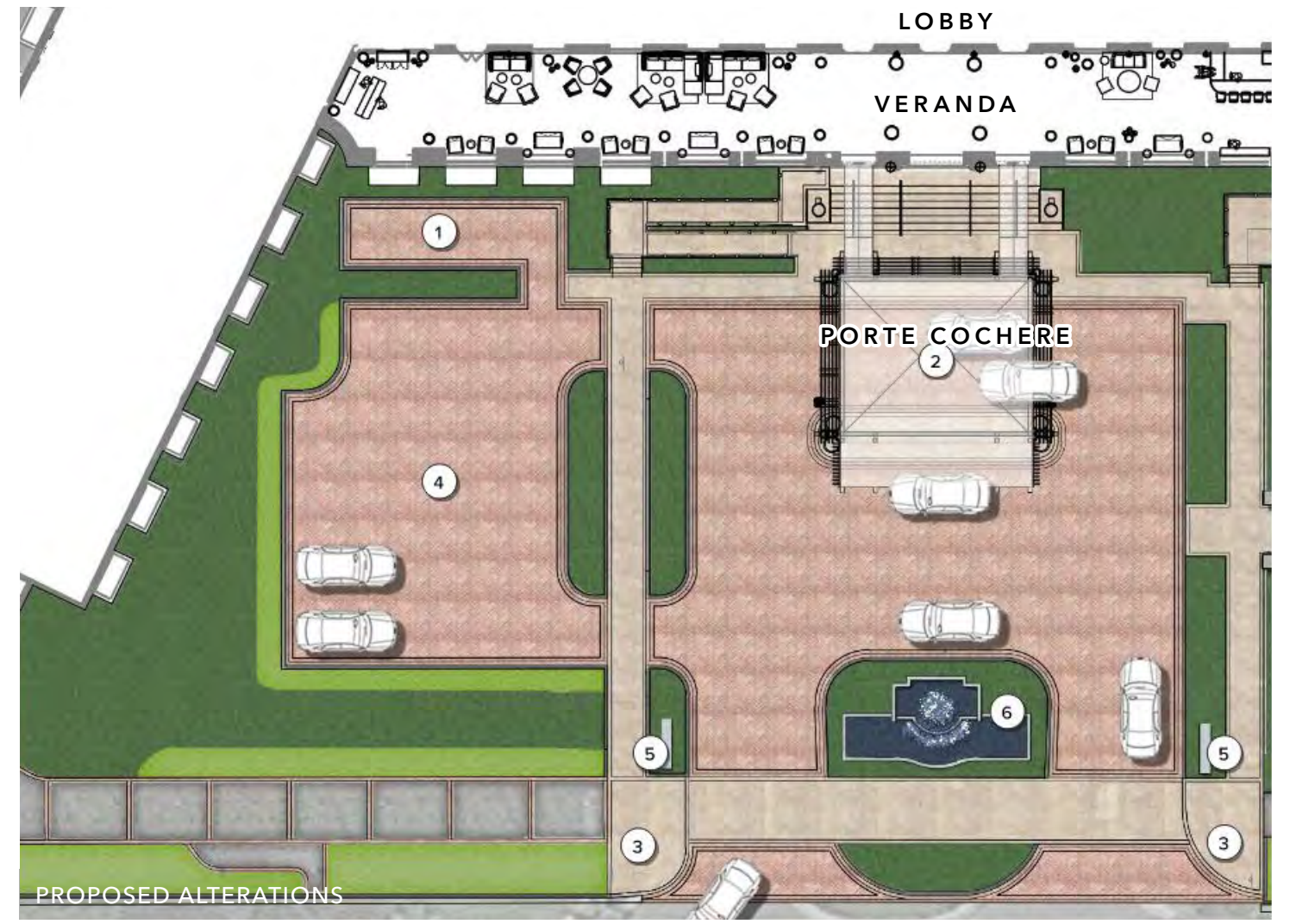
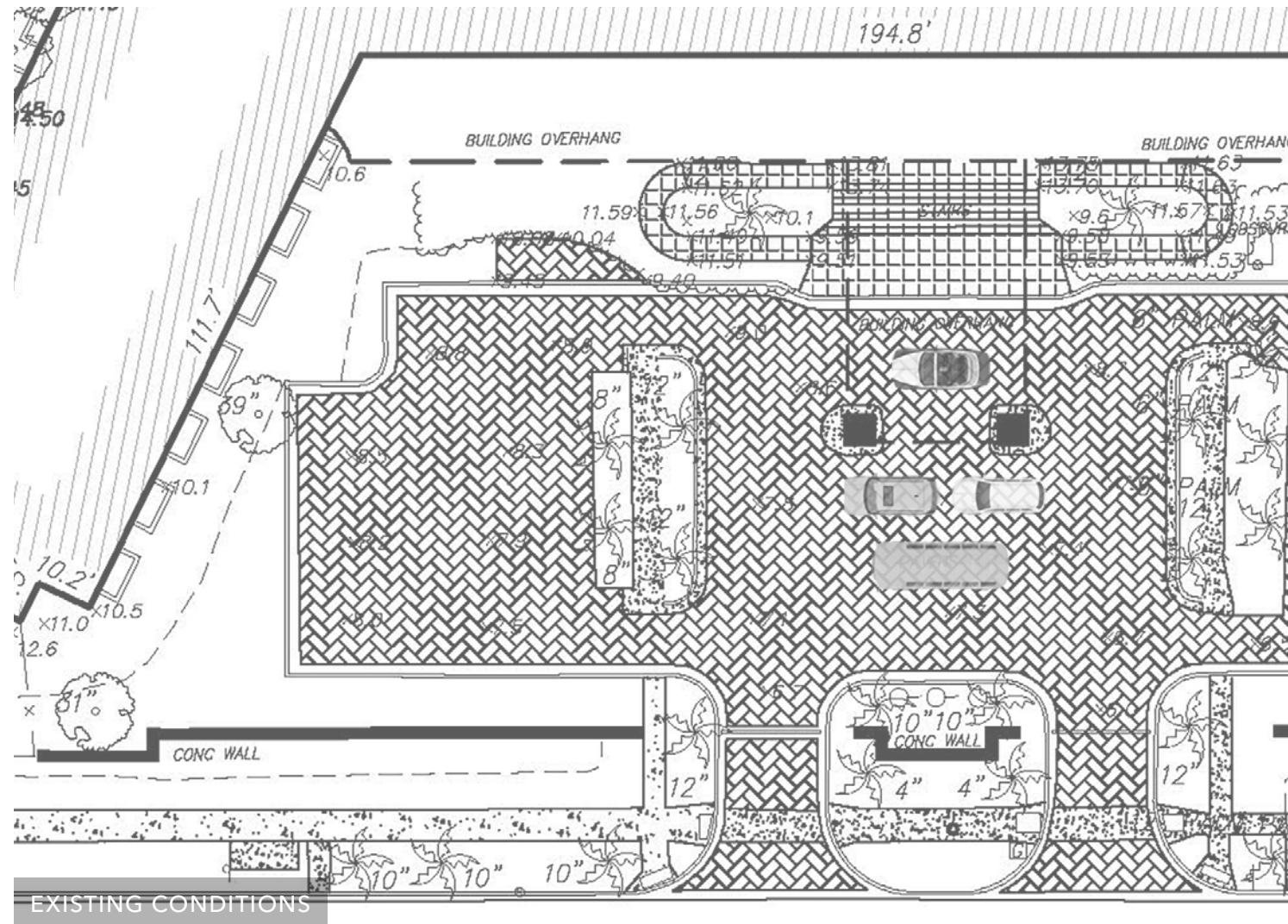


The Vinoy | Master Plan - Fifth Avenue, Watercolor, and Motorcourt



The Vinoy | 1- Motorcourt and Porte Cochere

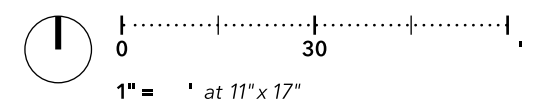




LEGEND

- ① Bike Parking
- ② Double Stacked Entry
- ③ Enhanced Street Intersection/ Arrival
- ④ Valet Staging
- ⑤ Monument Signage
- ⑥ Arrival Fountain

The Vinoy | 1 - Motorcourt & Porte Cochere





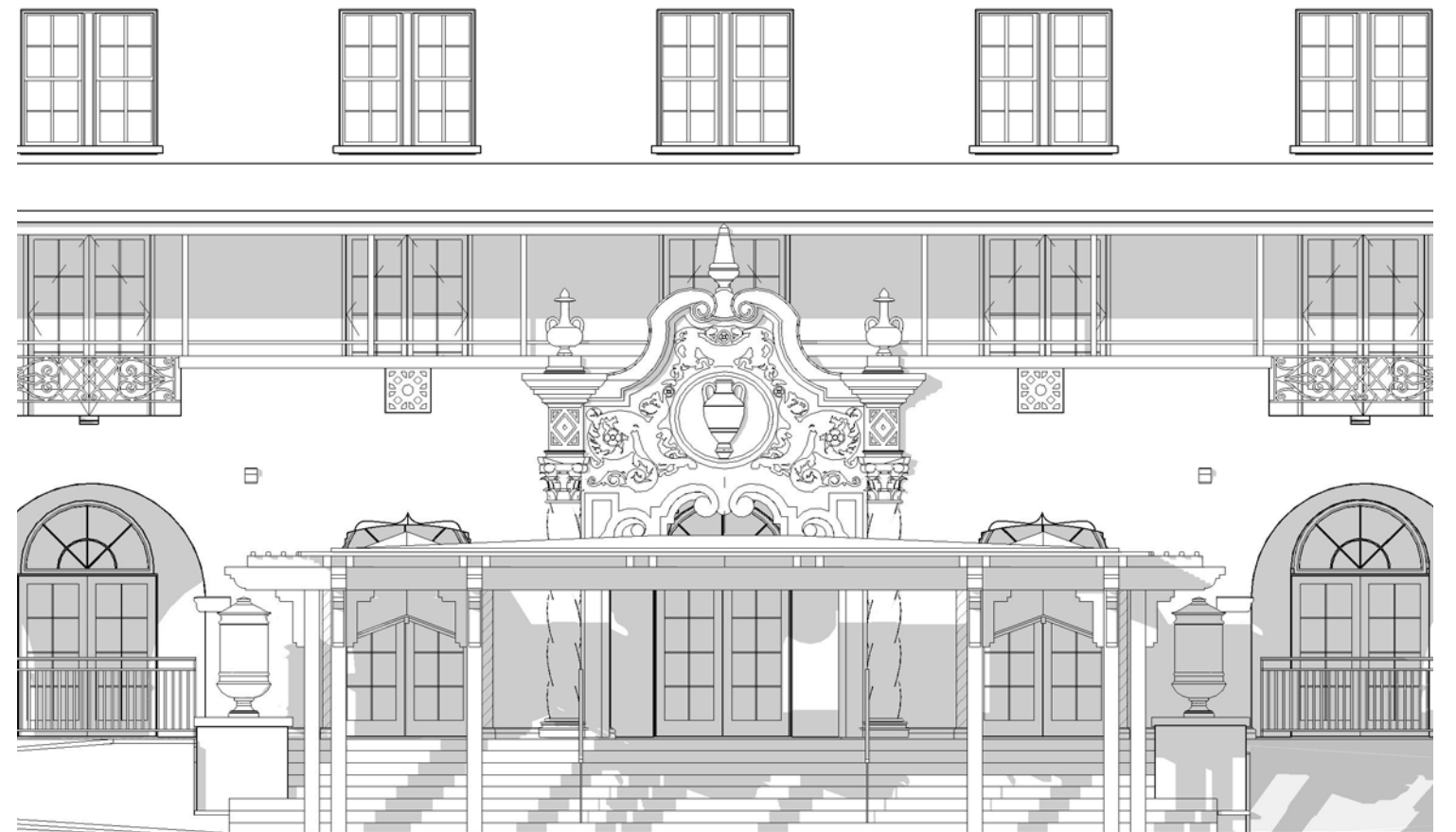
EXISTING CONDITIONS: VERANDA & MEZZANINE SOUTH TERRACE ELEVATION



PROPOSED ALTERNATIONS: VERANDA & MEZZANINE SOUTH TERRACE ELEVATION

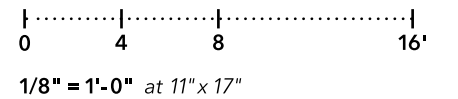


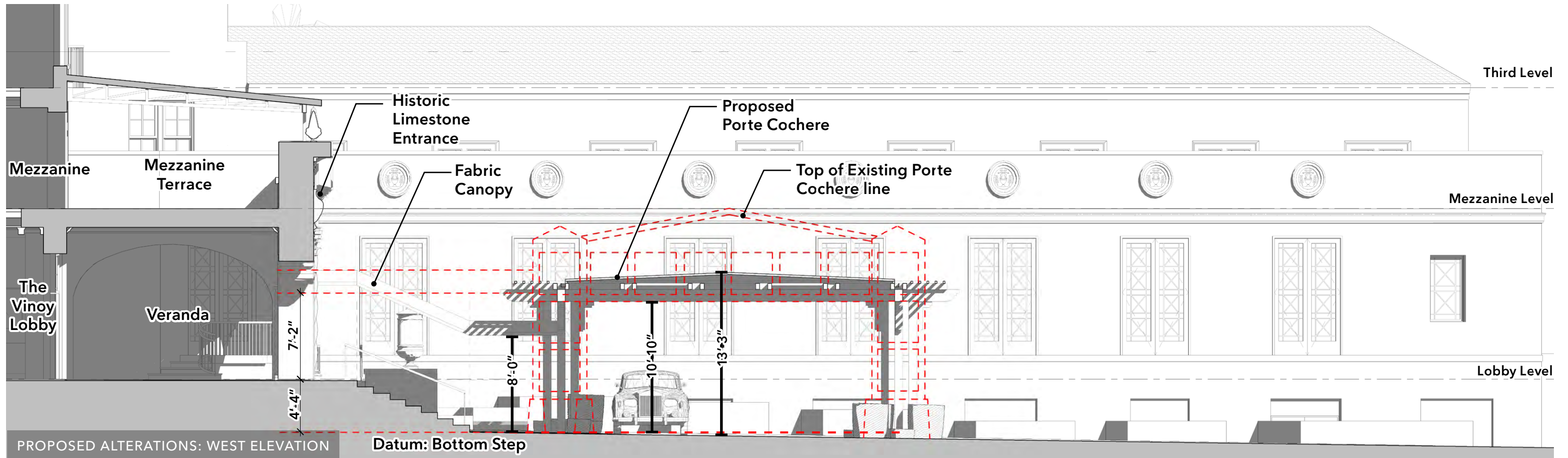
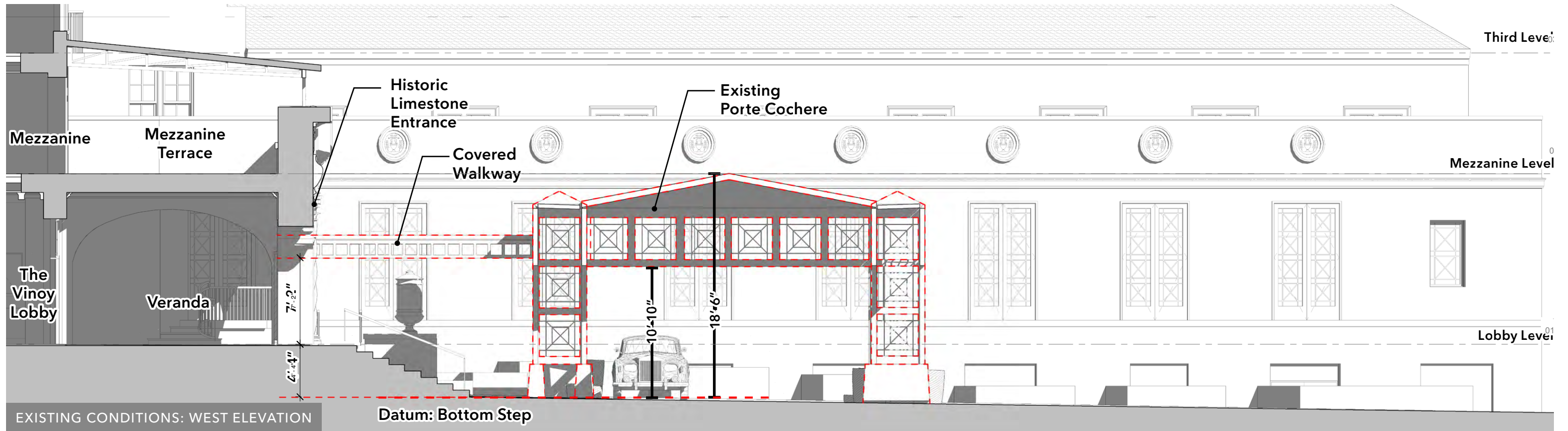
EXISTING CONDITIONS: SOUTH ELEVATION



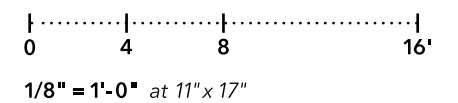
PROPOSED ALTERATIONS: SOUTH ELEVATION

The Vinoy | 1 - Motorcourt & Porte Cochere





The Vinoy | 1 - Motorcourt & Porte Cochere





The Vinoy | 1 - Motorcourt & Porte Cochere: Proposed Alteration

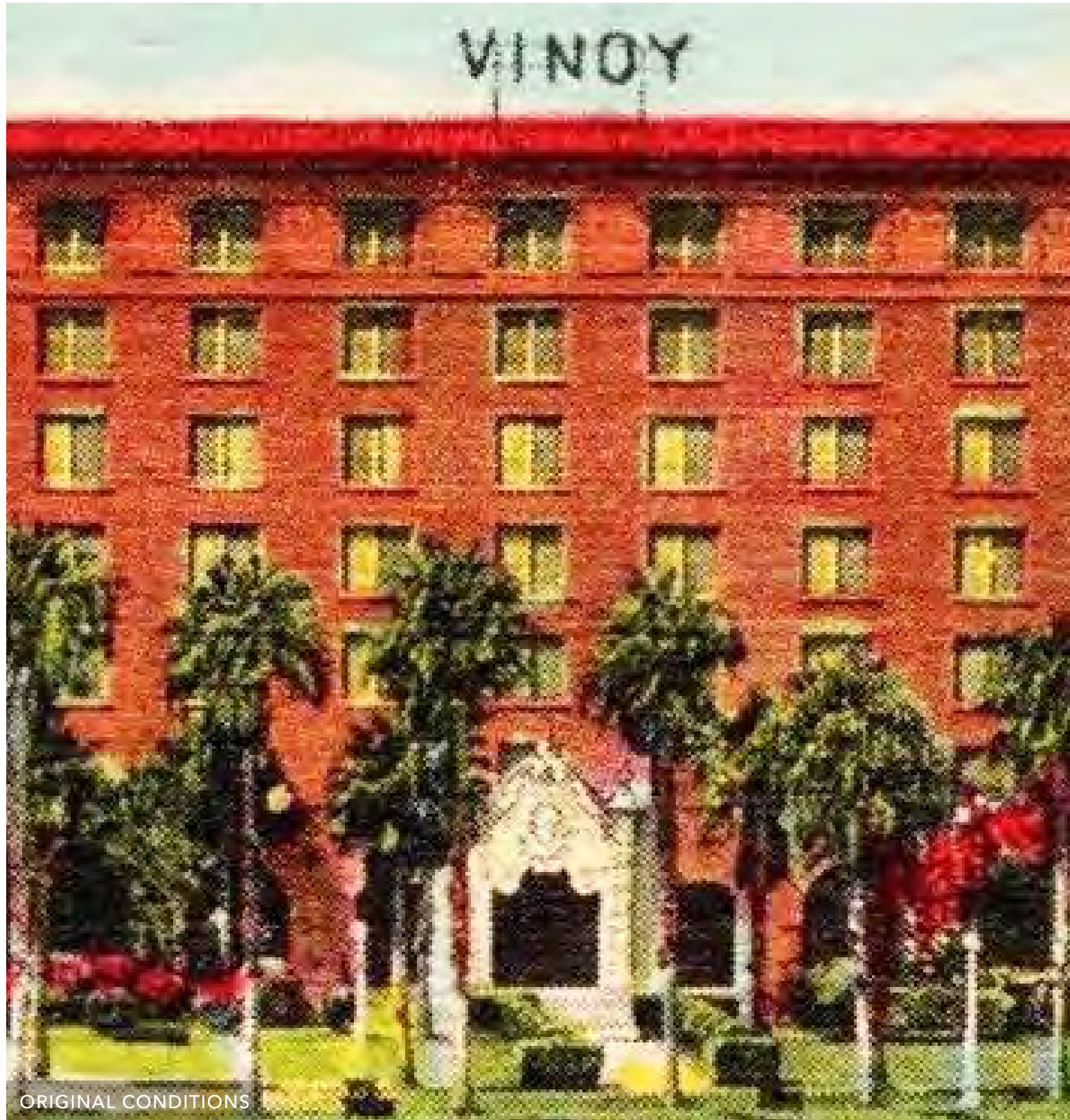


EXISTING CONDITIONS: SOUTH ELEVATION

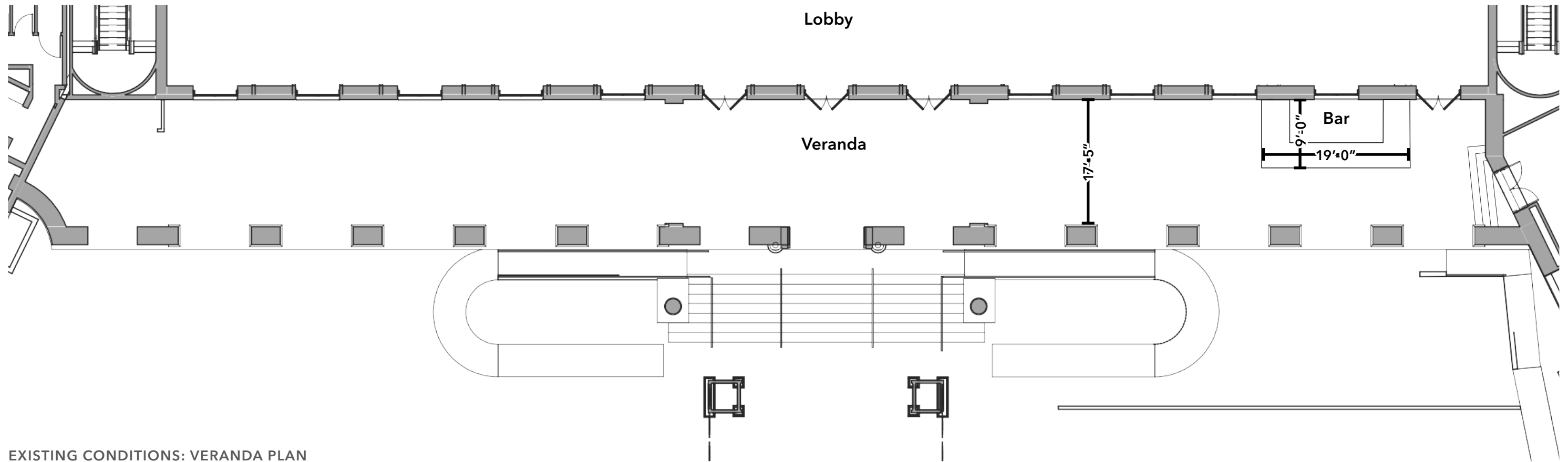


PROPOSED ALTERATIONS: SOUTH ELEVATION

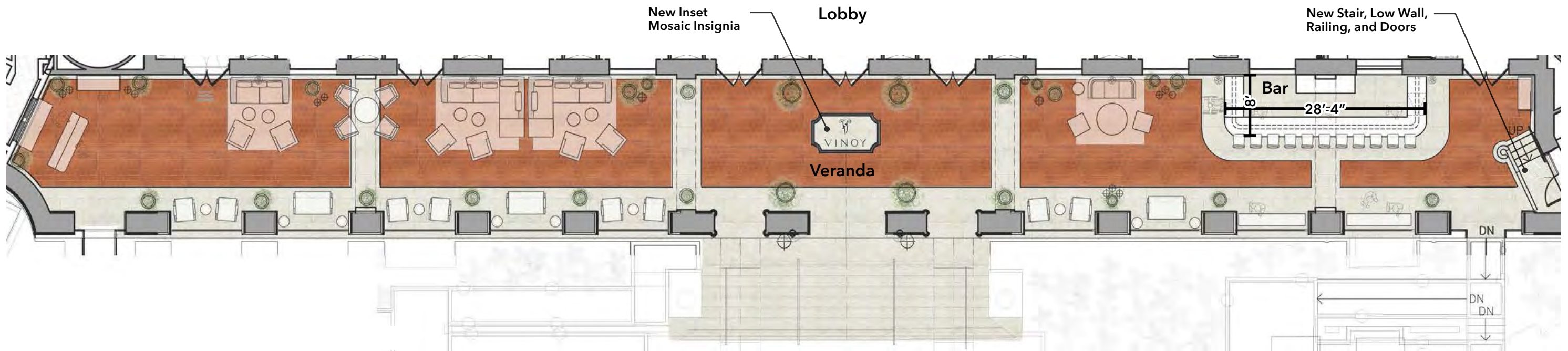
The Vinoy | 1 - Motorcourt & Porte Cochere: Proposed Alteration



The Vinoy | 1 - Motorcourt & Porte Cochere: Proposed Alteration



EXISTING CONDITIONS: VERANDA PLAN



PROPOSED ALTERATIONS: VERANDA PLAN

The Vinoy | 2 - Decks & Patios



ORIGINAL CONDITIONS: VERANDA



12" x 12" tile

EXISTING TILE - 1991



REPLACEMENT TILE TO MATCH HISTORIC

8" x 8" tile
Material, color, and
grout to match historic

The Vinoy | 2 - Decks & Patios

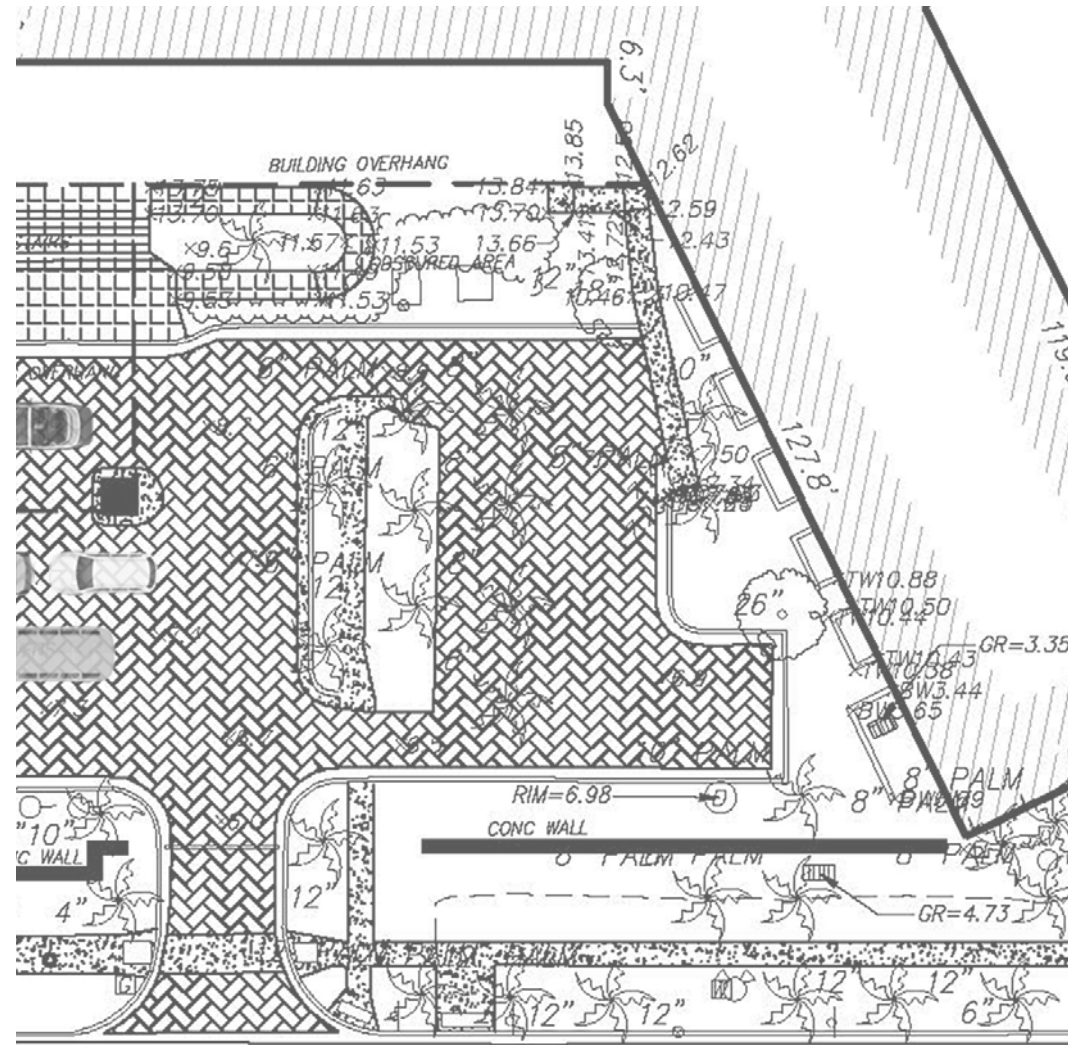


EXISTING CONDITIONS

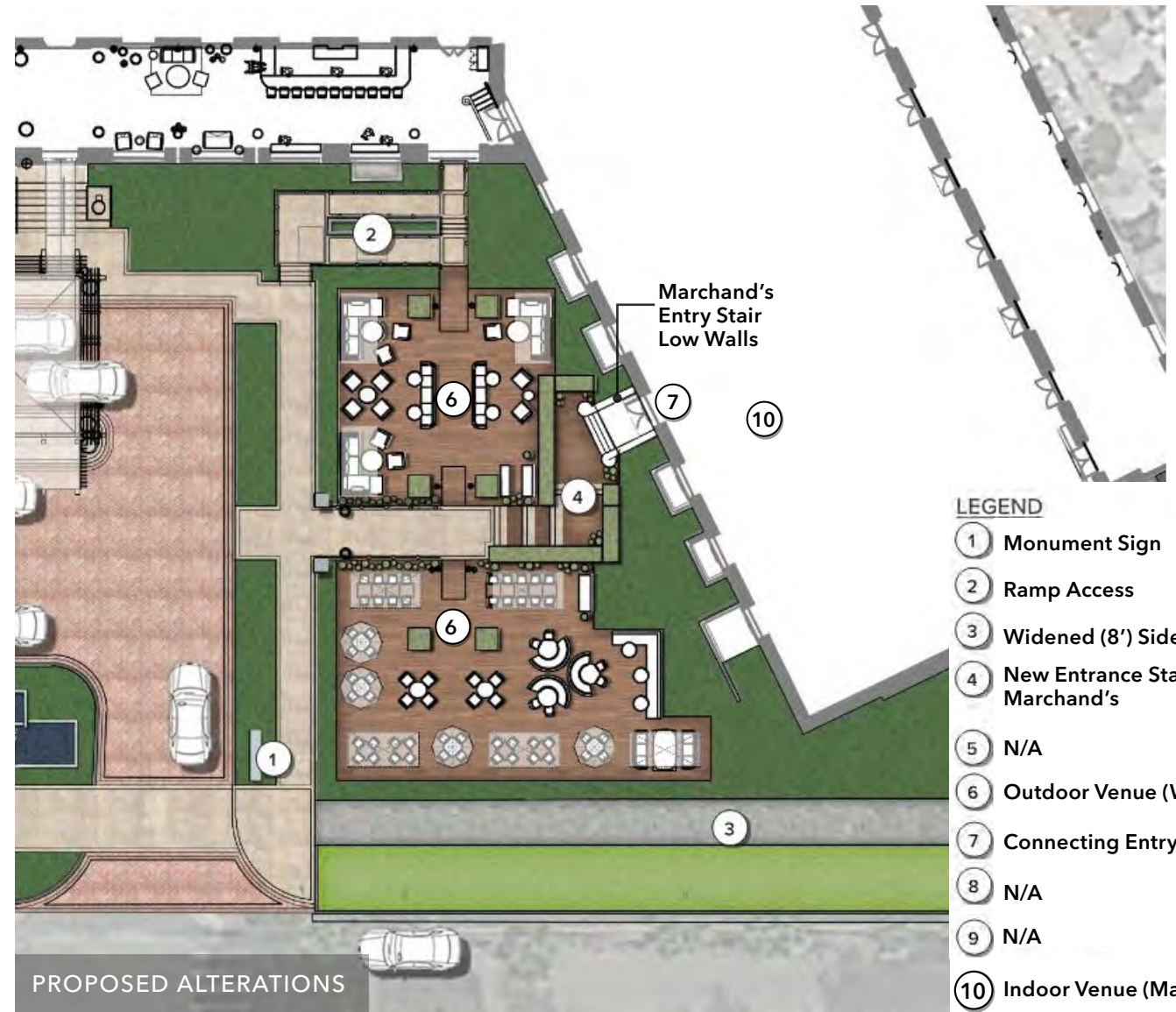


PROPOSED ALTERATIONS

The Vinoy | 2 - Decks & Patios



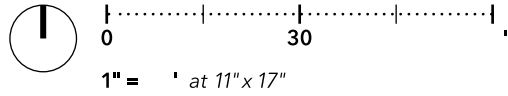
EXISTING CONDITIONS



PROPOSED ALTERATIONS

- LEGEND**
- 1 Monument Sign
 - 2 Ramp Access
 - 3 Widened (8') Sidewalk
 - 4 New Entrance Stairway to Marchand's
 - 5 N/A
 - 6 Outdoor Venue (Watercolor)
 - 7 Connecting Entry (Marchand's)
 - 8 N/A
 - 9 N/A
 - 10 Indoor Venue (Marchand's)

The Vinoy | 2 - Decks & Patios | 3- Doors and Entries | 6 - Windows



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EXISTING CONDITIONS

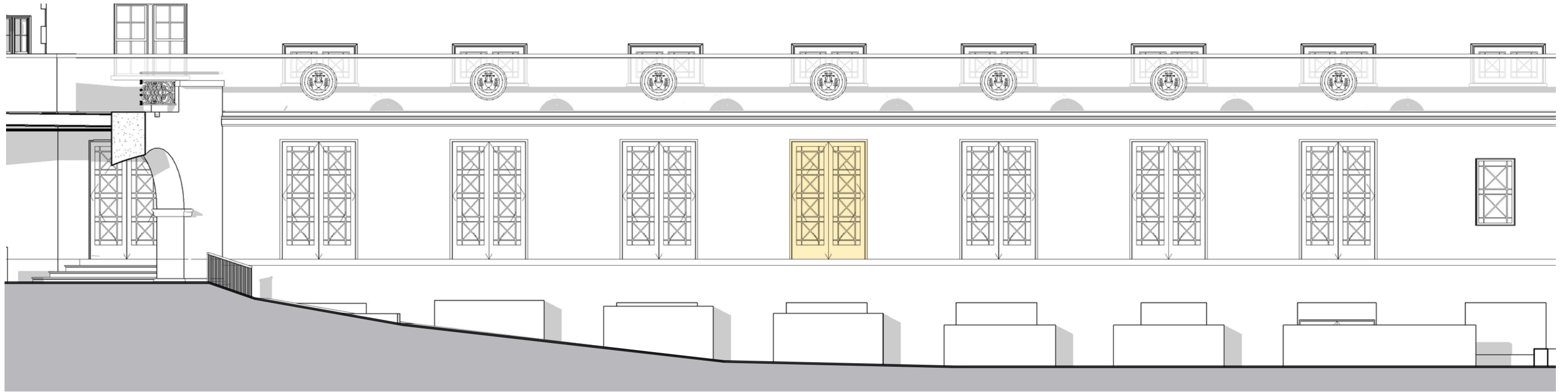


PROPOSED ALTERATION: VIEW TOWARDS MARINA

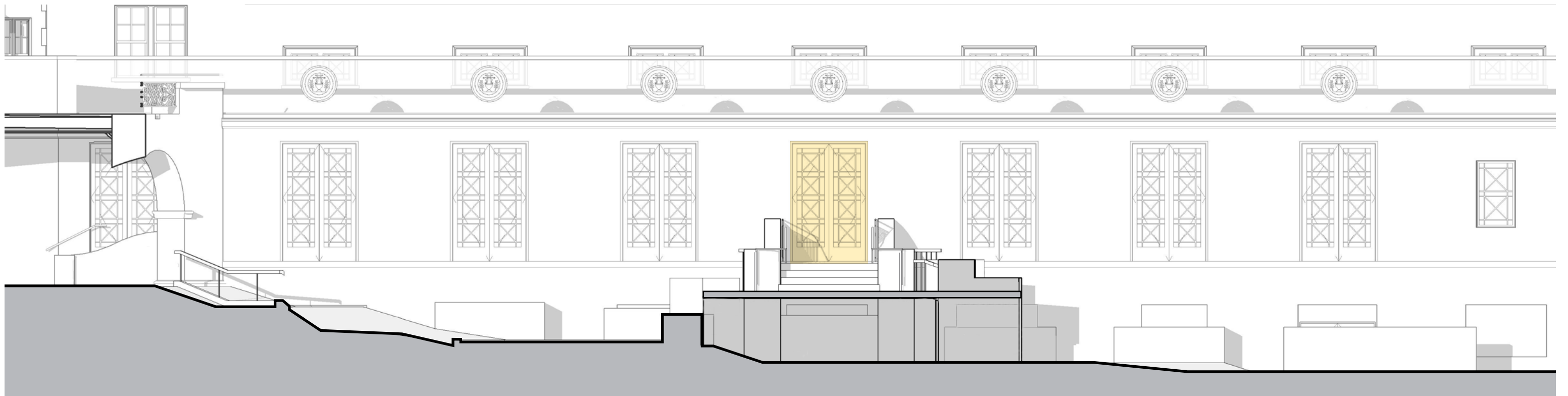
The Vinoy | 2 - Decks & Patios



The Vinoy | 2 - Decks & Patios | 3- Doors and Entries | 6 - Windows



EXISTING CONDITIONS: MARCHAND'S ELEVATION



PROPOSED ALTERATIONS: MARCHAND'S ELEVATION

The Vinoy | 3- Doors and Entries | 6 - Windows

0 4 8 16



EXISTING CONDITIONS: MARCHAND'S EXTERIOR

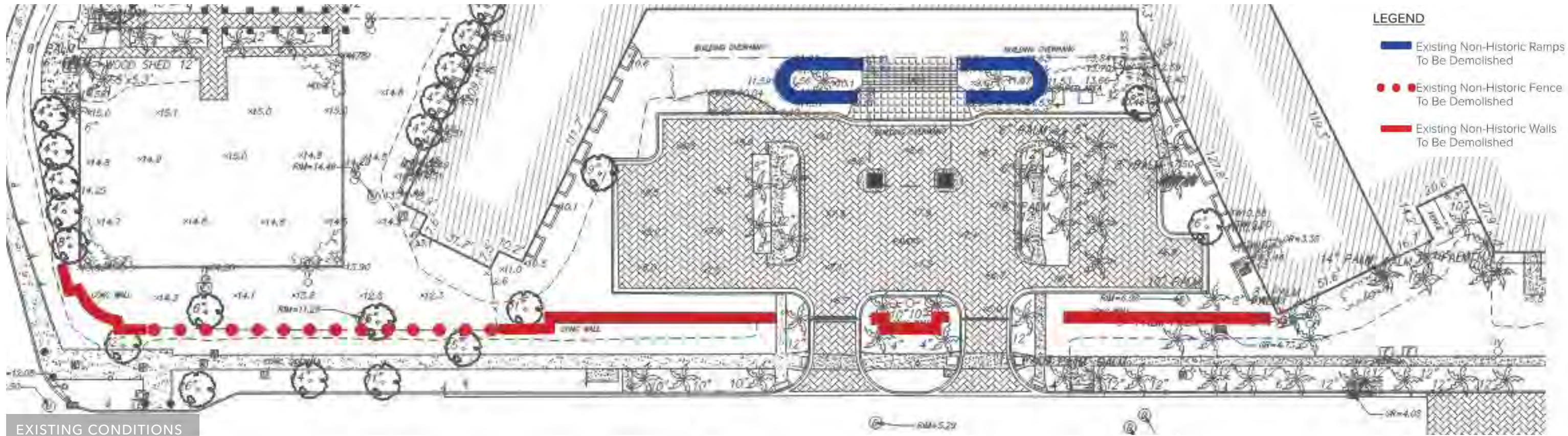


EXISTING CONDITIONS: MARCHAND'S EXTERIOR



EXISTING CONDITIONS: OUTDOOR SEATING

The Vinoy | 3- Doors and Entries | 6 - Windows



- LEGEND**
- Existing Non-Historic Ramps To Be Demolished
 - Existing Non-Historic Fence To Be Demolished
 - Existing Non-Historic Walls To Be Demolished

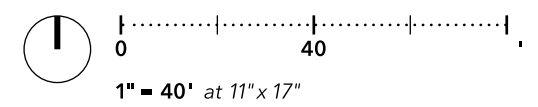
EXISTING CONDITIONS

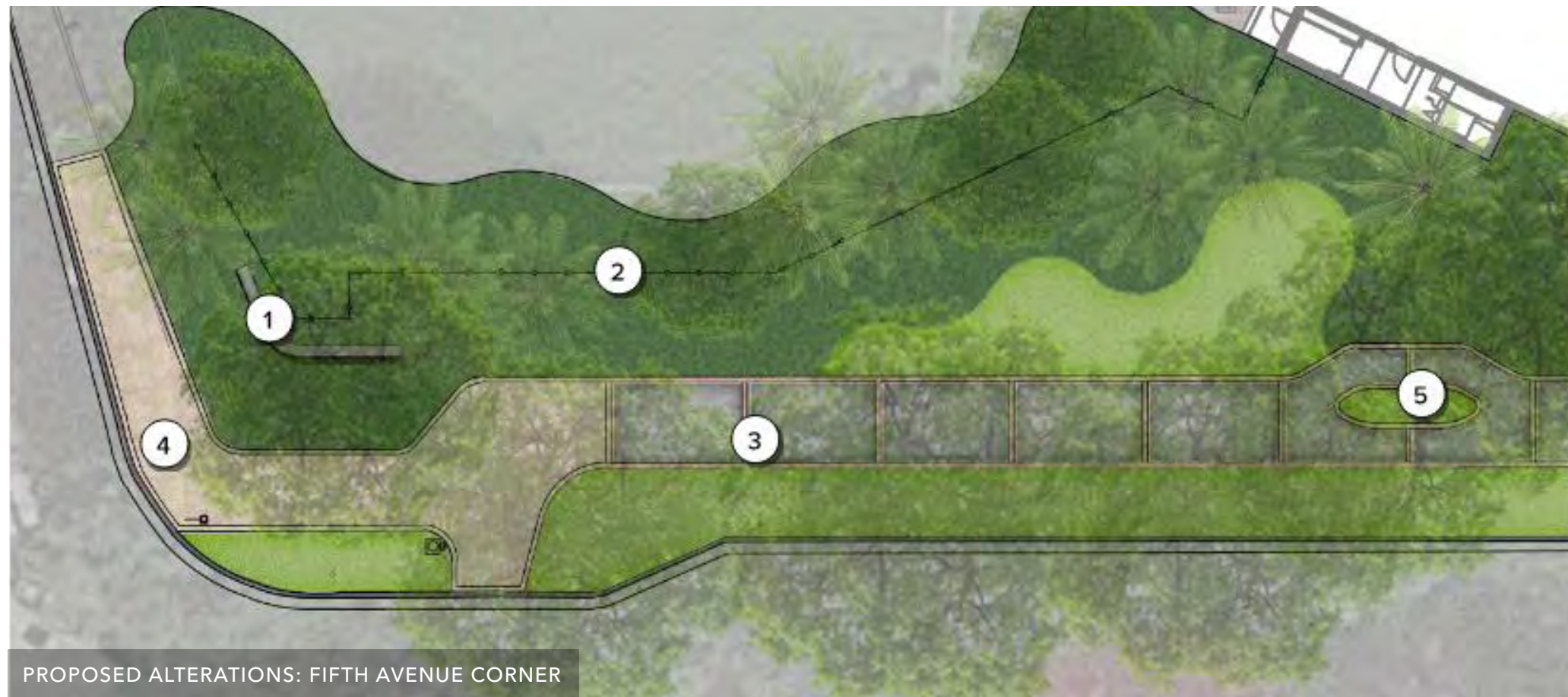
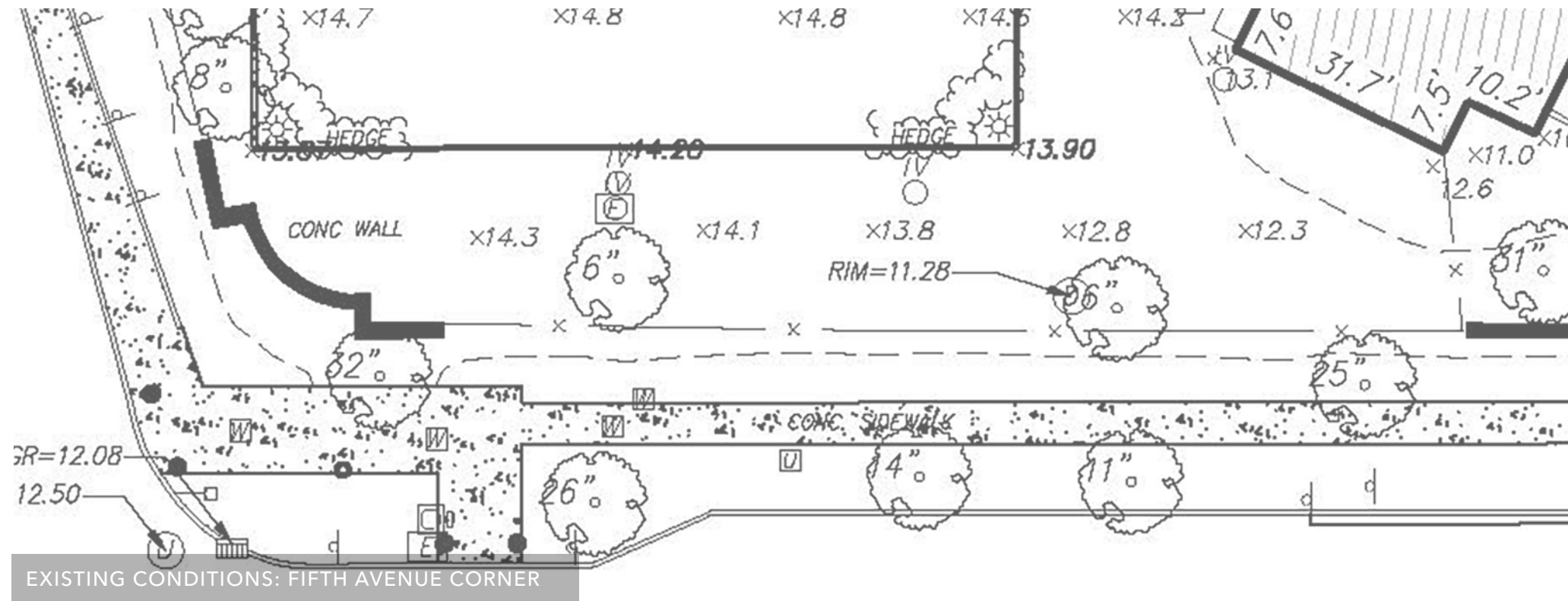


- LEGEND**
- 3 FT. Max Height Wall Entry Signage
 - Free Standing Sign for Restaurant
 - 42" HT. Fence
 - Ramp Cheek Wall
 - 4 FT. Max Height Column
 - Entry Stair Low Walls

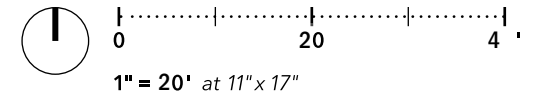
PROPOSED ALTERATIONS

The Vinoy | 5- Site Walls & Fences





- LEGEND**
- 1 Monument Sign
 - 2 Fence
 - 3 Widened (12') Sidewalk
 - 4 Enhanced Street Intersection/ Arrival
 - 5 Existing Oak



The Vinoy | 5- Site Walls & Fences

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EXISTING CONDITIONS: FIFTH AVENUE SIGNAGE



PROPOSED ALTERATIONS: FIFTH AVENUE SIGNAGE

The Vinoy | 5- Site Walls & Fences



EXISTING CONDITIONS: ARRIVAL SITE WALLS



PROPOSED ALTERATIONS: ARRIVAL SITE WALLS

The Vinoy | 5- Site Walls & Fences



EXISTING CONDITIONS: ARRIVAL



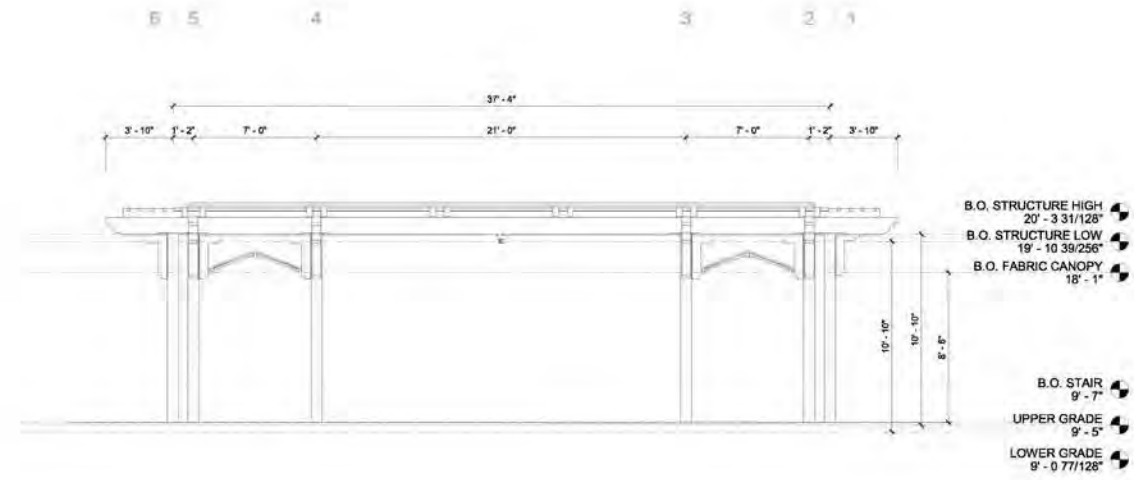
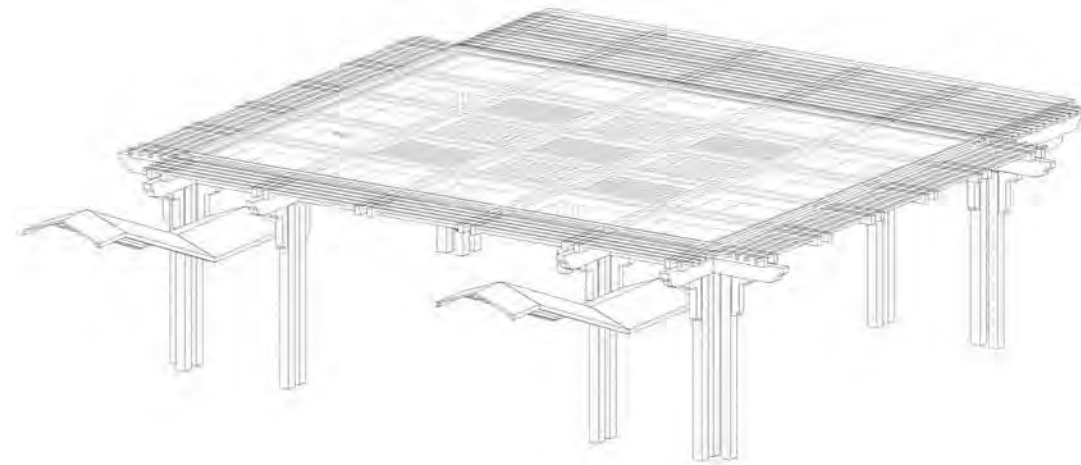
PROPOSED ALTERATIONS: ARRIVAL FOUNTAIN

The Vinoy | 7- Landscape Feature - Water Feature



All other A
Structure
columns p
match drift

Knotwood at
columns - D



ASD SKY

1240 East 5th Avenue
Tampa, FL 33605
T 813.223.2293
F 813.223.2433
www.asdsky.com



4 AXO - SOUTH

2 SOUTH ELEVATION

1/4" = 1'-0"

VINOY

PORTE COCHERE

501 5TH AVE. NE
ST. PETERSBURG, FL 33701

TO THE BEST OF THE ARCHITECT OR ENGINEER'S
KNOWLEDGE, THE PLANS AND SPECIFICATIONS COMPLY
WITH THE APPLICABLE MINIMUM BUILDING CODES AND THE
APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY
THE LOCAL AUTHORITY IN ACCORDANCE WITH THE
SECTION OF CHAPTER 633, FLORIDA STATUTES.



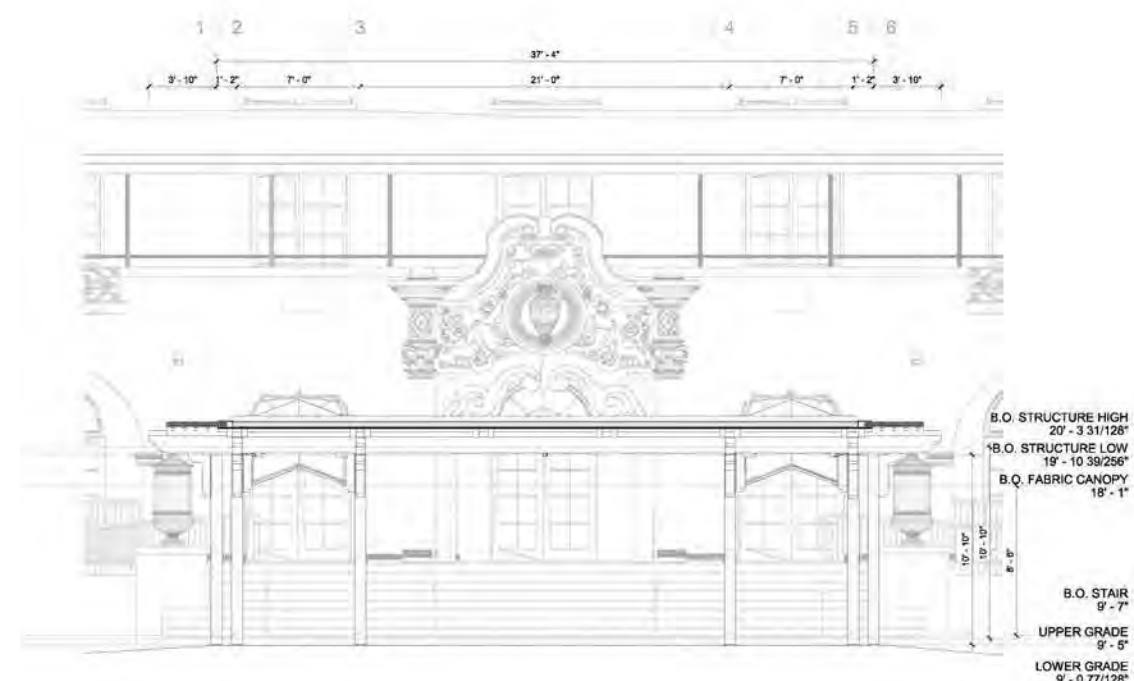
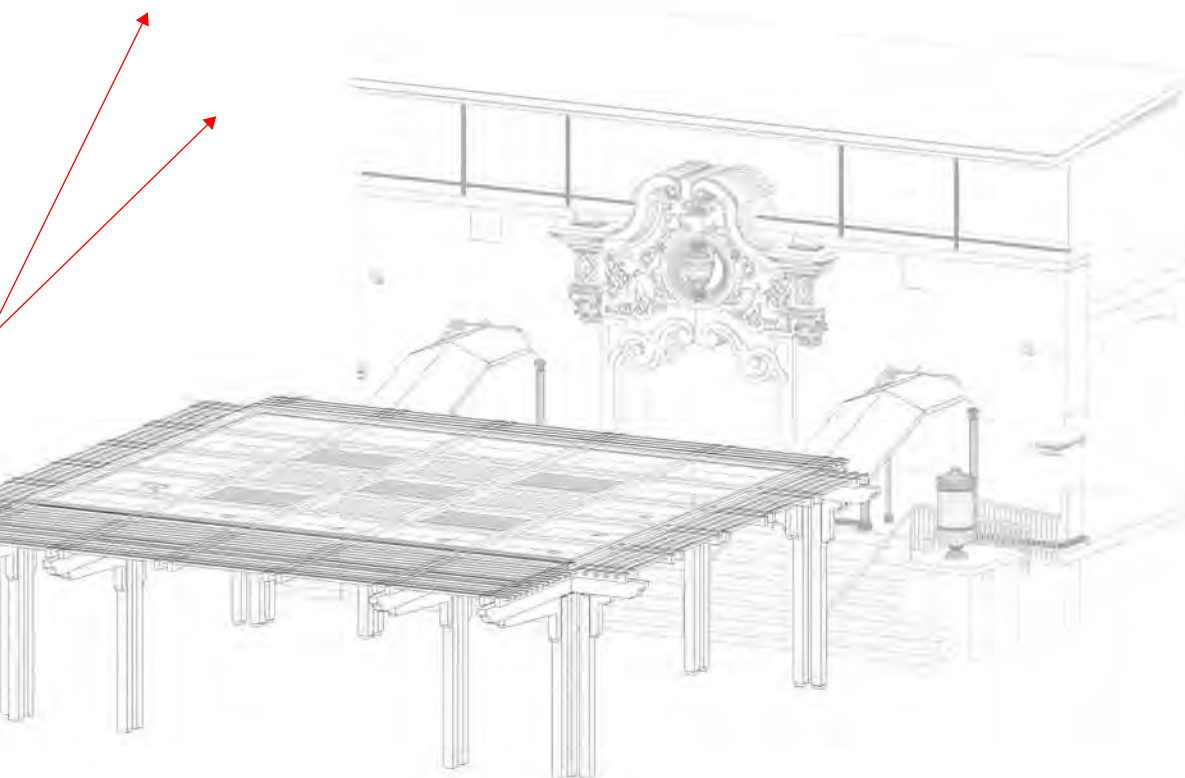
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Professional Architect
Registered Architect License

ARCHITECT
JOHN L. CURRAN, JR.
ARCHITECT
ARCHITECT

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of convenience. Engineers may alter the liability of original drawings.
Associated Space Design, Inc. 2023

1" clear laminated glass
from Faour Glass

Fabric awning color off white



3 AXO - NORTH

1 NORTH ELEVATION

1/4" = 1'-0"

A6.02

DRAWING TITLE	
NORTH & SOUTH ELEVATIONS	
PROJECT NO:	ISSUE DATE:
51687.00	08.12.2021
DRAWN BY:	CHECKED BY:
JC	JC
DATE:	REVISIONS:

8/27/2021 9:07:00 AM



All columns clad in Knotwood Cladding - Dirtwood - See attached images - All other Aluminum Structure Paint

All columns clad in Knotwood Cladding - Dirtwood - See attached images - All other Aluminum Structure Paint



ASD | SKY

1240 East 5th Avenue
Tampa, FL 33605
T 813.223.2293
F 813.223.2433
www.asdsky.com



VINOY

PORTE COCHERE

501 5TH AVE. NE
ST. PETERSBURG, FL 33701

TO THE BEST OF THE ARCHITECT OR ENGINEER'S KNOWLEDGE, THE PLANS AND SPECIFICATIONS COMPLY WITH THE APPLICABLE MINIMUM BUILDING CODES AND THE APPLICABLE FIRE-SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY IN ACCORDANCE WITH THIS SECTION OF CHAPTER 652, FLORIDA STATUTES.



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NO.	DATE	ISSUED FOR PERMIT	REVISIONS

DRAWING TITLE:
BUILDING RENDERINGS

PROJECT NO.	ISSUE DATE
51687.00	08.12.2021

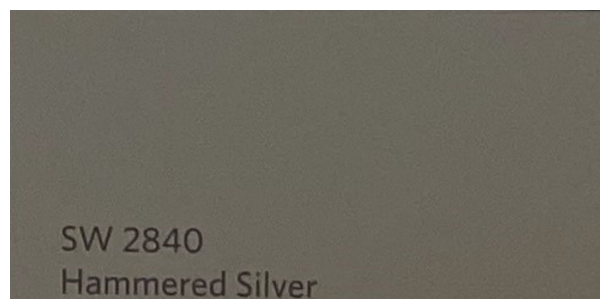
DRAWN BY	CHECKED BY
JC	JC

SHEET NUMBER:
A0.20

Knotwood Cladding - Driftwood
Photo of sample



Sherwin Williams 2840 - Hammered Silver
@ All other Aluminum Structure Painted
Solid color to match Driftwood



Paint to pick beige
background less
brown



Knotwood Cladding - Driftwood
knotwood.com/woodgrain-colors/



VINOY

PORTE COCHERE

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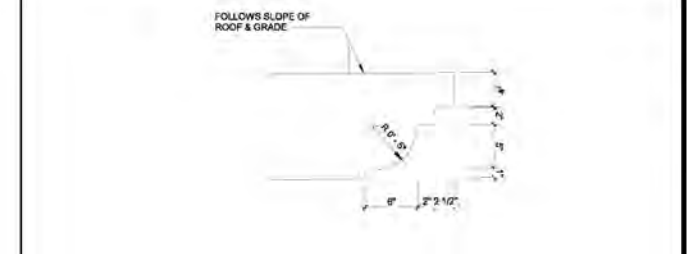
AA020702
JAMES L. OLSON, JR.
AA020703

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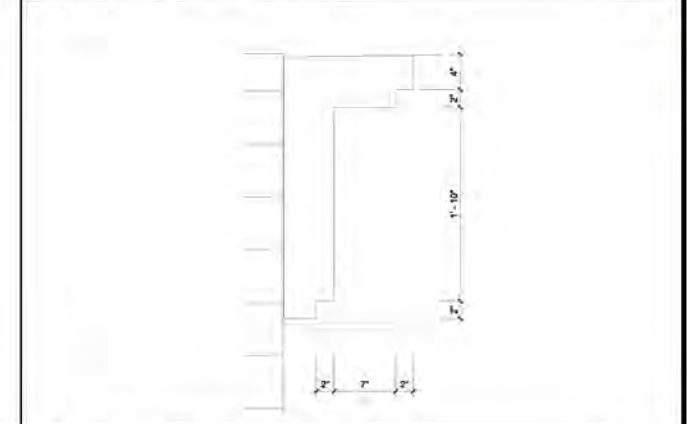
NO.	DATE	REVISIONS

DRAWING TITLE	
DETAILS	
PROJECT NO.	ISSUE DATE
51687.00	08.12.2021
DRAWN BY	CHECKED BY
JC	JC
SHEET NUMBER	

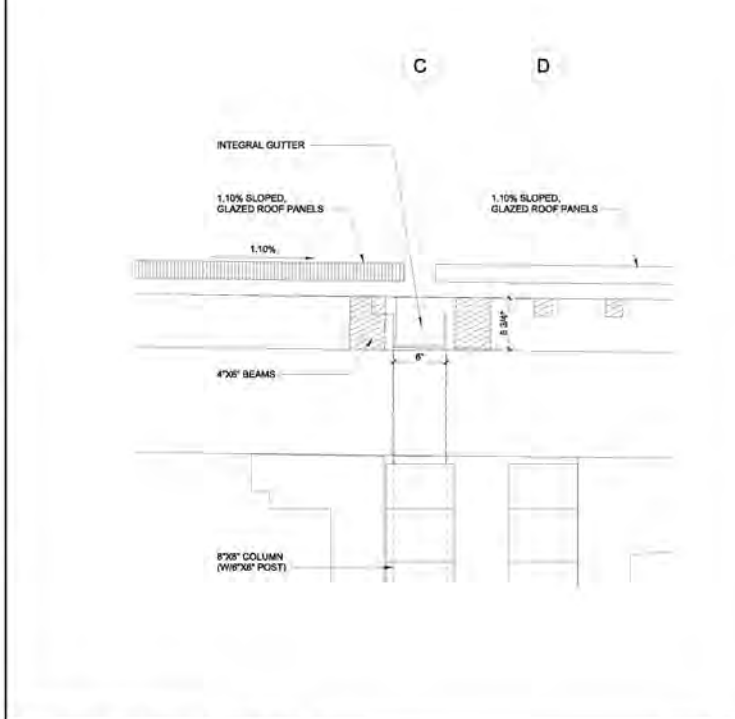
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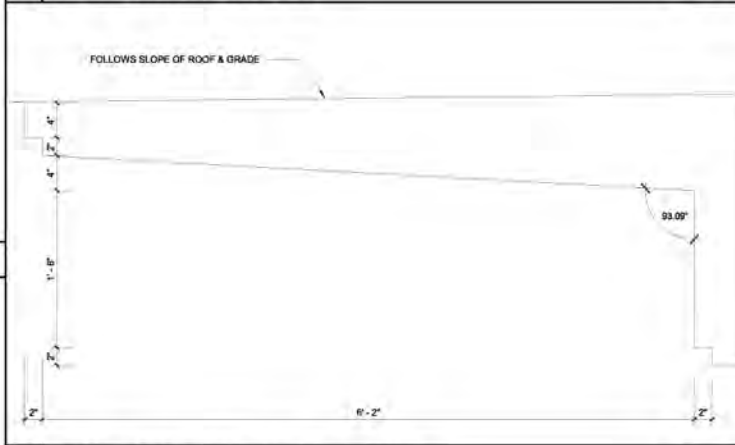
5 DETAIL - BEAM END PROFILE, TYP. 1 1/2" = 1'-0"



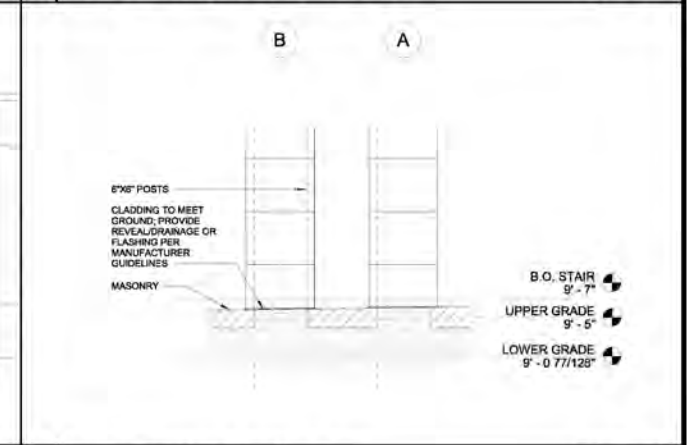
4 DETAIL - SHORT BRACKET PROFILE, TYP. 1 1/2" = 1'-0"



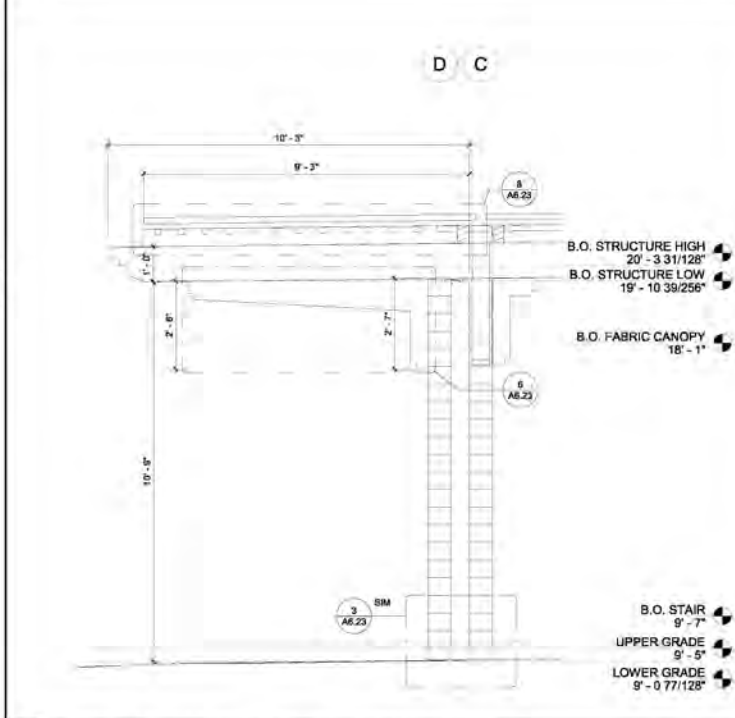
7 DETAIL - INTEGRAL GUTTER 1 1/2" = 1'-0"



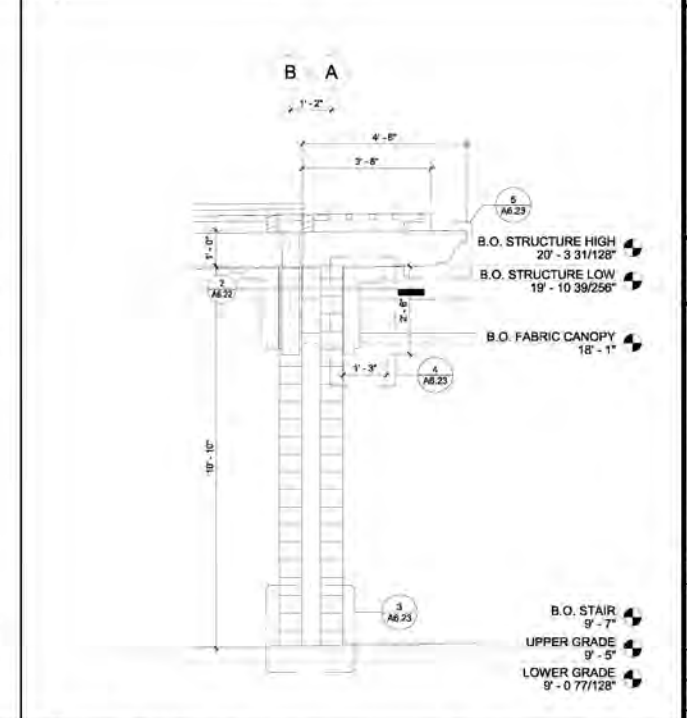
6 DETAIL - LONG BRACKET PROFILE, TYP. 1 1/2" = 1'-0"



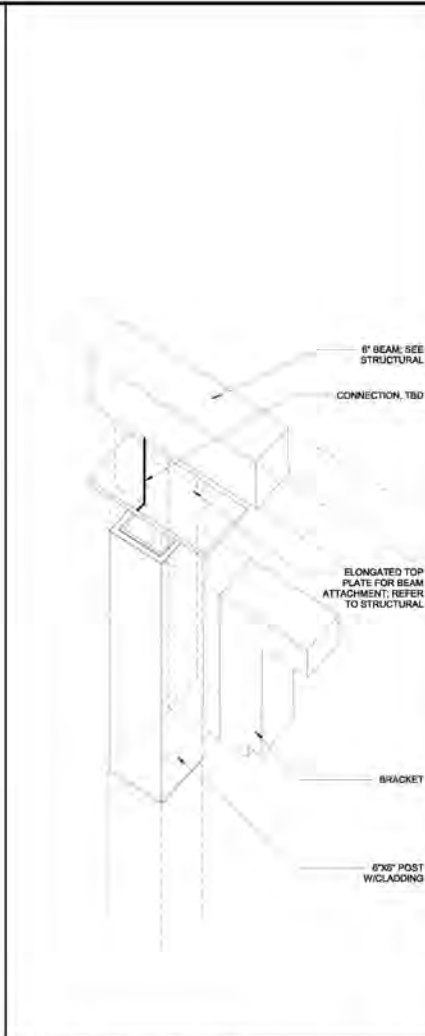
3 DETAIL - COLUMN @ BASE, TYP. 1 1/2" = 1'-0"



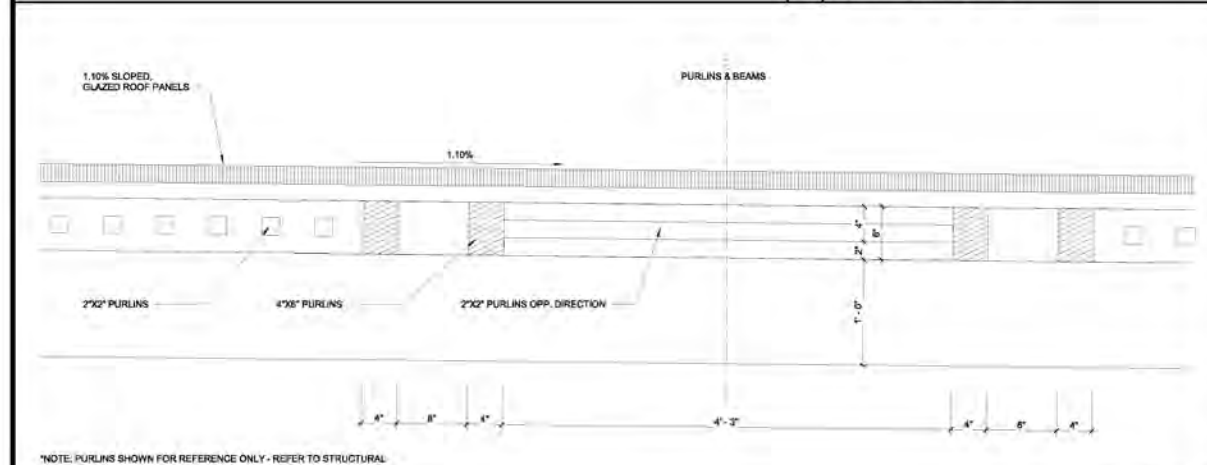
2 DETAIL - ELEVATION COLUMN @ LONG BRACKET 1/2" = 1'-0"



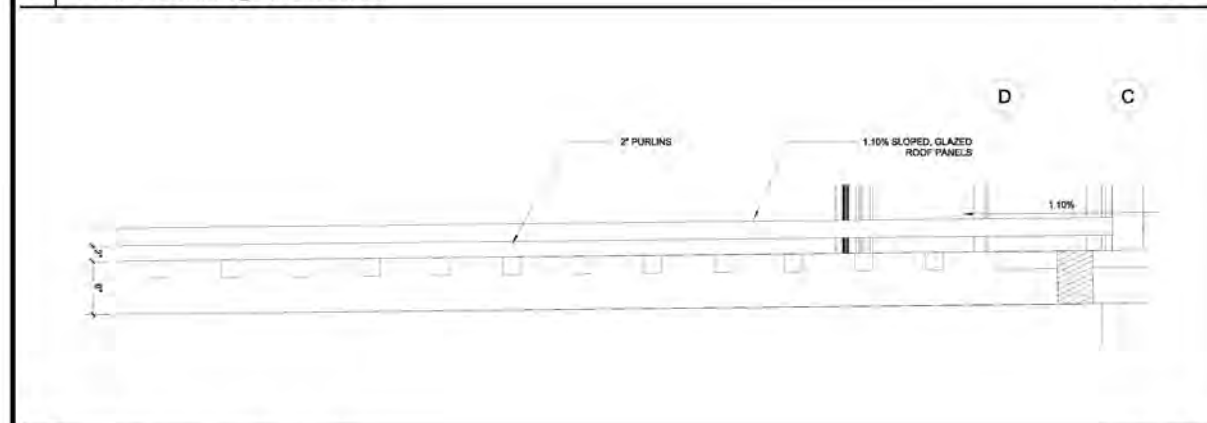
1 DETAIL - ELEVATION COLUMN @ SHORT BRACKET 1/2" = 1'-0"



10 COLUMN CAP DETAIL

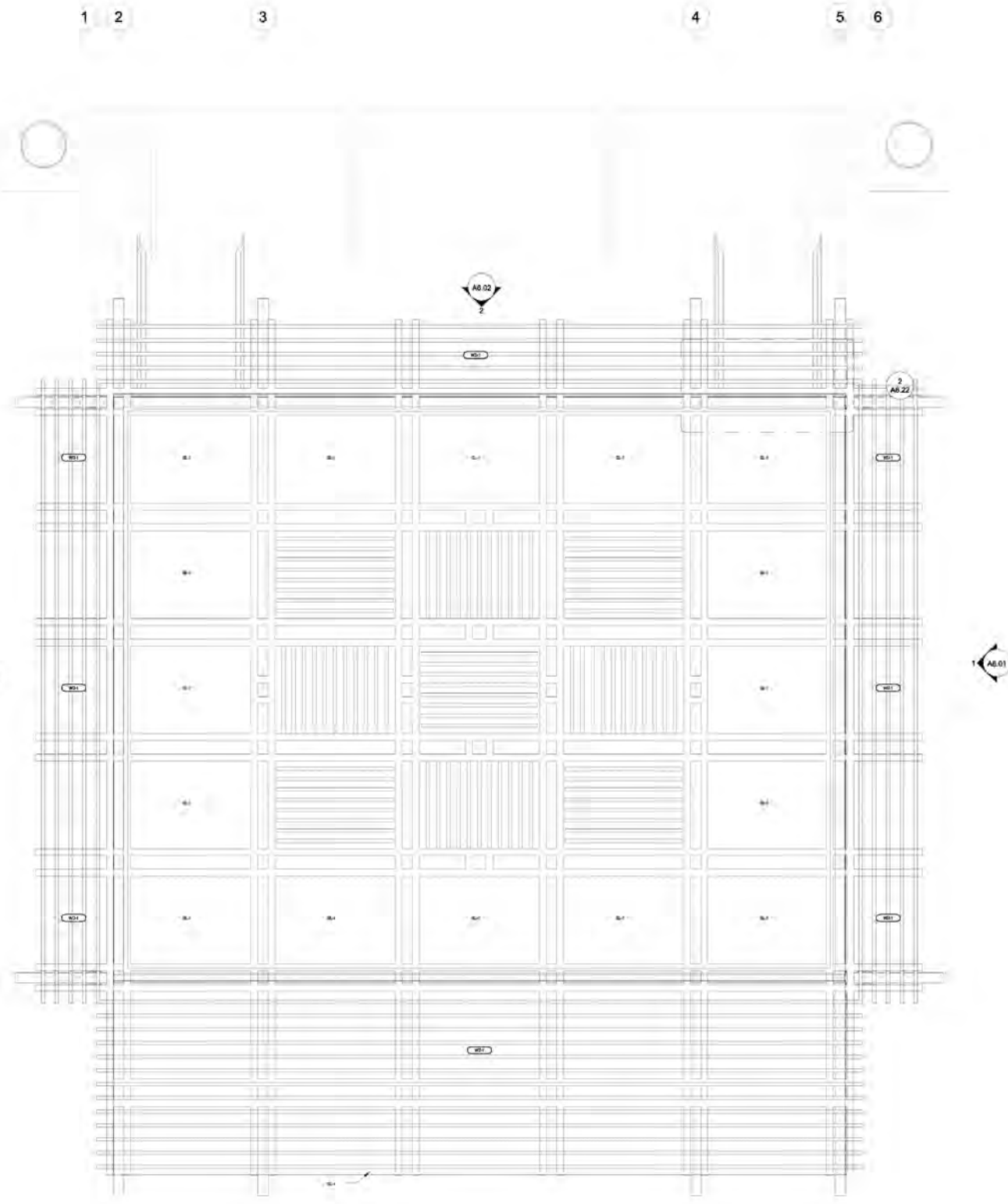


9 DETAIL - PURLINS @ GLAZED ROOF 1 1/2" = 1'-0"



8 DETAIL - CANTILEVERED BEAM 1 1/2" = 1'-0"

8/25/2021 1:05:54 PM



KEY	ITEM / CONTACT	MANUFACTURER	DESCRIPTION	LOCATION / REMARKS
PNT-1	PAINT - GENERAL STRUCTURE	TBD	PAINT TO MATCH KNOTWOOD PRODUCT	TYP. @ ALL EXPOSED ALUM
KW-1	CLADDING	KNOTWOOD	ALUM. CLADDING MODEL # REC150 6", KECECLM & KECECF; COLOR - WHITE SHADE: DRIFTWOOD	VERTICAL STRUCTURAL MEMBERS
GL-1	GLAZING	FAOUR	1/2" LOW IRON TEMPERED 360 SENTRY GLASS INNER LAYER 1/2" LOW IRON TEMPERED	PORTE COCHERE ROOF
WD-1	WOOD		EXPOSED PURLINS	AREAS WITH NO GLASS

4	FINISH SCHEDULE:

3	FINISH LEGEND

ASD | SKY

1240 East 5th Avenue
Tampa, FL 33605
T 813.223.2293
F 813.223.2433
www.asdsky.com



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Registered Architect License: AR001713

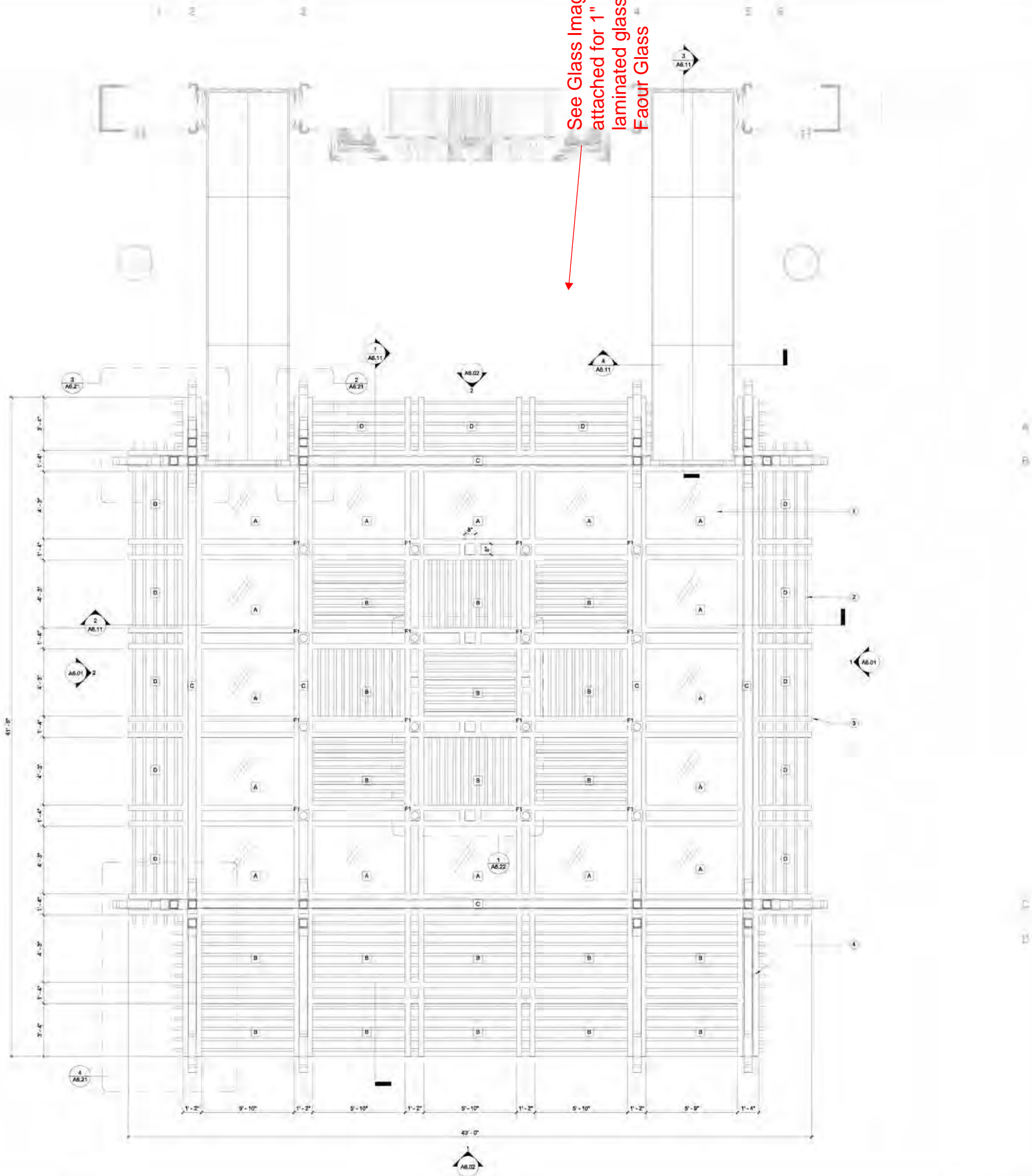
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NO.	DATE	ISSUED FOR	REVISION
08.2021		ISSUED FOR PERMIT	

REVISIONS

PROJECT NO.	DATE
51687.00	08.12.2021
DRAWN BY:	CHECKED BY:
JC	JC
DATE PLOTTED:	

A4.01



See Glass Images
attached for 1" clear
laminated glass in
Faour Glass

1. ALL CEILING ARE 9'-0" UNLESS SCHEDULED OTHERWISE
 2. ALL ACCESS PANELS SHALL BE LOCATED BY ARCHITECT. ANY AREAS REQUIRED ACCESS IN OWS CEILING SHALL BE NOTED TO ARCHITECT PRIOR TO FINAL PRICING.
 3. SPRINKLER HEADS ARE TO BE FLUSH CONCEALED TYPE, ALIGNED WITH NEARBY LIGHT OR OTHER FIXTURES
 4. FIXTURE LEGEND NOTES:
 - EXISTING TO REMAIN
 - RELOCATED (EXISTING IN NEW LOCATION)
 - NEW
 - REMOVE, PATCH & REPAIR TO MATCH EXISTING ADJACENT FINISHES
- EXIT FIXTURE
EXITRONIX 900 SERIES OR BUILDING STANDARD
- DIRECTIONAL EXIT FIXTURE
EXITRONIX 900 SERIES OR BUILDING STANDARD
- ACCESS PANEL
24X24 FLUSH FRAMELESS, PROVIDE ADDITIONAL LOCATIONS AS NEEDED FOR ACCESS TO KITCHEN AND MECHANICAL EQUIPMENT. COORDINATE WITH ARCHITECT PRIOR TO LOCATION. PANELS TO BE CENTERED ON OTHER ITEMS LOCATED WITHIN THE CEILING.
- SPRINKLER HEAD (LAYOUT IS SCHEMATIC ONLY. REFER TO FIRE ENGINEER SHOP DRAWINGS FOR EXACT PLACEMENT)

5 RCP STANDARDS	
KEYNOTE NUMBER	DESCRIPTION
1	FAOUR GLASS ROOF PANEL BEYOND, TYP.
2	2"X2" PURLINS
3	4"X6" BEAMS
4	8"X12" BEAMS

4 RCP NOTES		
TYPE	SYMBOL	DESCRIPTION
A		GLAZING - FAOUR GLASS
B		GLAZING W/2"X2" PURLINS
C		GLAZING SUPPORTED BY 4"X6" BEAMS
D		2"X2" LINEAR WOOD SLATS - OPEN AIR

3 CEILING TYPE SCHEDULE				
TYPE	MANUFACTURER	DESCRIPTION	MODEL	COMMENTS
F1	BESA (OR EQUAL)	LED CEILING MOUNTED DOWNLIGHT - WIDE BEAM	R8 977 (or smaller) - K35	COLOR TO MATCH ALLUM
F1				

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NO.	DATE	REVISIONS

DATE PLOTTED: 08.12.2021
PLOTTER: HP PLOTTER

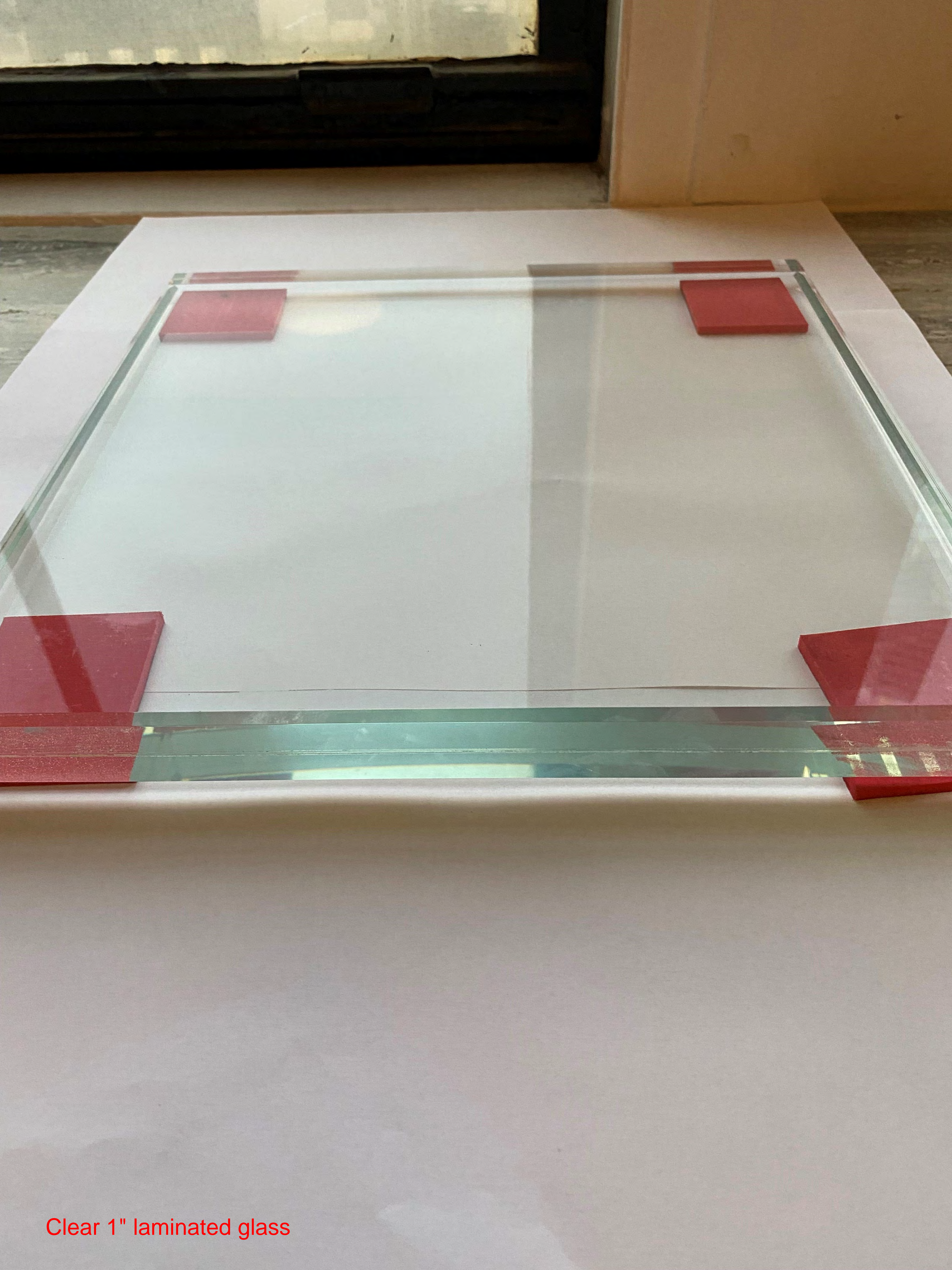
DRAWING TITLE: REFLECTED CEILING PLAN

PROJECT NO: 51687.00
DATE: 08.12.2021
DRAWN BY: JC
CHECKED BY: JC

A2.01



Clear 1" laminated glass



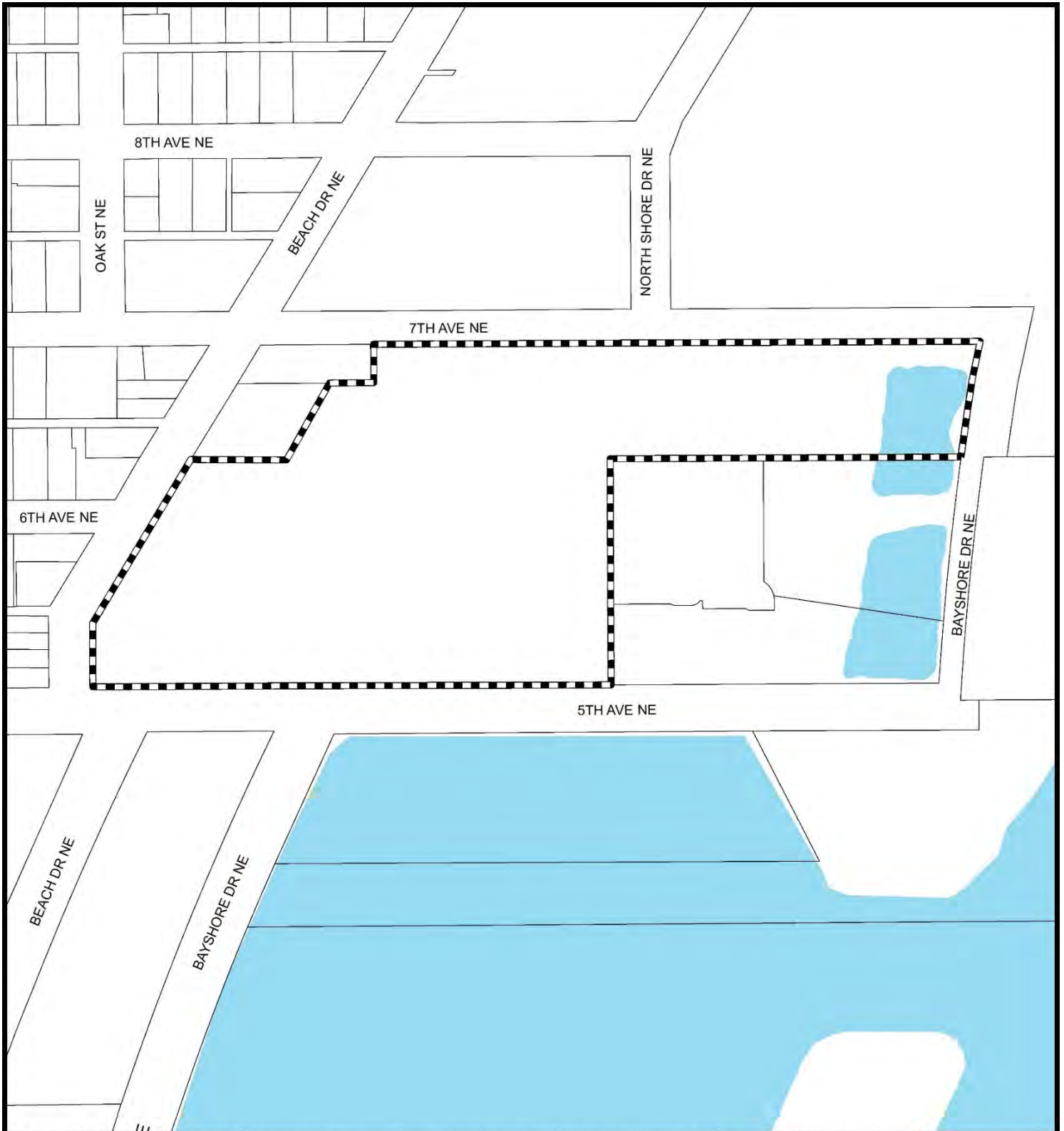
Clear 1" laminated glass



Clear 1" laminated glass

Appendix B:

Maps of Subject Property



Community Planning and Preservation Commission

501 5th Ave NE

AREA TO BE APPROVED,

SHOWN IN



CASE NUMBER

21-9020083



SCALE:
1" = 250'



Community Planning and Preservation Commission

501 5th Ave NE

**AREA TO BE APPROVED,
SHOWN IN**



**CASE NUMBER
21-90200083**



**SCALE:
1" = 250'**