



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

DEVELOPMENT REVIEW COMMISSION
STAFF REPORT

APPEAL OF A STREAMLINE APPROVAL OF A SITE PLAN

According to Planning and Development Services Department records, **Commissioners Clemmons and Kiernan** 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 announcement of the item.

REPORT TO THE DEVELOPMENT REVIEW COMMISSION FROM DEVELOPMENT REVIEW SERVICES DIVISION, PLANNING & DEVELOPMENT SERVICES DEPARTMENT, for Public Hearing and Executive Action on **Wednesday, July 6th 2022, at 1:00 PM** at Council Chambers, City Hall, located at 175 5th Street North, St. Petersburg, Florida. The City's Planning and Development Services Department requests that you visit the City website at www.stpete.org/meetings for up-to-date information.

CASE NO.:	22-31000010	PLAT SHEET:	F-1
REQUEST:	Appeal of a streamline approval of a site plan to construct a 5-story, 40-unit residential building with F.A.R bonuses.		
OWNER:	NJR Castille Urbana LLC 460 3rd St. N. St. Petersburg, FL 33701		
AGENT:	Joe Delinks 460 3rd St. N. St. Petersburg, FL 33701		
ADDRESSES:	610 3 rd Ave. S., 325 & 317 6 th St. S.		
PARCEL ID NUMBERS:	19-31-17-74466-062-0010; 0011; 0012 and 0020		
LEGAL DESCRIPTION:	On File		
ZONING:	Downtown Center (DC-2)		
SITE AREA TOTAL:	20,000 square feet or 0.46 acres		
GROSS FLOOR AREA:			
Existing:	5,910 square feet	0.30 F.A.R.	

Proposed:	65,960 square feet	3.30 F.A.R.
Permitted:	60,000 square feet	3.0 F.A.R.

BUILDING COVERAGE:

Existing:	6,218 square feet	31% of Site MOL
Proposed:	16,490 square feet	82% of Site MOL
Permitted:	19,000 square feet	95% of Site MOL

IMPERVIOUS SURFACE:

Existing:	6,710 square feet	33% of Site MOL
Proposed:	19,200 square feet	96% of Site MOL
Permitted:	NA	

OPEN GREEN SPACE:

Existing:	14,090 square feet	70% of Site MOL
Proposed:	830 square feet	4% of Site MOL

PAVING COVERAGE:

Existing:	492 square feet	2% of Site MOL
Proposed:	2,710 square feet	14% of Site MOL

PARKING:

Existing:	6 including 0 handicapped spaces
Proposed:	40; including 2 handicapped spaces
Required	40; including 2 handicapped spaces

BUILDING HEIGHT:

Existing:	30 feet
Proposed:	61 feet
Permitted:	125 feet

APPLICATION REVIEW:

- I. **PROCEDURAL REQUIREMENTS:** The applicant has met and complied with the procedural requirements of Section 16.10.020.1 of the Municipal Code for a multi-family development which is a permitted use within the DC-2 Zoning District.

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

The applicant seeks approval of a site plan to construct a 5-story, 40-unit multi-family development. The applicant is requesting a floor area ratio bonus. The subject property is on located at the southwest intersection of 3rd Avenue South and 6th Street South.

Appeal:

On July 13, 2022, the City Clerk received an appeal from the 3rd Avenue South Townhomes Property Owners Association, Inc (appellant). The appellant listed six items for grounds for the appeal, see attached Appeal tab. The following report will first address the site plan review criteria followed by the appeal items.

Proposal:

The subject property is currently developed with two, 2-story buildings and three, 1-story buildings with a total of 13-dwelling units. The existing buildings will be demolished to accommodate the proposed development. The proposed building will occupy a majority of the lot. The ground floor of the building will consist of a lobby, amenity space, utility rooms and enclosed parking. The second through fifth floor will consist solely of residential dwellings units. Vehicular access to the parking garage will be from the existing east-west alley (Charles Court South) that is located south of the subject property. Pedestrian access to the building will be from the public sidewalk along 3rd Avenue South.

The proposed architectural style of the building is contemporary. The exterior building will be finished with stucco, include projecting balconies, and a decorative cornice. The north facade of the first-floor parking garage will be enclosed and will have the same architectural treatment and window types as the upper floors of the building. The east façade of the first-floor parking garage will be enclosed with openings that will have the same fenestration pattern as the windows above. The opening will include decorative metal panels.

FLOOR AREA RATIO BONUSES:

The base Floor Area Ratio (FAR) within the DC-2 zoning district is 3.0. The applicant is requesting a bonus of 0.3 FAR for a total FAR of 3.3, which can be granted by staff upon demonstration that the project qualifies for the bonuses.

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

The applicant is seeking to utilize this bonus to achieve a FAR bonus of 0.3. The total construction cost of the project is approximately \$12,748,000. Since the applicant is seeking to utilize this bonus to achieve a bonus of 0.3, the applicant will be required to provide 0.15 of one percent of the total construction cost to the HCIP Trust Fund. Based on the estimated construction cost, a minimum of \$19,122 shall be paid to the HCIP Trust Fund. The applicant shall provide the funds to the City prior to the release of building permits. A condition has been added to this report to address this requirement.

Standards for Review

A multi-family development in the DC-2 zoning district is a permitted use. The relevant review criteria for a site plan review are found in Chapter 16, Section 16.70.040.1.4.D. are noted below. It is the responsibility of the DRC to evaluate and weight these criteria in making their determination.

1. The use is consistent with the Comprehensive Plan;

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

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

Staff Response: A multi-family use is a permitted use in the DC-2 zoning district.

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

Staff Response: The City Transportation and Parking Management and Engineering and Capital Improvements teams have reviewed the proposed site plan and do not object to the project or the ingress and egress to the parking garage from the alley (Charles Court South).

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

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

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

Staff Response: The City Transportation and Parking Management analyzed the project for any potential traffic impacts and have concluded that the proposed site plan satisfies all code requires related to the alley (Charles Court South). Further, based on the relatively low projected number of peak hour trips, 13 in total, and the adequate existing condition of the alley (Charles Court South), the Transportation Department has determined that vehicular access to the site from the alley (Charles Court South) is acceptable.

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

Staff Response: The proposed development will be required to comply with the applicable stormwater requirements at time of permitting (Engineering Department memo dated June 22, 2022).

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

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

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

Staff Response: The proposed building has been located on the site to comply with all DC-2 zoning regulations.

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

Staff Response: There is an archeological sensitivity area, level 2. An archeologist is encouraged, but not required, to be on-site during site excavation.

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

Staff Response: A multi-family use is permitted in the DC-2 zoning district. The DC-2 district provides for an intense residential development. The permitted use and use regulations for a project in the DC-2 zoning district (Section 16.20.120.5) requires the gross square footage of a project to consist of 75% residential or hotel uses.

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

Staff Response: The multi-family development is a permitted use in the DC-2 zoning district. Staff has added special conditions of approval in the staff report to help mitigate for any potential adverse impacts.

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

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

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

Staff Response: The subject property is located in the DC-2 zoning district. Tree preservation in the DC-2 zoning district is not required. There is not any other vegetation of significance or wetlands on the subject property.

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

Staff Response: There are no known historic or archeological resources on the subject property or within 200-feet.

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

Staff Response: The proposed multi-family development uses does not impact demand for hurricane facilities, as it is not located in an evacuation zone

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

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

The Appeal:

The appellant listed six items for grounds for the appeal. The items are: 1) boundary line and retaining wall issues 2) parking garage/lighting intrusion into the 3rd Avenue South Townhomes' courtyard, 3) transportation/ingress and egress issues, 4) ambiguity in plans 5) environmental issues and 6) discussion with NJR.

Issue #1:

- A) The appellant states that the boundary survey provided by the applicant shows the appellant's fence on the applicant's property and the appellant's survey shows no encroachment onto the applicant's property.**
- B) A retaining wall will be constructed between the appellant's and applicant's shared property line (west property line of subject property). The plans do not identify the proposed retaining wall, the appellant is concerned that the retaining wall may impact their property, including impacts to building foundations, sidewalk and landscaping.**
- C) The appellant requests that the retaining wall or other structures are of adequate height to minimize noise from machine room, light from parking garage and trash area.**

The possible survey discrepancy is a private matter between the applicant and the appellant. The design of the retaining wall will be reviewed at the time of permitting for compliance with all applicable Codes. The retaining wall will need to be located on the subject property. Special conditions of approval have been added to the report to address potential noise and light trespass from the proposed garage.

Issue #2: The appellant is requesting decorative panels along the west façade of the parking garage to enhance the appearance and prevent light trespass.

Staff has discussed this issue with both the applicant and appellant. Staff has placed multiple conditions of approval in the report to address this issue, including a condition requiring an 8-foot-tall opaque fence along the west property line and that decorative panels be installed along the header of the openings in the garage and extend down to the ground as far as possible, subject to complying with the minimal parking garage clearances as established in the Building Code. The City Code also includes a lighting section (section 16.40.070), which requires

exterior light, including parking garage lighting, to be shielded to prevent light trespass onto neighboring properties.

Issue #3:

- A) Access to the proposed parking garage will be from a one-lane alley (Charles Court South) which is already impacted by a large volume of traffic. The appellant has concern with the ability to get in and out of their garages and potential for accidents. The alley also is impacts by potholes, and other maintenance issues.**
- B) Block of on-street parking spaces during construction.**

The existing alley (Charles Court South) is 20-feet wide, is not designated as a one-way and can accommodate two vehicles side by side. The City Code requires access to a parking garage to come from an alley or a secondary street. City Staff required access to the garage to come from alley (Charles Court South) to avoid an additional curb cut along 6th Street South. The Downtown Center (DC) district regulations have been developed to encourage walkable pedestrian-oriented streets. The addition of another curb cut along 6th Street South will only impede this experience. A curb cut on 6th Street South could require the removal of some of the existing on-street parking spaces.

The City Transportation and Parking Management analyzed the project for any potential traffic impacts and have concluded that the proposed site plan satisfies all code requirements as it relates to the alley (Charles Court South), such as meeting the minimum width of 20-feet. Further, based on the relatively low projected number of peak hour trips, 13 in total, and the adequate existing condition of the alley (Charles Court South), the Transportation Department has determined that vehicular access to the site from the alley (Charles Court South) is acceptable.

Approval of blocking off the on-street parking spaces during construction will require a separate approval by the City. The City has approved the temporary blocking of on-street parking during the construction phase of a project. This has been a typical practice in areas of the city that permit zero lot line development.

Issue #4

- A) Trash-recycling area along the shared property line, it is unclear if the trash room is covered and how the trash pick-up will be handled and the encroachment of the dumpster in the alley will impact vehicular travel.**
- B) The machine/electrical room will be located near the shared property line and it is unclear if the rooms will be enclosed, what machinery will be running and what methods used to mitigate for sound and pollution.**

The electrical room is located at the southwest corner of the ground floor of the building, the trash room is located in the rear one 1/3 of the building centered on the ground floor, the elevator mechanical room, and sprinkler pump room are located along the east side of the building. The building plans identify these rooms to have walls and doors, and the building elevations show the walls to extend from the floor to the ceiling.

Per the City's Sanitation Dept., the dumpster area located at the southwest corner of the site will be for the temporary storage of the dumpster. The dumpster will be moved from the trash room by building maintenance staff and placed in the dumpster area, the Sanitation Dept. staff will move the dumpster from this area and bring it to the garbage truck for pick-up, the Sanitation

Dept. staff will then move the dumpster back to the dumpster area and then building maintenance staff will move the dumpster back to the trash room. The dumpster area will be screened from view with an opaque fence.

Issue #5

- A) Lack of green space, 70% of the site is currently green space and proposed is 3 to 4%.**
- B) Destruction of trees and habitat for birds and wildlife.**
- C) Lack of landscaping along the shared property line.**
- D) Proposed project is 65,690 square feet, 96% if the site will be paved.**

Properties in the DC district are only required to provide 5% open space, with half of the required open space being pervious area. A payment in lieu option is available if a project cannot provide the required open space on the property. The site plan that was provided in the application notes 1,642 square foot of open space, or 8.2% with 919 square feet of the open space being pervious or 4.6%. The amount of open space provided exceeds the code minimum. There is no specimen trees projection required in the DC zoning districts. A tree removal permit will be required to removal any non-invasive or exempt trees. In the DC zoning districts an interior green yard, which is a green yard located along an interior property line is not required.

Issue #6 The appellant welcomes discussion and conversation with the applicant to resolve these issues.

The applicant has previously stated to staff that communications have occurred in the past with appellant. The appellant has also mentioned to staff that those previous conversations have occurred. Staff has also encouraged the applicant to reach out to discuss the appeal with the appellant to see if their concerns can be addressed prior to the hearing.

Public Comments:

Additional comments or concerns have not been received by staff at the time this report was prepared.

III. RECOMMENDATION:

- A. Staff recommends APPROVAL of the following:**
 - 1. Floor area ratio bonus; and**
 - 2. The site plan subject to the Special Conditions of Approval.**
- B. Special Conditions of Approval:**
 - 1. Public art shall be provided, the value shall be equal to one-half of one percent of the total construction cost up to \$100,000.00 and shall be reviewed and approved by the POD of Cultural Affairs prior to issuance of the first certificate of occupancy. All public art shall be visually accessible to the public. In lieu of providing the public art, the applicant may provide financial support to the City's downtown public art program equal to one-quarter of one percent of the total construction cost, up to \$50,000.00.**
 - 2. The applicant shall provide 0.15 of one percent or more of the total construction cost to the HCIP Trust Fund. The funds shall be provided to the City prior to the release of building permits.**

3. An 8-foot-tall opaque fence shall be installed along the west property line.
4. The retaining wall along the west property line, if installed, shall be decorative.
5. Decorative metal panels shall be installed at the header of the openings in the west facade of the garage and extend down to the ground as far as possible, subject to complying with the minimal parking garage clearances as established in the Building Code.
6. The building walls along the east side of the building that are screening the parking spaces that are projecting out from the building shall extend to the underside of the ceiling of the garage and include a roof. The fenestration pattern, including size and height of the opens in these walls shall match the openings along the north facade of the garage. These openings shall include decorative metal panels.
7. Any modifications to the travel lane, parking spaces and landscape islands surrounding the subject property shall be subject to approval by the City.
8. Concrete driveways shall be continuous through all driveway approaches and truncated domes shall be installed.
9. The final streetscape and hardscape plan for the abutting streets shall be approved by Staff.
10. The final design of the parking garage screening shall be approved by staff.
11. Building materials at the street level shall include materials such as metal, stone, brick, precast masonry, glass, stucco or other similar hard surface material. The use of dryvit, EIFS, or other artificial material shall not be permitted.
12. Bicycle parking shall be provided as required by Section 16.40.090.
13. Exterior lighting shall comply with Section 16.40.070.
14. Mechanical equipment shall be screened from the abutting rights-of-way.
15. Construction of piers and/or caissons shall be by auger method unless geotechnical data supports a finding that such a method is impractical or impossible.
16. The Construction Action Plan (CAP) shall be submitted to Zoning Official for review and approval prior to the issuance of building permits.
17. The site plan shall be modified as necessary to comply with the comments in the Engineering and Capital Improvement Department's Memorandum dated June 22, 2022, or as amended at a future date by the Engineering and Capital Improvement Department.
18. This Site Plan approval shall be valid through July 6, 2025. Substantial construction shall commence prior to this expiration date unless an extension has been approved by the POD. A request for extension must be filed in writing prior to the expiration date.

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 & DEVELOPMENT SERVICES DEPARTMENT BY THE APPLICANT FOR APPROVAL PRIOR TO THE ISSUANCE OF PERMITS.

Building Code Requirements:

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

Zoning/Planning Requirements:

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

Engineering Requirements:

1. The site shall be in compliance with all applicable drainage regulations (including regional and state permits) and the conditions as may be noted herein. The applicant shall submit drainage calculations and grading plans (including street crown elevations), which conform with the quantity and the water quality requirements of the Municipal Code (Chapter 16, Article 16.40, Section 16.40.030), to the City's Engineering Department for approval. Please note that the entire site upon which redevelopment occurs shall meet the water quality controls and treatment required for development sites. Stormwater runoff release and retention shall be calculated using the rational formula and a 10-year, one-hour design storm.
2. All other applicable governmental permits (state, federal, county, city, etc.) must be obtained before commencement of construction. A copy of other required

governmental permits shall be provided to the City Engineering & Capital Improvements Department prior to requesting a Certificate of Occupancy. Issuance of a development permit by the City does not in any way create any rights on the part of the applicant to obtain a permit from a governmental agency and does not create any liability on the part of the City of St. Petersburg for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by other governmental agencies or undertakes actions that result in a violation of state or federal law.

3. A work permit issued by the Engineering Department shall be obtained prior to commencement of construction within dedicated rights-of-way or easements.
4. The applicant shall submit a completed Storm Water Management Utility Data Form to the City's Engineering Department for review and approval prior to the approval of any permits.
5. Curb-cut ramps for the physically handicapped shall be provided in sidewalks at all corners where sidewalks meet a street or driveway.

Landscaping Requirements:

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

REPORT PREPARED BY:

/s/ Corey Malyszka

6/28/2022

Corey Malyszka, AICP, Urban Design and Development Coordinator

DATE

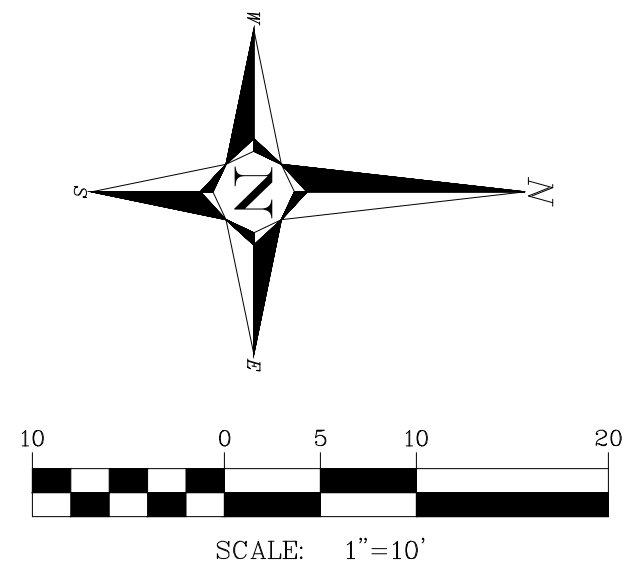
REPORT APPROVED BY:

Joe Moreda

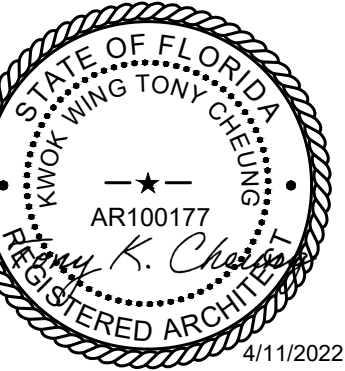
6/28/2022

Joe Moreda, AICP, Zoning Official (POD)
Development Review Services Division
Planning and Development Services Department

DATE



PERMIT SET



KWOK WING TONY CHEUNG AR100177

STRUCTURAL ENGINEER
AUSTIN STRUCTURAL GROUP, INC.
6810 EBB TIDE AVENUE
APOLLO BEACH, FL 33572
813-500-7595

MECHANICAL ELECTRICAL PLUMBING ENGINEER
INGENUITY ENGINEERS, INC.
4708 NEW BROAD STREET SUITE 300
ORLANDO, FL 32814
407-398-6007

ARCHITECT
NJR CONSTRUCTION GROUP LLC
460 3RD STREET NORTH
SAINT PETERSBURG, FL 33701
727-310-0834

CIVIL ENGINEER
VICKSTROM ENGINEERING SERVICES, INC.
505 20TH AVE. NE
SAINT PETERSBURG, FL 33704
727-894-0404

PROJECT NO. 202201

CASTILLE URBANA
600 3RD AVENUE SOUTH
ST. PETERSBURG, FLORIDA

REVIEWED BY: DATE:

DATE 4/11/2022

**FIRST FLOOR
PLAN - SITE PLAN**

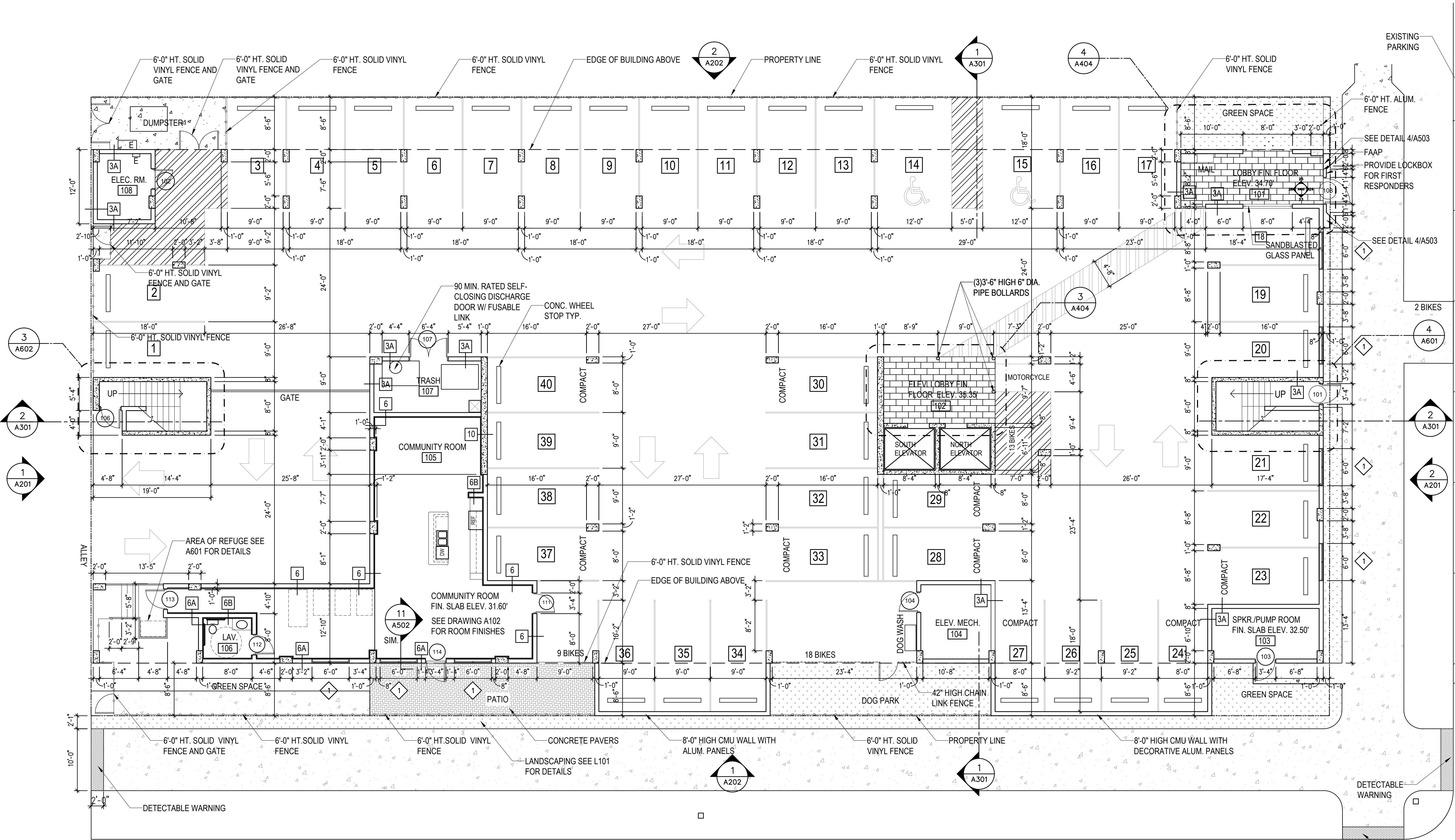
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PARKING COUNT REQUIRED:

1 PARKING SPACE PER CONDOMINIUM UNIT: 40 SPACES REQUIRED
(40) BICYCLE STORAGE SPACES REQUIRED: 40 SPACES PROVIDED
2 SHORT TERM BICYCLE SPACES REQUIRED: 2 PROVIDED
NOTE: 4 BIKE RACKS IN GARAGE AREA. EACH RACK HOLDS 9 OR 13 BICYCLES.

PARKING COUNT PROVIDED:

(38) CAR PARKING SPACES 38
(2) HANDICAP PARKING SPACES 2
CAR SPACES PROVIDED 40 SPACES PROVIDED
MOTORCYCLE PARKING 1 SPACES PROVIDED



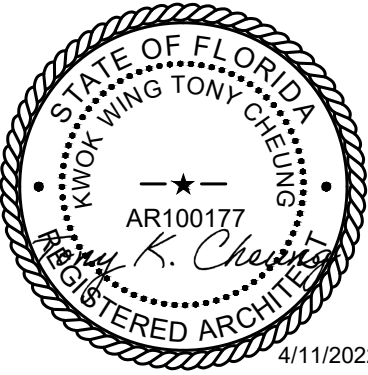
FIRST FLOOR PLAN - SITE PLAN

SCALE: 1/8" = 1'-0"



THIS DRAWING INDICATES PROFESSIONAL ARCHITECTURAL RESPONSIBILITY FOR THE ARCHITECTURAL PORTION OF THE PROJECT ONLY. TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE ARCHITECTURE SHOWN ON THIS PLAN CONFORM TO THE FBC 2020 7TH EDITION

PERMIT SET



KWOK WING TONY CHEUNG AR100177

STRUCTURAL ENGINEER	AUSTIN STRUCTURAL GROUP, INC. 6810 EBB TIDE AVENUE APOLLO BEACH, FL 33572 813-500-7595	MECHANICAL ELECTRICAL PLUMBING ENGINEER	INGENUITY ENGINEERS, INC. 4798 NEW BROAD STREET SUITE 300 ORLANDO, FL 32814 407-398-6007
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ARCHITECT	NJR CONSTRUCTION GROUP LLC 460 3RD STREET NORTH SAINT PETERSBURG, FL 33701 727-310-0834	CIVIL ENGINEER	VICKSTROM ENGINEERING SERVICES, INC. 505 20TH AVE. NE SAINT PETERSBURG, FL 33704 727-894-0404
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PROJECT NO. 202201

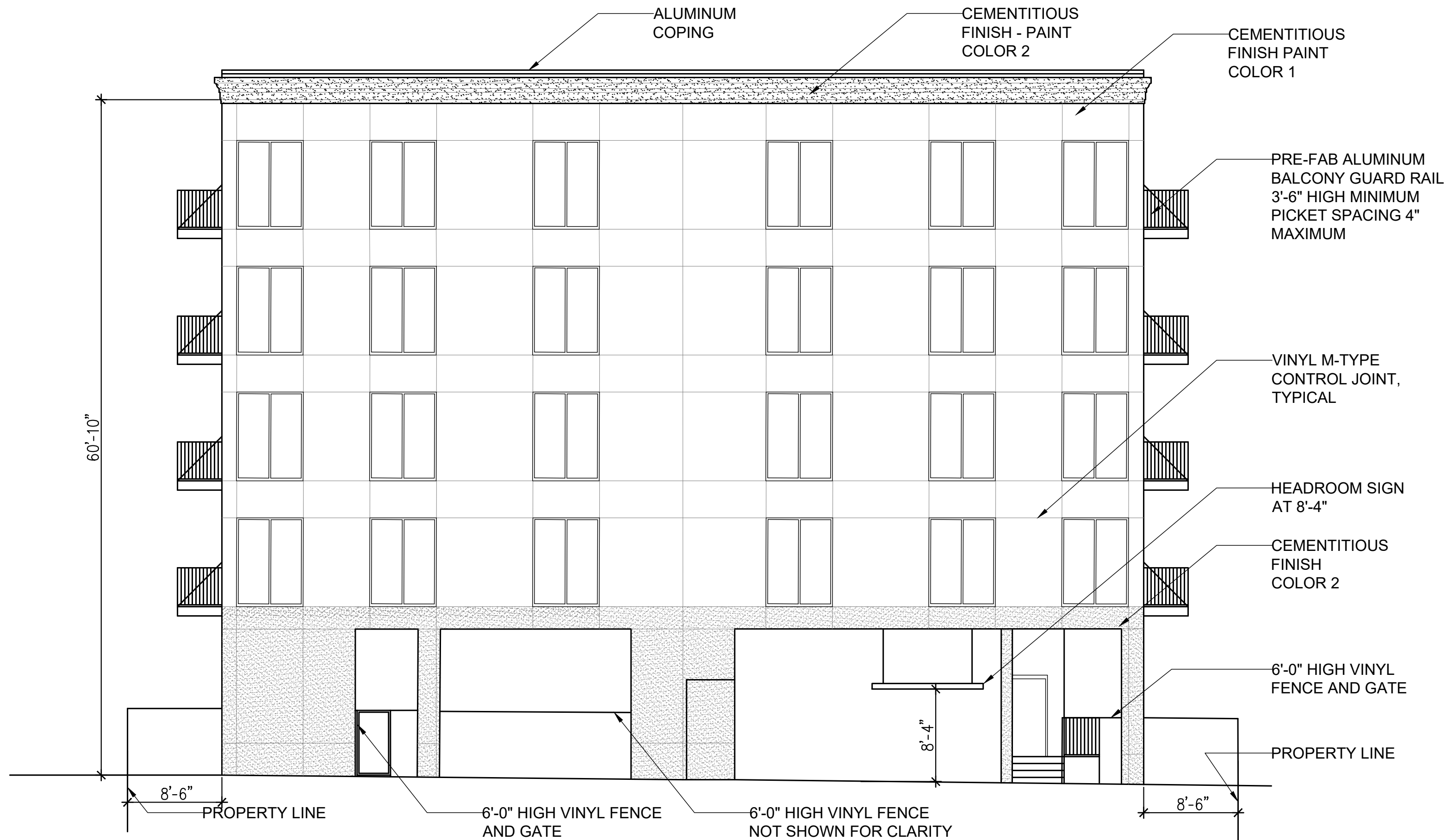
CASTILLE URBANA
600 3RD AVENUE SOUTH
ST. PETERSBURG, FLORIDA

REVIEWED BY:	DATE:

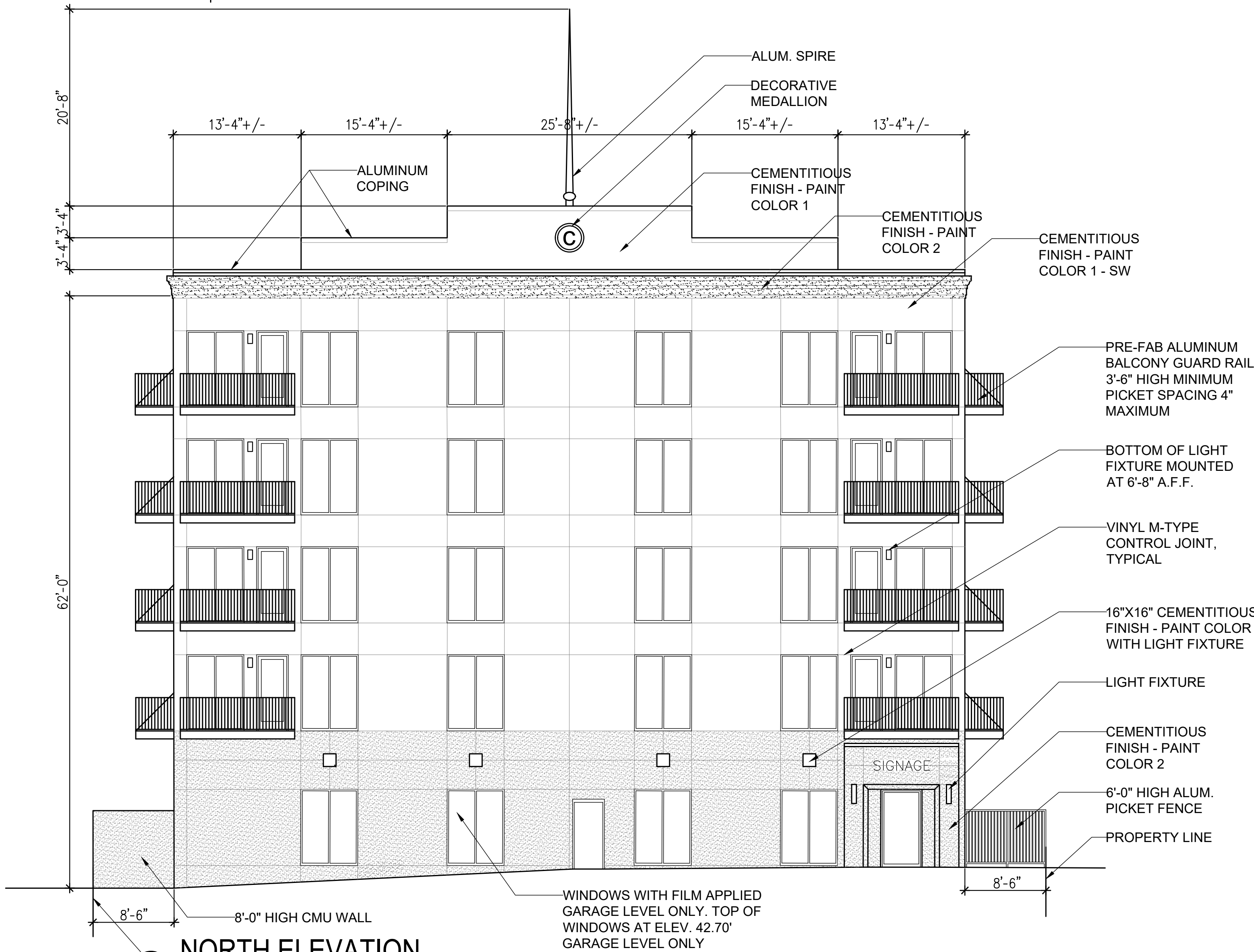
DATE 4/11/2022

**BUILDING
ELEVATIONS -
NORTH
SOUTH**

A201



1 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

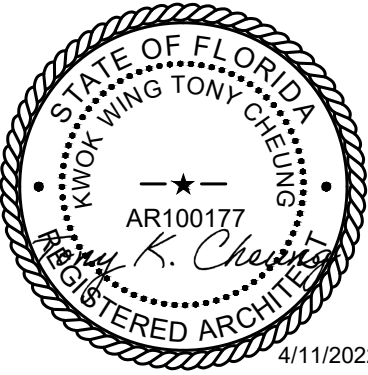


2 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



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STRUCTURAL ENGINEER	AUSTIN STRUCTURAL GROUP, INC. 6810 EBB TIDE AVENUE APOLLO BEACH, FL 33572 813-500-7595	MECHANICAL ELECTRICAL PLUMBING ENGINEER	INGENUITY ENGINEERS, INC. 4798 NEW BROAD STREET SUITE 300 ORLANDO, FL 32814 407-398-6007
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ARCHITECT	NJR CONSTRUCTION GROUP LLC 460 3RD STREET NORTH SAINT PETERSBURG, FL 33701 727-310-0834	CIVIL ENGINEER	VICKSTROM ENGINEERING SERVICES, INC. 505 20TH AVE. NE SAINT PETERSBURG, FL 33704 727-894-0404
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PROJECT NO. 202201

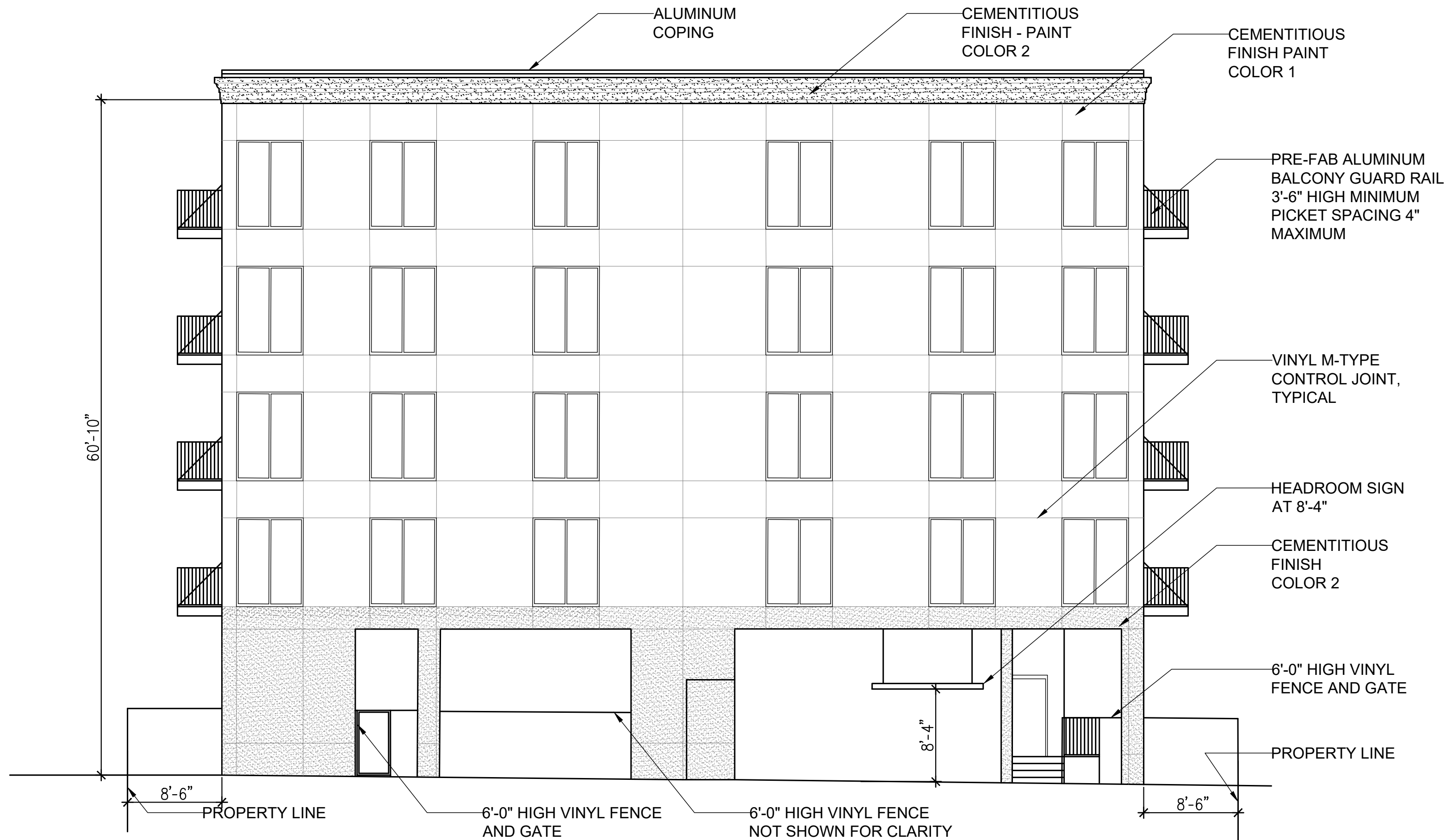
CASTILLE URBANA
600 3RD AVENUE SOUTH
ST. PETERSBURG, FLORIDA

REVIEWED BY:	DATE:

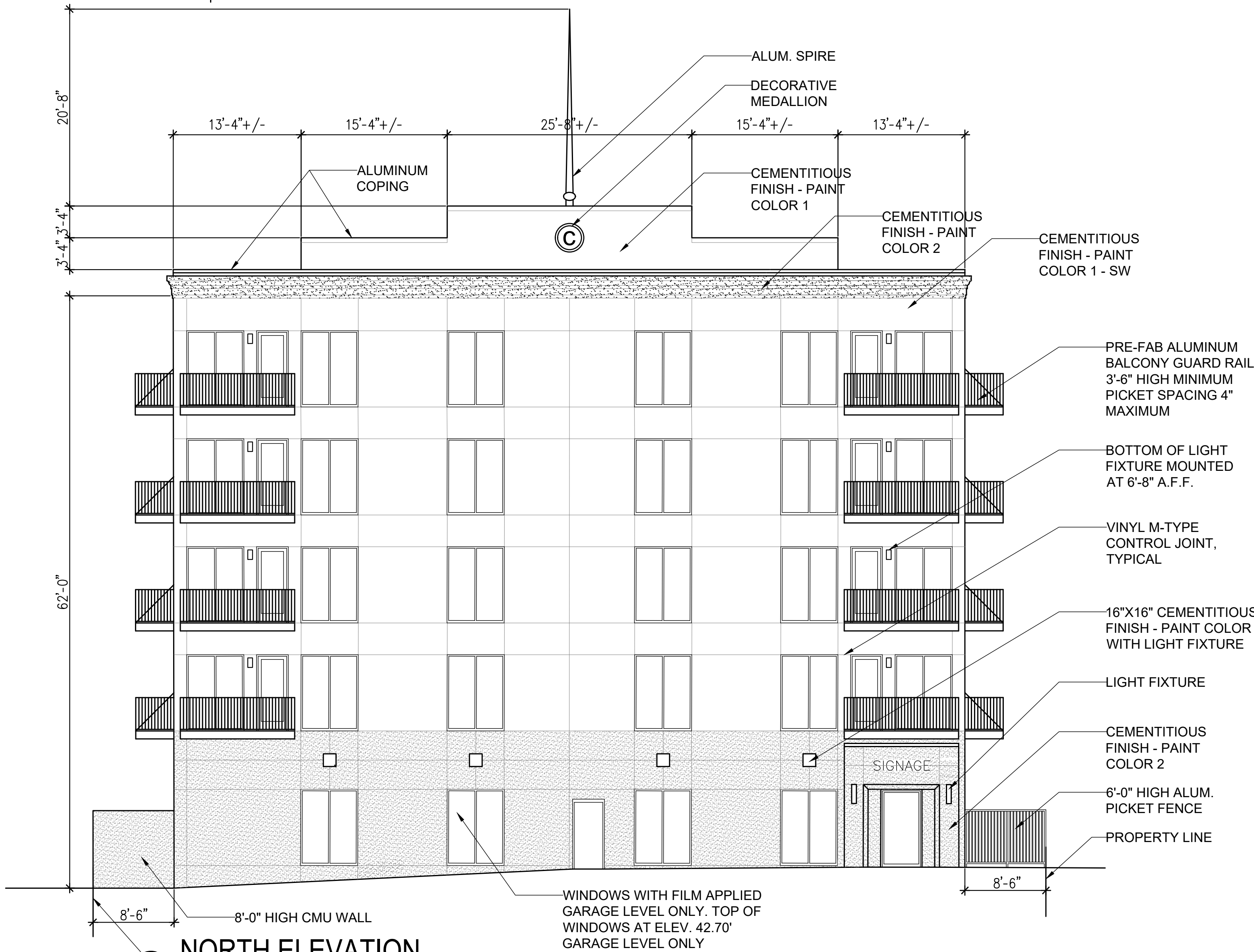
DATE 4/11/2022

**BUILDING
ELEVATIONS -
NORTH
SOUTH**

A201



1 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

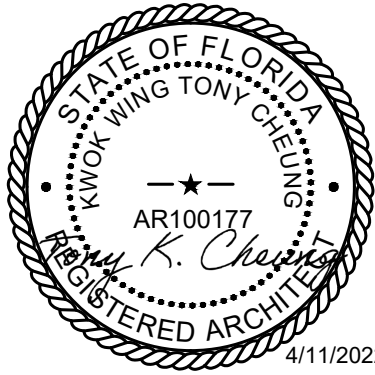


2 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



THIS DRAWING INDICATES PROFESSIONAL ARCHITECTURAL RESPONSIBILITY FOR THE ARCHITECTURAL PORTION OF THE PROJECT ONLY. TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE ARCHITECTURE SHOWN ON THIS PLANS CONFORM TO THE FBC 2020 7TH EDITION

PERMIT SET



KWOK WING TONY CHEUNG AR100177

STRUCTURAL ENGINEER	MECHANICAL ELECTRICAL PLUMBING ENGINEER
AUSTIN STRUCTURAL GROUP, INC. 6810 EBB TIDE AVENUE APOLLO BEACH, FL 33572 813-500-7595	INGENUITY ENGINEERS, INC. 4798 NEW BROAD STREET SUITE 300 ORLANDO, FL 32814 407-398-6007

ARCHITECT	CIVIL ENGINEER
NJR CONSTRUCTION GROUP LLC 460 3RD STREET NORTH SAINT PETERSBURG, FL 33701 727-310-0834	VICKSTROM ENGINEERING SERVICES, INC. 505 20TH AVE. NE SAINT PETERSBURG, FL 33704 727-894-0404

PROJECT NO. 202201

CASTILLE URBANA
600 3RD AVENUE SOUTH
ST. PETERSBURG, FLORIDA

REVIEWED BY:	DATE:

DATE 4/11/2022

BUILDING ELEVATIONS - EAST WEST

A202



PLANNING & DEVELOPMENT SERVICES DEPARTMENT
APPEALS FORM

Appeal From: ☒ Person Officially Designated (POD) ☐ Development Review
Commission ☐ Community Planning and Preservation Commission

Appeal to: ☒ Development Review Commission ☐ Community Planning and
Preservation Commission ☐ City Council

Contact Information:

Name	3rd Avenue South Townhomes Property Owners Association, Inc.
Street Address	76 4th Street North, PO Box 101
City ST ZIP Code	St. Petersburg, FL 33701
Telephone	(843) 224-0352
E-Mail Address	3rdavestownhomeshoa@gmail.com
Signature	<i>P. Lynn Murphy</i> President, HOA

Date 6/13/2022

Date of Hearing

Date of Decision	
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Case No.

Case No.	22-31000010
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Case Address

Case Address	610 3rd Ave S, 325 & 327 6th Street S, St. Petersburg, FL 33701
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Submittal Requirements

1. Narrative describing grounds for appeal.

See attached Exhibit 1.



Information on Procedures for Hearing

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

Return form to the Office of City Clerk, at
175 5th Street North, St. Petersburg, FL 33701
cathy.davis@stpete.org, (727) 893-7447

*Fee to Appeal Person Officially Designated: \$250.00

*Fee for all other Appeals: \$300.00

***Note: Appellant is also responsible for required public notice and any associated post office mailing fees.**

Exhibit 1: 3rd Ave S Property Owners Association, Inc. Appeal of Proposed Site Plan for Castille Urbana

3rd Ave Townhomes Owners Association respectfully submits the following grounds for an appeal of the planned approval of the Site Plan for Castille Urbana:

1. **Boundary line and retaining wall issues:**
 - a. Boundary line: Surveys may have conflicting data on the boundary line between Castille Urbana properties (610 3rd Ave S, 325 & 317 6th Street S) and 3rd Ave Townhomes common area. Polaris Associates Professional Surveying may indicate that the fence owned by 3rd Ave Townhomes encroaches by a few inches onto their property. A previous survey completed by Fred Deuel and Associates indicates that our fence is solely on 3rd Ave townhomes property. Appellants request clarification and time to obtain more information to clarify the boundary lines and possibly obtain an additional survey.
 - b. Retaining wall: 3rd Ave townhomes has been informed that Castille Urbana plans to construct a retaining wall between the properties to protect both properties, as there will be an elevation difference of several feet. In reviewing the Site Plan, it does not indicate a retaining wall on either property. 3rd Ave townhomes is concerned about this, as our sidewalk and landscaping border Castille Urbana property, and we want to maintain the structural integrity of the sidewalk and the foundation of our home sites, as they are only a few feet from the boundary line. A retaining wall would benefit Castille Urbana, as it would prevent soil and erosion from intruding into their parking garage.
 - c. Height of wall: 3rd Ave Townhomes requests that the retaining wall or other structure on Castille property be of a sufficient height to minimize noise from machine area, light from parking garage, and proposed trash area (which are contiguous to 3rd Ave S property).
2. **Parking garage/light intrusion into 3rd Ave S courtyard and residences/request for metal decorative aluminum panels:**
 - a. 3rd Ave S requests decorative aluminum panels to minimize headlights from shining onto 3rd Ave S property (common areas and residences). This will also enhance the appearance of the building for both 3rd Ave S and Castille Urbana residents. Campbell's Landing, a building on the same block, has decorative aluminum panels for this purpose which both enhance the appearance of the building and minimize light intrusion during nighttime hours.
 - b. From reviewing the Site Plan, it appears that NJR is proposing aluminum panels on the east side of their building, so we believe it is reasonable for them to also place them on the west side by our property.
3. **Transportation/ingress and egress issues:**
 - a. Parking Garage entry/exit: The Site Plan indicates that Castille's parking garage will open onto Charles Court, a small one lane alley behind 3rd Ave townhomes. This alley already has a large volume of cars travelling it per day. Castille Urbana, also an NJR property located at 300 3rd Ave South, has its garage

emptying onto this same alleyway. There are 40 parking spots already approved. 3rd Ave S is in the middle of these two projects. Homeowners are concerned about the ability to get in and out of their garages if another 40 cars are entering and existing this small alley, as this would be potentially 80-100 cars on this alley per day. The alley is already falling in at places and has potholes. We are concerned it will not hold up to additional traffic and that there will be an increase in accidents with a large number of vehicles trying to navigate this narrow alleyway.

- b. **Campbell's Landing parking garage:** The Campbell's Landing parking garage opens onto 6th Street S, and homeowners have not observed issues with traffic flow in and out of their garage. Since this recently constructed building opens onto a main road, it is logical that the new development could open onto either 6th Street S or 3rd Ave S. This would eliminate the problems with the alley traffic, congestion and possibility of accidents.
- c. **Blocking off on more street parking before conclusion of existing project (Domus Urbana):** NJR is currently utilizing multiple parking spots on 3rd Ave S for its Domus Urbana project. We would request that they complete that project and open up the parking area that has been previously blocked off before blocking off another 5+ spots for their other project.

4. **Ambiguity in Plans/Proposal for modifications**

- a. **Trash/recycling area:** NJR proposes to place their large trash and recycling area next to 3rd Ave S property. It is unclear if the trash area will be enclosed, how trash/recycling will be handled, and if there is a designated pad for trash to be set out so it does not obstruct traffic on Charles Court (Campbell's Landing has a designated pad and it keeps the dumpster off the alleyway). There will already be a higher volume of cars on Charles Court due to the other NJR development (40 more cars on the alley), so the existence of a large dumpster intruding onto Charles Court would further obstruct traffic if it is set out onto Charles Court a few times a week. *It would seem logical to place the trash area closer to 6th Street South so it is easier for the City to pick up the trash and recycling; this would also minimize congestion on Charles Court, as the City would not need to traverse 1/2 of a block to pick up the trash/recycling.*
- b. **Machine area/electrical room:** NJR proposes to place their Machine Area/Electrical room near 3rd Ave S property. It is unclear if this will be enclosed, what machinery will be running there, and if there are any efforts being made to minimize the noise/pollution and other adverse effects of machinery for a large complex being located by a quiet residential neighborhood. *As with the trash area, it would be logical to locate the Machinery Area nearer a major street, such as 6th Street, where there is already street noise.*

5. **Environmental issues:**

- a. **Lack of Green Space** – current green space of property is 70% of the site, NJR is proposing only 3-4% green space. This is a dramatic change from the existing site and will significantly change the character of the area.

- b. **Destruction of trees/habitat for parrots and other wildlife** – There are several 100 year old trees, including a mango tree that houses parrots and other wildlife. Destroying the trees and paving the entire complex will eradicate their habitat, increase noise and pollution, and be detrimental to not only 3rd Ave S residents, but residents of the proposed building, who may be expecting their property to have a certain level of green space, particularly since the architectural renderings used for sales purposes show the building surrounded by green areas.
 - c. **Lack of landscaping by 3rd Ave S property.** It does not appear that the developer is proposing any landscaping between its property and 3rd Ave S. It is proposing landscaping in other areas (on 3rd Ave S and 6th Street S), so it is unclear why there would not be landscaping by 3rd Ave S.
 - d. **Gross floor area** – NJR is proposing approx. 65,960 in gross floor area, approx. 96% of the site to be paved.
6. **Discussions with NJR:** The Board and the homeowners welcome open discussion and conversation with NJR to discuss a mutually agreeable resolution that meets the needs of both communities. NJR is in possession of the contact information for the HOA Board and looks forward to hearing from them.

MEMORANDUM
CITY OF ST. PETERSBURG
ENGINEERING AND CAPITAL IMPROVEMENTS DEPARTMENT

TO: Corey Malyszka, Urban Design and Development Coordinator
Joe Moreda, Zoning Official (POD)
Elizabeth Abernathy, Planning and Development Director

FROM: Nancy Davis, Engineering Plan Review Supervisor

DATE: June 22, 2022

SUBJECT: Site Plan – Castille Urbana

FILE: 22-31000010

LOCATION: 610 3rd Avenue South, 325 & 317 6th Street South

PARCEL ID: 19-31-17-74466-062-0010; 0011, 0012 and 0020

ATLAS: F-1 **ZONING:** DC-2

REQUEST: Approval of a Site Plan to construct a 5-story, 40-unit residential building with F.A.R bonuses.

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:

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

SPECIAL CONDITIONS OF APPROVAL:

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

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

2. Proposed connections to public infrastructure including potable water and reclaimed water receive prior approval from the City's Water Resources department. Prior to construction plan approval by ECID, the Engineer of Record (EOR) will be required to coordinate a review with the City's Water Resources department Technical Services Division via email to WRDUtilityreview@stpete.org, or phone 727-892-5334 for additional information.
3. 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.
4. 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.

5. Per land development code 16.40.050, habitable floor elevations for commercial projects must be set per FEMA and building code requirements as administered by the building official. Per land development code 16.40.140.4.6 the construction site upon the lot shall be a minimum of one foot above the average grade crown of the road, which crown elevation shall be as set by the engineering director. Adequate swales shall be provided on the lot in any case where filling obstructs the natural

ground flow. In no case shall the elevation of the portion of the site where the building is located be less than an elevation of 103 feet according to City datum. *It is noted that meeting required building floor elevations often necessitates elevating existing public sidewalks. Please note that transitions to adjacent public sidewalks shall be smooth, consistent, and ADA compliant with maximum cross slope of 2% and maximum longitudinal slope of 5%. Ramps may only be used at driveways and intersections, not mid-block in the main sidewalk path.

6. Public sidewalks are required by City of St. Petersburg Municipal Code Section 16.40.140.4.2 unless specifically limited by the DRC approval conditions. Within the DC zoning district, a 10-foot wide public sidewalk is required along all right of way frontages. Landscape features and street furniture may encroach up to two feet for no more than 50% of the linear frontage of a parcel. In addition to the required 10-foot wide sidewalk path, when possible the streetscape design shall include a minimum 3-foot wide ADA compliant public sidewalk provided parallel and adjacent to the road curb to provide accessible access to all public parking spaces within the public right of way. At least one and preferably two, ADA compliant pathways shall be provided between the main 10-foot wide sidewalk and the auxiliary 3-foot wide sidewalk.

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

7. ECID recommends the applicant's Engineer include a signed and sealed Autoturn analysis drawn to a standard engineering scale showing the wheel path of the largest design vehicle expected to use the garage drive (located on the north side of the alley at the southeast property corner), to verify the turning movements of vehicles do not conflict when entering and exiting the garage from both east and westbound in the alley.
8. Parking garage entrances/exits shall meet requirements as mandated by the City of St. Petersburg Land Development Code Section 16.40.090.3.5. Garage security gates with controlled access must be designed to meet the minimum vehicle stacking requirements identified in Section 16. Any proposed card access readers shall be located within private property boundaries. An automatic traffic warning system should be installed at the garage exit which activates a flashing warning light visible to vehicles traveling in the alley right-of-way. The final plan must include adequate signage, warning lights and wiring as required for public safety. 16.40.090.3.5(g) without encroachment into the public alley.
9. A work permit issued by the City Engineering & Capital Improvements Department must be obtained prior to the commencement of construction within City controlled right-of-way or public easement. All work within right of way or public utility easement shall be in compliance with current City Engineering Standards and Specifications and shall be installed at the applicant's expense in accordance with the standards, specifications, and policies adopted by the City.

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

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

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. Coordinate a review with the City's Water Resources department Technical Services Division via email to WRDUtilityreview@stpete.org, or phone 727-892-5334 for additional information.

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

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

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

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

Meter Removal & Space Rental Policy During Construction” procedure, available upon request from the City Transportation and Parking Management department.

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 operating business around the construction site and make direct contact with any active business association or neighborhood association and personally introduce themselves to the 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 public right of way for construction purposes shall include 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.

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 – WRD
Kayla Eger – Development Review Services



CITY OF ST. PETERSBURG

Transportation and Parking Management Department

MEMORANDUM

TO: Corey Malyszka, Urban Design and Development Coordinator

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

DATE: June 24, 2022

SUBJECT: Approval of a site plan to construct 40 multi-family residential units within a Downtown Center – 2 Zoning District

CASE: 22-31000010

The Transportation and Parking Management Department has reviewed the site plan application for the proposed 40-unit, multi-family development generally located south of 3rd Avenue South, west of 6th Street South, and north of Charles Court South. The Transportation Department has comments on the potential trip generation, vehicular access, and transit stop on 6th Street.

The applicant was not required to provide a traffic impact study. The Transportation Department utilized the Institute of Transportation Engineers' (ITE') "Trip Generation Manual" (11th Edition) to estimate the vehicular trip generation for the proposed mid-rise multifamily development. The proposed development is estimated to produce 13 p.m. trips (8 trips entering and 5 trips exiting the site) based on a dense multi-use urban land use context.

The project's access point will be on Charles Court South, a brick alley that is maintained by the City of St. Petersburg. Charles Court South has a platted width of 20 feet and the width of brick surface is approximately 20 feet. With regards to Downtown Center zoning districts, it is stated in the St. Petersburg Municipal Code Section 16.20.120.8 that "For parcels abutting an alley or secondary street, access shall be from the alley or secondary street." Section 16.40.140.4.3 requires that an alley within downtown districts be platted at 20 feet and paved at a minimum of 12 feet wide. The proposed site plan satisfies all code requirements related to alleys. Based on the relatively low projected number of p.m. peak hour trips and adequate existing condition of Charles Court South, the Transportation Department has determined that vehicular access to the site from the alley is acceptable.

The Pinellas Suncoast Transit Authority (PSTA) has a transit stop on 6th Street. PSTA has indicated that they would like this stop to remain and have an expanded boarding and alighting area. The Transportation Department will work with the applicant and PSTA on this improvement to the bus

stop if the project is approved. Please let me know if you have any questions about the Transportation Department's review of this case.

Katherine J. Connell

From: Troy D. Davis
Sent: Tuesday, June 14, 2022 12:50 PM
To: Corey D. Malyszka
Subject: RE: POD Appeal -22-31000010

Corey,

Correct, their maintenance person rolls dumpsters out to the pad. Sanitation will roll from pad to the alley then roll back to pad. Maintenance people roll from pad back inside storage room.

Troy D. Davis
Commercial Manager
Sanitation Department
City of St. Petersburg
727. 893.7957
Troy.Davis@stpete.org

From: Corey D. Malyszka <Corey.Malyszka@stpete.org>
Sent: Tuesday, June 14, 2022 12:36 PM
To: Troy D. Davis <Troy.Davis@stpete.org>
Subject: RE: POD Appeal -22-31000010

Troy,

Will the maintenance person or sanitation roll out the container from the storage room? If it is the maintenance person moves it to the concrete pad, does sanitation move the trash from concrete pad to the truck then back to the pad?

From: Troy D. Davis <Troy.Davis@stpete.org>
Sent: Tuesday, June 14, 2022 12:18 PM
To: Corey D. Malyszka <Corey.Malyszka@stpete.org>
Subject: RE: POD Appeal -22-31000010

Good morning Corey,

This location will house their container inside a storage room for trash inside the building structure. On their days of service, they will roll them out onto a pad and return them back to the storage room once emptied.

Thank you,

Troy D. Davis
Commercial Manager
Sanitation Department
City of St. Petersburg
727. 893.7957
Troy.Davis@stpete.org

From: Corey D. Malyszka <Corey.Malyszka@stpete.org>
Sent: Monday, June 13, 2022 4:42 PM
To: Troy D. Davis <Troy.Davis@stpete.org>
Subject: FW: POD Appeal -22-31000010

Troy,

Staff received an appeal from one of the streamline downtown development projects that you recently reviewed. The appellant has a concern about the location of the dumpster and how the trash will be picked up. Can you review their concerns and provide a response back to me?

Thanks
Corey

From: Elizabeth Abernethy <Elizabeth.Abernethy@stpete.org>
Sent: Monday, June 13, 2022 4:28 PM
To: Joe Moreda <joe.moreda@stpete.org>; Corey D. Malyszka <Corey.Malyszka@stpete.org>
Subject: FW: POD Appeal -22-31000010

FYI

Thanks!
--Liz

Please note all emails are subject to public records law.

From: Paul Traci <Paul.Traci@stpete.org>
Sent: Monday, June 13, 2022 4:24 PM
To: Elizabeth Abernethy <Elizabeth.Abernethy@stpete.org>; Scot K. Bolyard <Scot.Bolyard@stpete.org>; Kayla J. Eger <Kayla.Eger@stpete.org>
Cc: Chandrasasa S. Srinivasa <Chandrasasa.Srinivasa@stpete.org>; Cathy Davis <Cathy.Davis@stpete.org>; Patricia A. Beliveau <PABELIVE@stpete.org>; Iris L. Winn <Iris.Winn@stpete.org>
Subject: POD Appeal -22-31000010

Good afternoon,

The Clerk's Office is in receipt of the attached POD appeal for Case No. 22-31000010. Thank you.

Best regards,

Paul J. Traci
City Clerk Assistant
City of St. Petersburg
175 5th Street North
St. Petersburg, FL 33701
Office: (727) 893-7874
Paul.Traci@stpete.org

[Under Florida Statute 119 (Public Records) your email communications may be subject to public disclosure.]

Katherine J. Connell

From: Patricia Bessios <bessios.p@gmail.com>
Sent: Monday, June 27, 2022 9:13 PM
To: Corey D. Malyszka
Cc: 3rd Ave S Townhomes; Patricia Bessios
Subject: Case No. 23-31000010 comment by Patricia Bessios

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RE: Case No. 23-31000010

Dear Corey,

Thank you in advance for addressing our concerns about **NJR's Castille Urbana**, as I am a current neighbor/ resident/ owner at 628 3rd Ave S. I have a lot of experience as a designer/ planner/ unregistered architect, and have worked on many mixed use - residential projects with varying densities, some of which have won AIA, and APA awards. Please find my list of concerns, and kindly forward to DCR, and or other departments for review or compilation.

The City of St Pete has great residents, and we deserve great projects: well planned, thought through, and with careful attention to design and context in our growing city. Great design does not mean you have to spend a lot on the building, but please take design and your project's impact on others seriously.

PLANNING

- The 3rd Ave S/ 6th St S corner is an important/ desirable location, do not lose this opportunity. Why not place the main entry point near the corner? Is there any facade articulation or building response that embraces the corner, what is living at the corner to animate the street? The building pump room???
- Please encourage a pedestrian friendly streetscape at ground level with eyes on the street, vibrant planting, and well articulated facade. What does this building say to the pedestrian? There is too much solid white vinyl fencing at the ground level to separate the pedestrian and the resident in an unfriendly/ non-urban manner along 6th St S.
- Become a good neighbor to 3rd Ave S townhomes. Add landscape screening to buffer parking openings toward existing residents. 3rd Ave S has resident windows all along the west building facade, and balconies and windows from all units toward our motorcourt. We actually use the motorcourt for many functions: exercising/ gatherings/ pick up and drop off/ mail/ front door for back units. We do not want to see lights shining from parking and hearing cars at all hours. Use ornamental screening devices at large garage openings, and we would like a higher / solid wall fence above the retaining wall that looks nice. (8' min) We have been looking at a 100 year old mango and palms and we hope NJR will become a good neighbor to us and enhance the fabric of our city. The Landings is a good example and pretext for the use of ornamental screening devices. Please note Landings screen both toward public streets and alley.
- Use of green spaces is imbalanced. 2' wide planting strips along sidewalks, and very small green rectangles do not seem to respect the city requirement to benefit the residents or public.
- No retaining wall is shown at West abutting 3rd Ave S townhomes. This is an omission, and should be corrected. What is the dimension and how does it fit within the property line? It is assumed that parking space dimensions are not flexible.
- The Landings, a good neighbor in many ways, pulls back landscaping for a concrete pad to pull dumpsters from behind a simple garage door. The Ubana garbage/ dumpster area looks way undersized. Only 1 dumpster for 40 units, even compacted does not seem viable. 3rd Ave Townhomes (9 units) fills almost 1 dumpster per day. This

open garbage area falls toward our resident's only passage to the alley. We hope this room might be enclosed to keep the smells inside. Please be aware of 3rd Ave resident windows opening close by.

- Please request a traffic analysis as a condition of approval. Is the existing alley able to accommodate the increased traffic/ blockage from numerous dumpsters, or should upgrades be required?
- Finally, please do not allow the FAR bonus. Bonuses should be for projects that enhance the city, and go the extra mile. The City of St Pete deserves better than reusing a building designed for an in-line site location a few doors down, and totally missing the opportunity a corner location affords. Not allowing a bonus will allow more push and pull on the site, which would encourage a better, working site plan, happier residents, and neighbors. Additional area returned from bonus should be used to rework parking circulation, provide adequately sized dumpster area, potential landscape buffer for neighbors, active/ usable green spaces, and will afford a second chance at the corner opportunity.

BUILDING/ PLANS

- The Ubana garbage/ dumpster area looks way undersized. How does that dumpster area match both the fin floor of the parking, and the sloping alley? No spot elevations are provided here. Are dumpsters lifted for pickup at alley level? The Landings is a good neighbor, and they have a concrete pad available outside the dimension of the alley ROW for dumpster pick up. The dumpster returns to it's enclosed home after pick up. This seems to work well.
- Will alley reconstruction be part of this project? What is the extent? Will 3rd Ave S resident garages and path to alley still match (e) grades? If required - how long will the alley be under construction? I park in a garage off the alley?
- Is there a civil survey and grading plan available for review?
- No retaining wall is shown at West abutting 3rd Ave S townhomes. This is an omission, and should be corrected. What is the dimension and how does it fit within the property line? It is assumed that parking space dimensions are not flexible.
- Parking circulation and layout deserves attention. Can you imagine being an owner and trying to park in a sea of columns and sharp turns? Dead end fingers and using leftover slivers for the community room does not seem like the optimum solution. How do you leave from spaces 36,35,34,27,26,25, and 24? Do emergency vehicles need to zig zag to get to the elevators at all? Is there a gate at the entrance/exit? Stacking space? Mirrors required? Handicap spaces crossing drive aisles? There is opportunity for a much better solution that would really benefit residents.
- Parking garages abutting residences at 3rd Ave S. are there screening / noise reduction / light pollution strategies that are normally recommended/ required? Existing residences do have many windows/ balconies toward the open parking structure openings.

TRAFFIC

- Please request a traffic analysis as a condition of approval. Is the existing alley able to accommodate the increased traffic/ blockage from numerous dumpsters, 2 new NJR projects, or should upgrades be required? With 80 new units from our new neighbors (both NJR projects) how does this impact alley infrastructure and traffic? Will I be able to get in and out of my garage on Charles Ct. like I do today?
- The Landings is a good neighbor, and they have a concrete pad available outside the dimension of the alley ROW for dumpster pick up. The dumpster returns to it's enclosed home after pick up. This seems to work well.
- What are the traffic concerns or impacts that 3rd Ave S residents may expect as a result of this project? In the alley, or on the street?
- Will alley reconstruction/ reslope be part of this project?

Thank you very much for the opportunity to voice my concerns. I am so happy to be part of the Planning/ Zoning / DRC community process. Thank you in advance for your time and efforts for me and St Pete!

Sincerely,
Patricia Bessios

Katherine J. Connell

From: Luciana Laughead <delrioluciana7@gmail.com>
Sent: Wednesday, June 22, 2022 2:15 PM
To: Corey D. Malyszka
Subject: Case Number 22-31000010

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

Hi Corey -

My name is Luciana Laughead and I live in Charles Court South very close to 2 new constructions (Domus Uraba and Domus Castilla). I left you a VM some hours ago and I told you I was also going to email you.

As you know the new constructions are developed by the same company and based on our (Key West Cottages townhomes) experience dealing with them was a mess, so I'm sure this new construction will be the same. We reported this issue to Gina Driscoll (city council) who did absolutely nothing, we reported it to the police whenever we could, who did nothing, so basically this city does not make sure things are actually working properly. They just close the deal with the developers and everybody is out of the picture and the neighbors suffer.

While they were building Domus Urbana (which is almost done) we had the street (Charles Court South) blocked many many times without the police controlling it, without these people placing cones, etc giving ETAs on when they were going to finish...nothing!! It was insane. One of the cars in our community accidentally hit another car in our community trying to avoid one of these people's trucks. Our cars have parking spaces assigned there so many times we had to park on the street due to this construction. We had several garbage pick ups missed because as soon as they saw the trucks or construction materials on the ground they simply turned around.

And now these 2 buildings will be adding 80 units combined! Has anyone even come to visit this street from the government or you are just trusting the developers? This is insane to say the least.

Of course since you are doing a public hearing at a time where most people work I will not be able to attend, but I want to express how annoyed I am with this city in general. I had high hopes when I moved here less than 2 years ago and now I'm happily planning my move out of Florida!

Thank you
Luciana.

Katherine J. Connell

From: Bob Cummings <robert_cummings@icloud.com>
Sent: Monday, June 27, 2022 2:54 PM
To: Corey D. Malyszka
Subject: NJR project next to me

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

I own a townhouse at 614 3rd Ave S. New construction is being planned immediately next door. My understanding is that they plan to have the main lobby right next door to my property, which is going to create an excess amount of activity. It would be much better to move it to the other corner of the property on the intersecting streets. Further, it appears the garage will have headlights shining directly into my unit. This needs to either be completely enclosed or moved to another location. Finally, there is discussion of a retaining wall but no clarification as to how it will effect drainage on my property or how it will impact erosion.

Bob Cummings

Owner

614 3rd Ave S

920.737.7304 cell

Sent from my iPhone

Retaining Wall On the Shared Property Line

Facts

- Per NJR's plans they will construct a retaining wall on the west side of their property, which is the east side of 3rd Ave South Townhomes POA's common property
- There are no facts in NJR's plans on when the retaining wall will be constructed, what material will be used to construct the retaining wall, the height and width of the retaining wall
- NJR has informed the 3rd Ave South Townhomes POA they plan to remove our fence during demolition and grading and then will replace our fence after grading and may need to remove and replace the fence during construction
- After grading the difference between NJR's property and 3rd Ave South Townhomes POA's property will be greater than 2.5 feet at some points on the shared property line
- NJR's plan to transition the 10ft sidewalk to 6ft sidewalk over their property line, removes the sidewalk which is used to access 3rd Ave South Townhomes property from the gate in 3rd Ave South Townhomes POA's fence which is at a 90-degree angle from the fence on the shared property line
- The 3rd Ave South Townhomes POA's fence is the 6' ft high vinyl fence omitted in West Elevation view of NJR's to be constructed 5 story, 40-unit condominium residential building

Retaining Wall On the Shared Property Line

3rd Ave South Townhomes POA's Appeals

- Poured concrete retaining wall with footer is at least 4 inches wide and is at least 4 inches above the elevation on the 3rd Ave South Townhomes POA's side of the property line, is constructed after grading is completed
- After the retaining wall is constructed, 3rd Ave South Townhomes POA's fence is mounted on top of NJR's retaining wall, NJR can then easily remove and replace the fence as required during the construction phase
- Retaining wall enables landscaping of 3rd Ave South Townhomes POA common property to be completed before the construction phase starts

Decorative Aluminum Panel's on the West Elevation

Facts

- On NJR's West Elevation View of the to be constructed building there is an open space from the top of 3rd Ave South Townhomes POA's fence to the ceiling of the first floor
- View of the open space above 3rd Ave South Townhomes' fence is unattractive
- Areka palm trees if planted on 3rd Ave South Townhomes POA's common property will partially screen the unattractive open space above 3rd Ave South Townhomes' fence
- Decorative aluminum panels enclosing the unattractive space would be attractive

Decorative Aluminum Panel's on the West Elevation

3rd Ave South Townhomes POA's Appeals

- NJR install decorative aluminum panels to enclose the open space on the West Elevation view, which will improve the appearance of a building in the city of St. Petersburg

Landscaping on West Side on NJR's Property and East Side of 3rd Ave South Townhome POA's Common Property

Facts

- NJR's to be constructed building can not be landscaped on the west side because the floor of the first floor will extend to the retaining wall on the shared property line between NJR's property and 3rd Ave South Townhome POA's Common Property

Landscaping on West Side on NJR's Property and East Side of 3rd Ave South Townhome POA's Common Property

3rd Ave South Townhomes POA's Appeals

- NJR removes the Areka Palms which are currently on their property and after the retaining wall is constructed, plants the trees on 3rd Ave South Townhomes POA's common property has landscaping for the west side of their building
- NJR provides a mutually agreed to solution for entering the gate on the fence which is at a 90-degree angle to fence on the shared property line
- NJR removes the landscaping which is currently on 3rd Ave South Townhomes POA's common property
- As required to enable planting of the Areka palm trees, NJR removes part of the concrete sidewalk on 3rd Ave South Townhomes POA's property
- 3rd Ave South Townhomes POA will install the irrigation system required to maintain the Areka palm trees, which will function as a landscape screening between 9 townhomes and 40 condominiums in St Petersburg over a very long duration

Parking Garages Entrances on Charles Ct.

Facts

- The entrance to the garage for NJR's to be constructed building on the 600 block of 3rd Ave South is on Charles Ct.
- The entrance to the garage for the building constructed by NJR on the 600 block of 3rd Ave South is on Charles Ct.
- 80 condominium owners entering their garage from Charles Ct. is going to increase traffic on Charles Ct.
- Charles Ct. is not in good condition; additional traffic will make a bad situation even worse
- 5 of the 3rd Ave South Townhomes enter their garage from Charles Ct. and blindly exit their garage onto Charles Ct.

Parking Garages Entrances on Charles Ct.

3rd Ave South Townhomes POA's Appeal

- Parking garage entrance for NJR's to be constructed building is relocated to enter the parking garage from 6th Street South
- Charles Ct. is improved to handle the increased traffic

Dumpster Location

Facts

- NJR plans to have the dumpster located adjacent to the retaining wall on the shared property line between their property and 3rd Ave South Townhomes POA's property
- Dumpster will not be enclosed
- Large, not enclosed, commercial dumpster adjacent to their property line is not in the best interest of the owners of the 3rd Ave South Townhomes

Dumpster Location

3rd Ave South Townhomes POA's Appeal

- Dumpster to be relocated to a location which is not adjacent to 3rd Ave South Townhomes POA's property
- Dumpster to be enclosed

Katherine J. Connell

From: 3rd Ave S Townhomes <3rdavestownhomeshoa@gmail.com>
Sent: Tuesday, June 28, 2022 5:46 PM
To: Corey D. Malyszka
Subject: Patricia Murphy concerns re: NJR development

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

My name is Patricia Lynn Murphy, and I am a homeowner at 624 3rd Ave S, St. Pete Florida. I am writing this in support of our Appeal of the NJR Development project Castille Urbana. I share the concerns expressed by Bob Cummings, Patricia Bessios and the HOA Board.

My primary concerns as an individual homeowner are:

- 1) No mention of a retaining wall between our property and NJR. There is a 2-3 foot drop contemplated in their plans, so issues of erosion of our property and dirt falling into NJR's parking garage are very real. A formidable concrete retaining wall would solve this.

- 2) Our request to add Aluminum screening to buffer parking openings toward existing residents (similar to the Landings) to prevent headlights shining into the courtyard.

- 3) Charles Court parking garage entry. I have lived at 3rd Ave townhomes for approx. 2 years. Until the recent construction of the other NJR project (Domus Urbana), Charles Court was holding up well. It isn't any longer. There are multiple potholes, dips, and cracks in the pavers. This will only get worse if another 40+ cars traverse this small narrow alleyway. Also, the alley is basically "one way", so residents of all 3 complexes would be affected by traffic/accidents if this new complex also empties into Charles Court. There is also the issue of people moving in and out of the complexes. 1 moving truck completely blocks the alleyway. How will this be for residents of all complexes if there are 80 moves going on?

- 4) Dumpster/garbage area. Only 1 dumpster for 40 units (which are 2-3 bedroom units, so anticipated 2-4 individuals living in each unit) seems inadequate. It is also open, unlike the one at the Landings. We have concerns about smell, rats, overflow of trash, etc. It does not need to be located directly by 3rd Ave townhomes and could be located by 6th Street South. It could also be enclosed in a pad, such as the Landings and only pulled out on trash day.

- 5) Landscaping/lack of green space. There is no landscaping contemplated between the properties. This is the detriment of both 3rd Ave townhomes and Castille Urbana.

6) The size of the overall project. NJR is requesting an FAR Bonus to increase the size by almost 6000 feet. If the bonus is not allowed, there are more options available to NJR that could correct the problems stated above. There would be adequate room for landscaping on all sides, a substantive concrete retaining wall to preserve both properties, an appropriately sized trash area with an interior component/pad, and reworking of the parking garage entry. **All of these requests are beneficial to both 3rd Ave Townhomes and Castille Urbana residents.** It would also help NJR Castille Urbana residents as a change in the design of the structure could allow for their parking to be underneath the building (so that cars are not sticking out from the building and exposed to the damaging FI sun and heat).

Thank you for your consideration of this request.

Kind regards,

Patricia Lynn Murphy, 624 3rd Ave S, St. Pete FL 33701

Kind regards,

Taylor, Lynn, and Shannon
3rd Ave South Townhomes HOA Board Members