



**SITE PLAN REVIEW
PUBLIC HEARING**

According to Planning & Development Services Department records, **no Commission member** resides or has a direct or indirect ownership interest in real property located within 2,000 linear feet of real property contained within the application (measured by a straight line between the nearest points on the property lines). All other possible conflicts should be declared upon the announcement of the item.

REPORT TO THE DEVELOPMENT REVIEW COMMISSION FROM DEVELOPMENT REVIEW SERVICES DIVISION, PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT, for Public Hearing and Executive Action on **May 4, 2022 at 1:00 P.M.** in Council Chambers, City Hall, 175 Fifth Street North, St. Petersburg, Florida.

CASE NO.: 22-31000003 PLAT SHEET: F-17

REQUEST: Approval of a site plan to construct one four-story building with 85-dwelling units.

OWNER: Blue 64th St. LLC
5300 W Cypress St., Suite 200
Tampa, FL 33607

AGENT: Krystian Rozabski
5300 W Cypress St., Suite 200
Tampa, FL 33607

ADDRESS: 635 64th Street South

PARCEL ID NUMBERS: 20-31-16-47052-000-0010

LEGAL DESCRIPTION: On File

ZONING: Neighborhood Suburban Multi-Family (NSM-1) 4.37 acres and
Neighborhood Suburban Single-family (NS-1) 0.29 acres

SITE AREA TOTAL: 4.66 acres

GROSS FLOOR AREA:

Existing:	27,768 square feet	0.14 F.A.R.
Proposed:	106,135 square feet	0.53 F.A.R.
Permitted:	NA	

BUILDING COVERAGE:

Existing:	23,158 square feet	12% of Site MOL
Proposed:	21,227 square feet	11% of Site MOL
Permitted:	NA	

IMPERVIOUS SURFACE:

Existing:	100,161 square feet	51% of Site MOL
Proposed:	65,152 square feet	33% of Site MOL
Permitted:	128,977 square feet	65% of Site MOL

OPEN GREEN SPACE:

Existing:	98,265 square feet	50% of Site MOL
Proposed:	133,274 square feet	67% of Site MOL

PAVING COVERAGE:

Existing:	77,003 square feet	39% of Site MOL
Proposed:	43,925 square feet	22% of Site MOL

PARKING:

Existing:	99; including 11 handicapped spaces
Proposed:	90; including 8 handicapped spaces
Required	89; including 4 handicapped spaces

BUILDING HEIGHT:

Existing:	30 feet
Proposed:	52 feet
Permitted:	60 feet (* Where building includes Workforce Housing Units)

APPLICATION REVIEW:

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

II. **DISCUSSION AND RECOMMENDATIONS:**

Request:

The applicant seeks approval of a site plan to construct an 85-unit multi-family development. The subject property is developed with a house of worship and located on the west side of 64th Street South north of Fairfield Avenue South. The existing buildings will be demolished to accommodate the proposed development.

Background:

An application for an amendment to the Future Land Use classification and rezoning for the majority of the subject property from NS-1 to NSM-1 was approved by City Council on August 13, 2020, City File FLUM-58. An appeal was filed, a DOAH hearing held, and on March 3, 2021, the Florida Department of Economic Opportunity entered a final order determining that the City of St. Petersburg Comprehensive Plan Amendment, Ordinance 739-L, is "in compliance" as that term is defined by section 163.3184(l)(b).

Proposal:

The applicant is proposing an 85-unit multi-family age-restricted development consisting of one-four story building. The vehicular ingress/egress into the development will be from 64th Avenue South. The proposed building will be located along the southside of the subject property with parking located north of the building. Bear Creek is located north of the subject property. A gazebo is proposed just south of the creek.

The base density allowed in the NSM-1 portion of the property is 66-units. Workforce housing density bonus allows an additional 26-units for a total of 92-units. The applicant will be required to obtain approval of these 19-Workforce Housing Bonus density units from the City's Housing and Community Development Department.

The City's Transportation and Parking Management Department has reviewed the proposed project. The Department concluded that the proposed multi-family project will generate a small projected increase in new p.m. peak hour trips, compared to the existing church, thus having minimal impact on the surrounding street network. They have also deemed the number of parking spaces being provided on-site adequate based on the Institute of Transportation Engineers (ITT) Parking Generation Manual, 5th Addition.

Elevations

The proposed building will be of a traditional style of architecture. The building will be finished with stucco and stacked stone. The building is a simple rectangular form that has been oriented horizontally, this horizontal form has been broken down by having porch features on three of the four facades, utilizing gable ends along the roof line, having trim between floors and around windows, and metal awnings over building entrances.

Public Comments:

Staff received one email objection to the proposed project (attached).

III. RECOMMENDATION:

- A. Staff recommends APPROVAL of site plan subject to the Special Conditions of Approval.**
- B. SPECIAL CONDITIONS OF APPROVAL:**
 - 1. The sidewalk(s) on private property shall connect to the public sidewalks in the abutting rights-of-way.**
 - 2. The crosswalks in the parking lot shall be constructed from a different material than the parking lot. The use of asphalt as part of the sidewalk or crosswalk shall not be permitted.**
 - 3. Pedestrian scale lighting shall be installed along the internal sidewalk network.**
 - 4. Any fencing abutting public rights-of-way shall be transparent.**
 - 5. All buildings on-site shall comply with Section 16.20.150.7 Building Design.**
 - 6. The proposed location of on-site dumpsters shall be approved by the City's Sanitation Department.**
 - 7. Mechanical Equipment shall be screened from the abutting rights-of-way with architectural features that match the building.**
 - 8. Exterior lighting shall comply with Section 16.40.070.**
 - 9. Bicycle parking shall comply with Section 16.40.090.4.1.**
 - 10. Workforce Housing Density Bonus Agreement shall be recorded in public records prior to issuance of building permits.**

11. Plans shall be revised as necessary to comply with comments provided by the City's Transportation and Parking Management Department, comments are provided in the attached memorandum dated April 11, 2022.
12. Plans shall be revised as necessary to comply with comments provided by the City's Engineering Department memorandum dated April 14, 2022.
13. The Site Plan approval is valid until May 4, 2025. Substantial construction shall commence prior to the expiration date, unless an extension has been approved by the POD. A request for an extension must be received in writing prior to the expiration date.

C. STANDARD CONDITIONS OF APPROVAL

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

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

Building Code Requirements:

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

Zoning/Planning Requirements:

1. The applicant shall submit a notice of construction to Albert Whitted Field if the crane height exceeds 190 feet. The applicant shall also provide a Notice of Construction to the Federal Aviation Administration (FAA), if required by Federal and City codes.
2. All site visibility triangle requirements shall be met (Chapter 16, Article 16.40, Section 16.40.160).
3. No building or other obstruction (including eaves) shall be erected and no trees or shrubbery shall be planted on any easement other than fences, trees, shrubbery, and hedges of a type approved by the City.
4. The location and size of the trash container(s) shall be designated, screened, and approved by the Manager of Commercial Collections, City Sanitation. A solid wood fence or masonry wall shall be installed around the perimeter of the dumpster pad.

Engineering Requirements:

1. The site shall be in compliance with all applicable drainage regulations (including regional and state permits) and the conditions as may be noted herein. The applicant shall submit drainage calculations and grading plans (including street crown elevations), which conform with the quantity and the water quality requirements of the Municipal Code (Chapter 16, Article 16.40, Section 16.40.030),

to the City's Engineering Department for approval. Please note that the entire site upon which redevelopment occurs shall meet the water quality controls and treatment required for development sites. Stormwater runoff release and retention shall be calculated using the rational formula and a 10-year, one-hour design storm.

2. All other applicable governmental permits (state, federal, county, city, etc.) must be obtained before commencement of construction. A copy of other required governmental permits shall be provided to the City Engineering & Capital Improvements Department prior to requesting a Certificate of Occupancy. Issuance of a development permit by the City does not in any way create any rights on the part of the applicant to obtain a permit from a governmental agency and does not create any liability on the part of the City of St. Petersburg for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by other governmental agencies or undertakes actions that result in a violation of state or federal law.
3. A work permit issued by the Engineering Department shall be obtained prior to commencement of construction within dedicated rights-of-way or easements.
4. The applicant shall submit a completed Storm Water Management Utility Data Form to the City's Engineering Department for review and approval prior to the approval of any permits.
5. Curb-cut ramps for the physically handicapped shall be provided in sidewalks at all corners where sidewalks meet a street or driveway.

Landscaping Requirements:

1. The applicant shall submit a revised landscape plan, which complies with the plan approved by the DRC and includes any modifications as required by the DRC. The DRC grants the Planning & Economic Development Department discretion to modify the approved landscape plan where necessary due to unforeseen circumstances (e.g. stormwater requirements, utility conflicts, conflicts with existing trees, etc.), provided the intent of the applicable ordinance(s) is/are maintained. Landscaping plans shall be in accordance with Chapter 16, Article 16.40, Section 16.40.060 of the City Code entitled "Landscaping and Irrigation."
2. Any plans for tree removal and permitting shall be submitted to the Development Services Division for approval.
3. All existing and newly planted trees and shrubs shall be mulched with three (3) inches of organic matter within a two (2) foot radius around the trunk of the tree.
4. The applicant shall install an automatic underground irrigation system in all landscaped areas. Drip irrigation may be permitted as specified within Chapter 16, Article 16.40, Section 16.40.060.2.2.
5. Concrete curbing, wheelstops, or other types of physical barriers shall be provided around/within all vehicular use areas to protect landscaped areas.
6. Any healthy existing oak trees over two (2) inches in diameter shall be preserved or relocated if feasible.
7. Any trees to be preserved shall be protected during construction in accordance with Chapter 16, Article 16.40.060.5 and Section 16.40.060.2.1.3 of City Code.

IV. **CONSIDERATIONS BY THE DEVELOPMENT REVIEW COMMISSION FOR REVIEW (Pursuant to Chapter 16, Section 16.70.040.1.4 (D)):**

- A. The use is consistent with the Comprehensive Plan.
The proposed use is consistent with the Comprehensive Plan.
- B. The property for which a Site Plan Review is requested shall have valid land use and zoning for the proposed use prior to site plan approval;
The Future Land Use classification for the portion of the property where the multi-family use is located is Residential Medium and the zoning is NSM-1 which permits multi-family use.
- C. Ingress and egress to the property and proposed structures with particular emphasis on automotive and pedestrian safety, separation of automotive and bicycle traffic and control, provision of services and servicing of utilities and refuse collection, and access in case of fire, catastrophe and emergency. Access management standards on State and County roads shall be based on the latest access management standards of FDOT or Pinellas County, respectively;
Direct vehicular ingress/egress to the site will be from 64th Street South. The Transportation and Parking Management Department did not object to the proposed project and provided a memo attached to this report.
- D. Location and relationship of off-street parking, bicycle parking, and off-street loading facilities to driveways and internal traffic patterns within the proposed development with particular reference to automotive, bicycle, and pedestrian safety, traffic flow and control, access in case of fire or catastrophe, and screening and landscaping;
The City Transportation and Parking Management Department commented on the proposed plan and did not object (see memo dated April 11, 2022).
- E. Traffic impact report describing how this project will impact the adjacent streets and intersections. A detailed traffic report may be required to determine the project impact on the level of service of adjacent streets and intersections. Transportation system management techniques may be required where necessary to offset the traffic impacts;
The City Transportation and Parking Management Department commented on the proposed plan and did not object(see memo dated April 11, 2022).
- F. Drainage of the property with particular reference to the effect of provisions for drainage on adjacent and nearby properties and the use of on-site retention systems. The Commission may grant approval, of a drainage plan as required by city ordinance, County ordinance, or SWFWMD;
The proposed development will be required to comply with the applicable stormwater requirements at time of permitting (see Engineering Department memo dated April 14, 2022).
- G. Signs, if any, and proposed exterior lighting with reference to glare, traffic safety and compatibility and harmony with adjacent properties;
Any proposed exterior lighting and signage will need to comply the applicable code requirements at time of permitting.

- H. Orientation and location of buildings, recreational facilities and open space in relation to the physical characteristics of the site, the character of the neighborhood and the appearance and harmony of the building with adjacent development and surrounding landscape;
- The proposed building is located along the south side of the site. The location of the site circulation provides a greater distance between the building and the adjacent single-family residential uses to the north. The orientation and location of the structure is consistent with the adjacent developments.**
- I. Compatibility of the use with the existing natural environment of the site, historic and archaeological sites, and with properties in the neighborhood as outlined in the City's Comprehensive Plan;
- Bear Creek is located along the northern portion of the subject property. The proposed parking lot is approximately 40-feet south of the creek and the proposed building is approximately 140-feet south of creek. Providing for a sufficient buffer. Existing protected trees will be preserved.**
- J. Substantial detrimental effects of the use, including evaluating the impacts of a concentration of similar or the same uses and structures, on property values in the neighborhood;
- There are a mix of single-family and multi-family uses in the immediate area. The proposed use is permitted by the NSM-1 zoning district. Site Plan Review (SPR) is only required since the proposed project exceeds 60-units.**
- K. Substantial detrimental effects of the use, including evaluating the impacts of a concentration of similar or the same uses and structures, on living or working conditions in the neighborhood;
- There are a mix of single-family and multi-family uses in the immediate area. The proposed use is permitted by the NSM-1 zoning district. SPR is only required since the proposed project exceeds 60-units.**
- L. Sufficiency of setbacks, screens, buffers and general amenities to preserve internal and external harmony and compatibility with uses inside and outside the proposed development and to control adverse effects of noise, lights, dust, fumes and other nuisances;
- The setbacks and landscape buffers will meet the zoning district regulations and there are no variances being requested. The subject property abuts a major street as defined in the City's Comprehensive Plan and is surrounded by single-family and multi-family uses.**
- M. Land area is sufficient, appropriate and adequate for the use and reasonably anticipated operations and expansion thereof;
- As shown on the site plan, the area can accommodate the proposed use.**
- N. Landscaping and preservation of natural manmade features of the site including trees, wetlands, and other vegetation;
- As proposed, the perimeter landscape buffers and interior site landscaping meet the requirements of the code. Any tree removal will need to be done under separate tree removal permit and analyzed by the City's Arborist.**

- O. Sensitivity of the development to on-site and adjacent (within two-hundred (200) feet) historic or archaeological resources related to scale, mass, building materials, and other impacts;
1. The site is **not within** an Archaeological Sensitivity Area, Sensitivity Level 2 (Chapter 16, Article 16.30, Section 16.30.070).
 2. The majority of the property is **not within** a flood hazard area (Chapter 16, Article 16.40, Section 16.40.050).

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

The proposed improvements do not impact demand for hurricane facilities.

- Q. Meets adopted levels of service and the requirements for a Certificate of Concurrency by complying with the adopted levels of service.

The use will not add demand for additional public services.

The future land use classification of the subject property is: **Residential Medium and Residential Urban**

The use classifications of the surrounding properties are:

North: **Bear Creek and Single-family residential**

South: **Mobile Home Park**

East: **Single-family residential**

West: **Bear Creek and Single-family residential**

REPORT PREPARED BY:

/s/ Corey Malyszka

4/25/22

Corey Malyszka, AICP, Urban Design and Development Coordinator

DATE

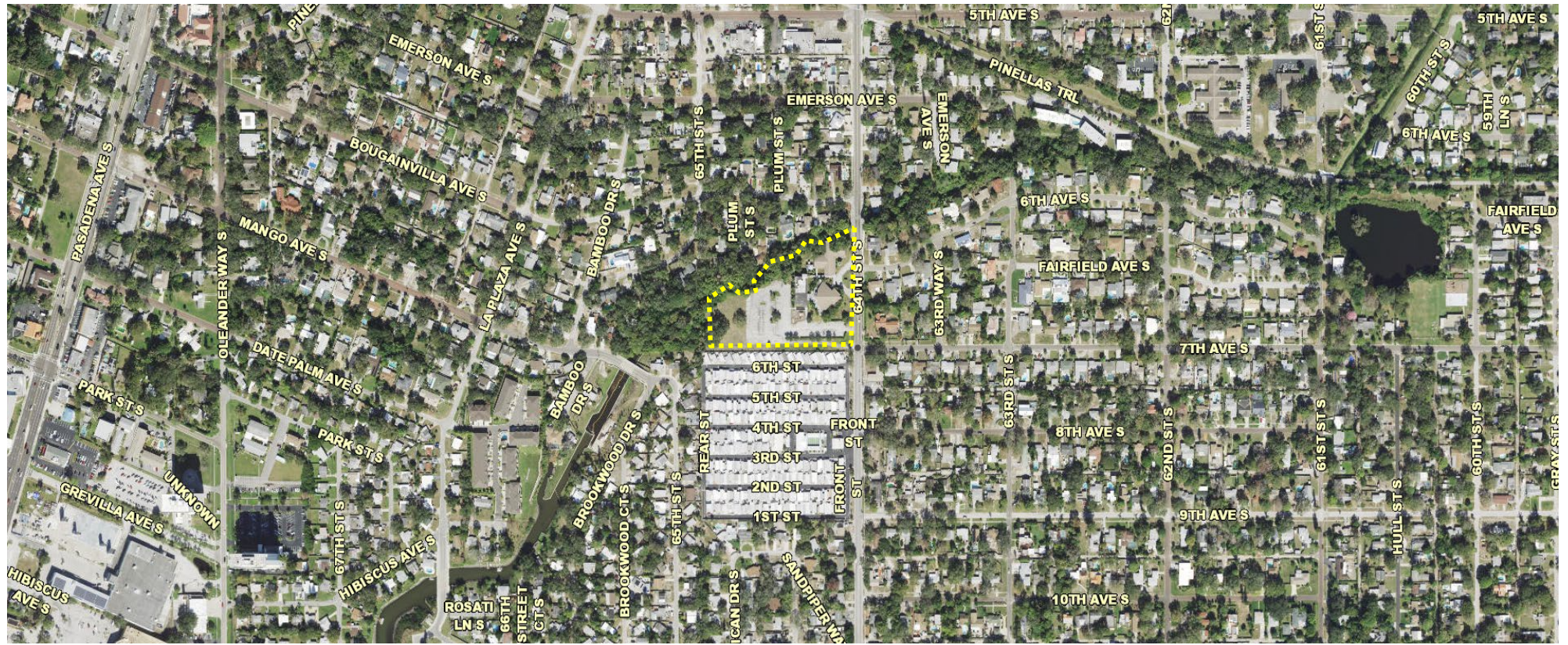
REPORT APPROVED BY:

/s/Dave Goodwin

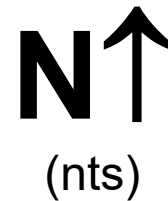
4/25/22

Dave Goodwin, Interim Zoning Official (POD)
Development Review Services Division
Planning & Development Services Department

DATE



Project Location Map
City of St. Petersburg, Florida
Planning and Development Services
Department
Case No.: 22-31000003
Address: 635 64th St. S.



MEMORANDUM
CITY OF ST. PETERSBURG
ENGINEERING AND CAPITAL IMPROVEMENTS DEPARTMENT

TO: Corey Malyszka, Urban Design and Development Coordinator
Dave Goodwin, Interim Zoning Official
Elizabeth Abernathy, Planning and Development Director

FROM: Nancy Davis, Engineering Plan Review Supervisor

DATE: April 8, 2022

SUBJECT: Site Plan

FILE: 22-31000003

LOCATION 635 64th Street South

PARCEL ID: 20-31-16-47052-000-0010

ATLAS: P-3 **ZONING:** NSM-1

REQUEST: Approval of a site plan to construct an one four-story building with 85 dwelling units.

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

SPECIAL CONDITIONS OF APPROVAL:

1. Structure and retention pond top of bank should maintain a minimum separation of 20-feet from the top of Bear Creek bank to allow adequate space for public ditch maintenance of this major drainage facility. Upon submittal for redevelopment permits, please reconfigure the northern portion of the retention pond and shift the proposed Gazebo to remain a minimum of 20-feet upland of the top of the creek bank. No trees or other above grade structures should be placed within 20-feet upland of the top of the creek bank to maintain the area as an access path for creek maintenance activity.
2. Recorded PB 56, Pg 44 shows a north/south 25-foot wide easement and the enclosed survey indicates OR BK 1370, Page 128 as an easement in favor of Florida Power Corporation. Though this is not a City controlled easement, it should be terminated by the applicant as it appears to conflict with the locations of the proposed buildings. Coordinate with Duke Energy to terminate the easement.

Please assure that the developer's design professional(s) also coordinate with Duke Energy regarding any landscaping proposed under Duke's overhead transmission or distribution systems and prior to proceeding with further development of this site plan to assure that the design has provided adequate space for any Duke Energy equipment which may be required to be placed within

the private property boundary to accommodate the building power needs. Early coordination is necessary to avoid additional expense and project delays which may occur if plans must be changed later in the building/site design stage as necessary to accommodate power systems on and off site. Please initiate contact via email to newconstruction@duke-energy.com

3. Upon development or redevelopment, Bicycle Lane striping along adjacent 64th Street South shall be modified as required to abandon existing driveways to be removed and at the new proposed driveway.
4. Public sidewalks are required by City of St. Petersburg Municipal Code Section 16.40.140.4.2 unless specifically limited by the DRC approval conditions. Within the NSM-1 zoning district, a 4-foot wide public sidewalk is required along 64th Street and along the northern parkway of 7th Avenue South. Since 7th Avenue South adjacent to this site is unimproved, the applicant should check with zoning on the need for the public sidewalk and/or the requirement for a variance to the land development code if the sidewalk is not needed.

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

5. Note that any stormwater pipe discharges directly into Bear Creek shall require the construction of a City Standard headstructure at the creek bank. Any discharges to a piped public drainage conveyance system shall require the Engineer's verification that existing public infrastructure has sufficient capacity or will have sufficient capacity to convey the drainage flow after considering the current and proposed infrastructure demand.
6. Upon redevelopment construction plans shall include removal of the paved access drive within the public right of way of 7th Avenue South adjacent to this project boundary.
7. A work permit issued by the City Engineering & Capital Improvements Department must be obtained prior to the commencement of construction within City controlled right-of-way or public easement. All work within right of way or public utility easement shall be in compliance with current City Engineering Standards and Specifications and shall be installed at the applicant's expense in accordance with the standards, specifications, and policies adopted by the City.

*Note that City Engineering Standard Details referenced in this review narrative are available on the City FTP site using the instructions below:

Using **File Explorer** path to:

<ftp://ftp2.stpete.org>

User Name = stpengrd

Password = 4Engreads

Path to the **Engineering** folder, then to the **_DeptTemplates_Standards** folder, and finally to the **City Standard Details Updated**.

-OR- alternatively City Standard Details and Standard forms may be obtained upon request by contacting the City Engineering department, phone 727-893-7238, email Ljudmila.Knezevic@stpete.org or Martha.Hegenbarth@stpete.org .

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

STANDARD COMMENTS: Water service is available to the site. The applicant's Engineer shall coordinate potable water and /or fire service requirements through the City's Water Resources department. Recent fire flow test data shall be utilized by the site Engineer of Record for design of fire protection system(s) for this development. Any necessary system upgrades or extensions shall be performed at the expense of the developer.

Water and fire services and/or necessary backflow prevention devices shall be installed below ground in vaults per City Ordinance 1009-g (unless determined to be a high hazard application by the City's Water Resources department or a variance is granted by the City Water Resources department). Note that the City's Water Resources Department will require an exclusive easement for any meter or backflow device placed within private property boundaries. City forces shall install all public water service meters, backflow prevention devices, and/or fire services at the expense of the developer. Contact the City's Water Resources department, email WRD-UtilityReviewRequest@stpete.org. All portions of a private fire suppression system shall remain within the private property boundaries and shall not be located within the public right of way (i.e. post indicator valves, fire department connections, etc.).

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

The scope of this project will trigger compliance with the Drainage and Surface Water Management Regulations as found in City Code Section 16.40.030. Submit drainage calculations which conform to the

water quantity and the water quality requirements of City Code Section 16.40.030. Please note the volume of runoff to be treated shall include all off-site and on-site areas draining to and co-mingling with the runoff from that portion of the site which is redeveloped. Stormwater runoff release and retention shall be calculated using the Rational formula and a 10-year 1-hour design storm.

Stormwater systems which discharge directly or indirectly into impaired waters must provide net improvement for the pollutants that contribute to the water body's impairment. The BMPTrains model shall be used to verify compliance with Impaired Water Body and TMDL criteria. Prior to approval of a plan, the owner's engineer of record shall verify that existing public infrastructure has sufficient capacity or will have sufficient capacity prior to issuance of a certificate of occupancy, to convey the drainage flow after considering the current and proposed infrastructure demand.

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

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

Final approval of a Temporary Traffic Control plan, phased implementation schedule, public sidewalk closures/detours, bicycle lane detours, vehicular or parking lane closures, etc. requires detailed review & approval by City ECID at the time of construction. The project Engineer will be required to develop a site-specific Temporary Traffic Control (TTC) plan in compliance with FDOT "Uniform Traffic Control Devices for Streets and Highways" and "Roadways and Traffic Design Standards" for submittal to City ECID for approval prior to initiating construction. The plan shall provide for pedestrian and vehicular safety during the construction process and shall minimize the use of the public right of way for construction purposes. Roadway travel lane closures are discouraged and will be approved at the discretion of the City's Engineering director pending receipt of adequate justification. Impacts to the Pinellas Trail and bicycle lanes are discouraged and will require approval of a detour plan by City Transportation and City ECID. The TTC plan shall be prepared in compliance with City Engineering's "Temporary Traffic Control Plan Requirements", available upon request from the City Engineering & Capital Improvements department. Proposed use of on-street public parking spaces for construction purposes must receive prior approval from the City's Transportation and Parking Management division. Refer to the City's "Parking Meter Removal & Space Rental Policy During Construction" procedure, available upon request from the City Transportation and Parking Management department.

Note that contractor introduction letters must be sent to all surrounding businesses, associations, and property owners prior to implementing any Temporary Traffic Control plan. As a minimum, the letter must give a description of the project, provide a list of all right of way impacts (parking impacts, travel lane impacts, sidewalk closures and temporary pedestrian paths, etc.), a schedule for each phase of the TTC implementation, and what to expect with regard to noise, delivery trucks, concrete trucks & pumps, as well as contact information for the on-site contractor's representative with 24 hour availability who is responsible for addressing any and all concerns of impacted citizens. The contractor must personally visit each adjacent property and operating business around the construction site and make direct contact with any active business association or neighborhood association and personally introduce themselves to the property & business owners and association presidents. The contractor must also meet with any association representatives and property owners periodically to address any concerns that may develop as the project proceeds. The contractor is required to provide a copy of the letter and summary of when and who was

contacted prior to implementing any City approved TTC plan.

*Use of the paved public right of way for construction purposes shall include restoration by mill and overlay in full lane widths per City ECID standards and specifications.

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

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

Per land development code 16.40.050, habitable floor elevations for commercial projects must be set per FEMA and building code requirements as administered by the building official. Per land development code 16.40.140.4.6 the construction site upon the lot shall be a minimum of one foot above the average grade crown of the road, which crown elevation shall be as set by the engineering director. Adequate swales shall be provided on the lot in any case where filling obstructs the natural ground flow. In no case shall the elevation of the portion of the site where the building is located be less than an elevation of 103 feet according to City datum.

Development plans shall include a copy of a Southwest Florida Water Management District Management of Surface Water Permit or Letter of Exemption or evidence of Engineer's Self Certification to FDEP.

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

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

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

NED: mk

cc: Sean McWhite – City WRD
Kayla Eger – Development Review Services and Permitting Division



CITY OF ST. PETERSBURG

Transportation and Parking Management Department

MEMORANDUM

TO: Corey Malyszka, Urban Design and Development Coordinator, Planning and Development Services Department

FROM: Tom Whalen, AICP, Planner III, Transportation and Parking Management Department

DATE: April 14, 2022

SUBJECT: Approval of a site plan for 85 multifamily units.

CASE: 22-31000003

The Transportation and Parking Management (“Transportation”) Department has reviewed the site plan application for the proposed multifamily development located at 635 64th Street South. The Transportation Department has assessed the potential traffic impact of the project and reviewed the site plan.

Traffic Impact

The subject property is located along 64th Street South. Sixty-fourth Street South is a two-lane, undivided roadway that is classified as a collector and maintained by the City of St. Petersburg.

Based on traffic counts collected by the City of St. Petersburg, the level of service (LOS) for 64th Street South near the subject parcel is “D.” Roadway LOS is divided into six letter grades, “A” through “F,” with “A” having free flow conditions for motorists and “F” having heavy traffic congestion. This LOS determination is based on the peak hour traffic volume of 478 in 2014. The volume-to-capacity ratio is 0.47. The traffic volume was slightly higher than the maximum volume for a LOS “C” roadway. Roadways are not considered heavily congested until their LOS become an “E” or “F” and/or their volume-to-capacity ratio is 0.90 or higher.

The Transportation Department conducted a traffic impact analysis based on the size of the existing church and proposed number of multi-family units. Staff utilized trip generation data from the Institute of Transportation Engineers’ “Trip Generation Manual” (11th Edition). A 30,000 square-foot church is projected to generate 15 p.m. peak hour trips. The proposed development is being built for residents that are 55 years of age or older. An 85-unit, senior adult housing multifamily development is projected to generate 21 p.m. peak hour trips; the ITE studies are based on developments built for residents that are 55 years of age or older. Due to the small projected increase

in new p.m. peak hour trips, the traffic impact on 64th Street South and surrounding streets is anticipated to be minimal.

Site Plan

Section 16.40.140.4.2 of the City Code states that sidewalk widths shall not be less than six feet along arterial and collector streets. Since 64th Street is classified as a collector roadway, the sidewalk along 64th Street shall not be less than six feet wide.

Section 16.40.090.4 of the City Code requires the provision of short and long-term bicycle parking for multifamily uses. The proposed development is required to provide a minimum of four short-term and 85 long-term bicycle parking spaces in accordance with the development standards outlined in Section 16.40.090.4.2 of the City Code.

The applicant indicated on the site plan that 89 parking spaces are required but the project is eligible for reductions due to the provision of workforce and affordable housing units. The applicant is providing 90 spaces. According to the Institute of Transportation Engineers’ “Parking Generation Manual” (5th Edition), an 85-unit, senior adult housing multifamily development has a peak parking demand of 52, but this estimate is based on only three studies.

There are no changes identified for 64th Street South in the Complete Streets Implementation Plan in the vicinity of the subject parcel. There are existing bike lanes on 64th Street South that connect to the Pinellas Trail three blocks north of the subject parcel. If you have any questions about this memorandum, please call me at (727) 893-7883 or write to me at tom.whalen@stpete.org.