



STAFF REPORT
DEVELOPMENT REVIEW COMMISSION
REDEVELOPMENT REQUEST
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.

For **Public Hearing** and **Executive Action** on **March 2, 2022** beginning at 1:00 P.M., Council Chambers, City Hall, 175 Fifth Street North, St. Petersburg, Florida

CASE NO.: 22-51000002 PLAT SHEET: C-56

REQUEST: Approval of a Redevelopment Plan and a Special Exception to allow construction of a marina, a restaurant and a 376-unit multi-family development. The applicant is requesting a variance to the required pedestrian connection between the public rights-of-way and the residential buildings.

OWNER: Gandy Harbor I, II & III, LLC
2840 West Bay Drive, Suite 123
Belleair Bluffs, FL 33770

AGENT: S. Elise Batsel, Esq.
401 East Jackson Street
Tampa, FL 33602

ADDRESS: 1200 Gandy Blvd. N.

PARCEL ID NUMBERS: 17-30-17-28602-005-0050
17-30-17-28602-005-0270
17-30-17-28602-005-0271
17-30-17-28602-005-0360
17-30-17-28602-005-0420

LEGAL DESCRIPTION: On File

ZONING: Corridor Commercial Suburban (CCS-1)
Neighborhood Planned Unit Development (NPUD-1)

SITE AREA TOTAL: 1,477,991 square feet or 33.93 acres

GROSS FLOOR AREA:

Existing:	0 square feet	
Proposed total:	573,829 square feet	0.39 F.A.R.
Proposed for CCS-1:	182,512 square feet	0.51 F.A.R.
Permitted for CCS-1:	196,216 square feet	0.55 F.A.R.

DENSITY:

Existing:	0	
Permitted:	316	(9.3 units per acre)
Proposed:	376	(11.08 units per acre) *

* Redevelopment of a portion of the grandfathered density is the subject of this application.

BUILDING COVERAGE:

Existing:	0 square feet	
Proposed:	254,358 square feet	17% of Site MOL

IMPERVIOUS SURFACE:

Existing:	0 square feet	
Proposed:	696,090 square feet	47% of Site MOL
Permitted:	975,984 square feet	66% of Site MOL

OPEN GREEN SPACE:

Existing:	1,477,991 square feet	100% of Site MOL
Proposed:	781,901 square feet	53% of Site MOL

PAVING COVERAGE:

Existing:	0 square feet	
Proposed:	441,732 square feet	30% of Site MOL

PARKING:

Existing:	0 spaces,
Proposed:	995 spaces, including 24 handicapped spaces
Required:	621 spaces, including 13 handicapped spaces

BUILDING HEIGHT:

Existing:	0
Proposed:	48 feet
Permitted:	48 feet

APPLICATION REVIEW:

I. **PROCEDURAL REQUIREMENTS:** The applicant has met and complied with the procedural requirements of Sections 16.70.040.1.15 and 16.70.040.1.5 of the Municipal Code for Redevelopment Plans and Special Exception uses to determine compliance with the criteria for standards of review.

II. DISCUSSION AND RECOMMENDATIONS:

The Request:

The applicant seeks approval of a Redevelopment Plan and a Special Exception and related site plan to construct a marina, a restaurant and a 376-unit multi-family development. The applicant is requesting a variance to the required pedestrian connection between the public rights-of-way and the residential buildings.

Background:

The subject property is located south of Gandy Boulevard North, east of Snug Harbor Road Northeast and west of Tampa Bay. The subject property is currently vacant. It was previously developed with 256-mobile homes. The CCS-1 portion of the site requires Special Exception approval and related site plan because the CCS-1 portion of the subject property is greater than 5-acres and the residential component exceeds 40 percent of the total Floor Area Ratio (FAR).

A Development Agreement (DA) was approved in 2009 for three parcels combined known as Gandy Center, Pirates Cove and Riviera, consisting of approximately 34 acres of upland, generally located South of Gandy Blvd and East of San Fernando Blvd. NE. The entire property is currently vacant, and the northern Gandy Center/Pirates Cove area was previously developed with 4300 sq. ft. of commercial retail, 833 sq. ft. of office/marina with 55 wet slips and 64 mobile home units. The southern portion known as the Riviera Property was previously developed with 256 mobile home units, 57 wet slips and a clubhouse. The northern portion of the site was re-zoned to Corridor Commercial Suburban – 1 (CCS-1), which allows for suburban commercial development as well as residential. The southern portion of the site was re-zoned to Neighborhood Planned Unit Development (NPUD) zoning district.

The applicant requested the first amendment to the 2009 Development Agreement to reflect a revised development program and the amendment was approved by City Council on 12/09/21. The northern section previously known as the Gandy Center and Pirates Cove parcels will continue to include an apartment complex with a maximum of 120 units. The 72,000 square feet of retail will be replaced with a 37,800 square foot marina/boat storage building with 200 dry slips. The 21,000 square feet for three restaurants has been reduced to one restaurant, up to 8,000 square feet. The allowance of up to 45 wet slips has not been modified. A requirement has been included in the DA to assure that the project will be mixed use, requiring that the restaurant be finished prior to or concurrently with the first multi-family building on the Gandy Center Property/Pirates Cove Property.

The changes to the Riviera Property allow more flexibility in the type of residential uses, eliminating specific approval of single-family and townhouses. The maximum of 256 units requiring approval of a Redevelopment plan is consistent with the original approval. The following table summarizes the approved land use changes,

Other modifications to the Development Agreement included changes to the Developer Obligations. The transportation related improvements have been modified based on the updated Transportation Analysis, in consult with the City Transportation staff and FDOT, including the elimination of the requirement for a Friendship Trail connection. Other requirements such as building a PSTA Bus Stop pad and Shelter, provision of a public kayak/canoe launch and public waterfront boardwalk were not modified.

Unit Mix Table	Initial Agreement		First Amendment	
	Gandy Center/ Pirates Cove	Riviera	Gandy Center/ Pirates Cove	Riviera
Residential Units				256
Multi-family	120		120	
Townhouse		219		
Single-family		37		
Wet Slips	45	225	45	225
Dry Slips	0	0	200	0
Non-residential sq. ft.				
Retail	72,000			
Restaurant	21,000		8,000	
Marina			37,800	
Total Non-Residential	93,000		45,800	
Total Units	120	256	120	256
Total Units combined	376		376	

The subject property is also located within the Coastal High Hazard Area (CHHA). The residential component of the project will need to provide a hurricane evacuation and re-entry plan, and enhanced building design as outlined in Section 16.30.040.

Current Proposal:

The proposed plan consists of 169-high and dry slips, 101-wet slips, an 8,000 square foot restaurant, and 376-dwelling units spread throughout 5-multi-family buildings and 9-town-home buildings. The northern one-third of the subject property is zoned CCS-1 and the southern two-thirds of the subject property is zoned NPUD-1.

The northern portion of the property will be developed with a high and dry, a restaurant, public boardwalk, a boat launch, pool area, wet-slips and a 120-unit multi-family building. Parking will be located along the north and west sides of the high and dry. There will be ground floor parking under the multi-family building with surface parking on the west side of the building. Access to the multi-family parking will be from the southern portion of the subject property. Access to the northern portion of the site will be from Gandy Boulevard North and San Fernando Boulevard Northeast. There will be an internal road that connects the northern and southern portions of the site.

The southern portion of the property will be developed with 4-multi-family buildings along the east side of the property and 9-town-home buildings along the west side of the property. The southern portion of the property will also include a club house, leasing office, an amenity area, wet slips and a pond. Vehicular access will be from Snug Harbor Road Northeast and Monaco Drive Northeast and an internal road that connects to the northern portion of the property. Parking will be provided on the ground floor of the multi-family buildings and in private garages on the ground

floor of the town-home buildings. Surface parking will be adjacent to the multi-family buildings and along the internal road.

The internal road will connect all areas of the development. An internal sidewalk network will be provided and will connect all buildings on site and lead to the adjacent public sidewalks. The sidewalk network will also wrap around the pond and sea wall.

Redevelopment Plan:

The Code provides for the redevelopment of properties, subject to the Commission's approval of a redevelopment plan. The applicant is requesting approval of the redevelopment plan for 256-dwelling units for the NPUD-1 portion of the subject property.

Redevelopment Criterion: Pursuant to Code 16.70.040.1.15 an application for redevelopment must be reviewed for compliance with the criterion. An analysis follows, based on the City Code criterion to be considered by the Commission.

- 1. Building Type.** *Structures on the perimeter shall be required to match the predominate building type in the block face across the street.*

The subject property fronts on Snug Harbor Road Northeast, Monaco Drive Northeast and San Fernando Boulevard Northeast. The majority of the buildings will be internal to the subject property with four town-home buildings placed along the Snug Harbor Road Northeast and Monaco Drive Northeast. The property developed on the west side of Snug Harbor Road Northeast and north side of Monaco Drive Northeast are developed predominately with single-family residents. The portions of the subject property that abuts San Fernando Boulevard Northeast consists of two small slivers of land that will be utilized as open space. The other properties along the east side of San Fernando Boulevard Northeast are in unincorporated Pinellas County and not part of this application. They are developed with single-family homes and the rear and sides of these properties abut the subject property.

The proposed town-homes will be two-stories with a building height of no more than 35-feet, and have front porches, projections on the façade and changes in the roof line. These architectural elements help break down the overall mass and length of the town-homes. The NPUD-1 zoning district permits multi-family uses, this type of building prototype and a maximum building height of 48-feet. Although the proposed buildings do not necessarily match the predominate building type of some of the existing buildings, the project does provide a transition between the proposed and existing structures. Further, the development pattern in this area has been transitioning from mobile homes and older single-family homes to townhomes and multifamily structures.

- 2. Building Setbacks.** *Structures on the perimeter shall be required to match the predominate building setbacks in the block face across the street.*

The NPUD-1 zoning district regulations does require that building along the exterior perimeter match the predominate building setbacks of the abutting properties. The applicant is showing a proposed 15-foot setback, even though the proposed buildings along the exterior perimeter are shown to be placed farther back. The properties on the west side of Snug Harbor Road Northeast and north side of Monaco Drive Northeast are within unincorporated Pinellas County. The required front yard setback for these

properties is 20-feet. The applicant shall place the proposed buildings along the exterior perimeter at a setback of at-least 20-feet.

- 3. Building Scale.** *Structures on the perimeter shall be required to match the predominate building type, setbacks and scale in the block face across the street.*

The site currently is vacant. The surrounding buildings are one to three-story single-family, mobile-home, town-homes and commercial uses. The properties to south are developed with town-homes, to the east is Tampa Bay and the properties to the north and west are single-family residences, mobile homes and commercial uses that allow a building height of 35 feet. The proposed town-homes that abut the exterior perimeter of the subject property will have a maximum building height of 35-feet. The proposed multi-family buildings will be 48-feet. Staff believes that the height of the proposed structures are consistent with and provide an appropriate transition to the surrounding neighborhood pattern.

- 4. Site Development.** *Structures shall be required to match the predominate development pattern in the block face across the street. If alley access exists on the proposed site, garages and parking areas shall be designed for alley use.*

The proposed structures appear to be consistent with the surrounding development pattern. The properties to south are developed with town-homes, to the east is Tampa Bay and the properties to the north and west are developed with single-family residences, mobile homes and commercial uses. Parking will be located internal to the site of within private garages. The garage doors will be oriented towards the interior of the site.

- 5. Building Mass.** *Building Mass shall be regulated by building setbacks and floor area ratio (FAR). The maximum FAR shall be existing FAR of the property prior to redevelopment or 0.50 FAR, whichever is greater.*

Not applicable for this application.

- 6. Building Height.** *Residential structures on the perimeter of a project equal to or greater than a platted block shall comply with the building height and roof design requirements of the zoning district:*

The maximum building height in the NPUD-1 zoning district is 48-feet. The proposed town-home buildings along the perimeter of the site will not exceed 35-feet.

- 7. Development Across Multiple Lots.** *Structures shall be separated by zoning district setbacks, however, if not separated by zoning district setbacks, there shall be a break in the building and roof planes at each original lot line which shall be equal to or greater than the combined side yard setbacks that would be required for each lot.*

The development includes multiple lots that have been combined into one parcel.

- 8. Single Corner Lots.** *Structures on single corner lots shall be oriented so that the front entrance of the structure faces the legal front yard.*

This criterion is not applicable for the proposed redevelopment

- 9. Traditional Grid Roadway Network.** *For projects equal to or greater than a city block, extensions of the traditional grid roadway network which 1) abut the perimeter of the project area and 2) would be logically extended through the project area shall be required. Compliance with applicable subdivision and public improvement regulations shall be required.*

This criterion is not applicable for the proposed redevelopment.

- 10. Non-Traditional Grid Roadway Network.** *For projects equal to or greater than a city block, roadway and pedestrian networks shall meet the following requirements: i. There should be at least two (2) points of entry into the project, ii. Sidewalk connections shall be made to surrounding streets, homes and businesses, iii. Streets shall be stubbed to property lines to allow for roadway extensions into abutting properties which may be developed or are anticipated to be redeveloped in the future.*

Applicant is providing an internal pedestrian walkway as well as perimeter sidewalks, and a minimum of two-vehicular ingress/egress driveways.

- 11. Density and Intensity.** *For mobile home park redevelopment, the maximum number of dwelling units shall be equal to the number of legal mobile home spaces(lots) within the park prior to redevelopment, or 140-percent of the maximum density of the future land use designation assigned to the property, whichever is less.*

The subject property has 256-grandfathered units available to use. These units are vested since the mobile home park had 256-units on site prior to demolition.

Special Exception:

Special Exception approval within the CCS-1 zoning district is required for sites that are larger than 5-acres and have a residential component that exceeds 40-percent of the total FAR. A total of 182,512 square feet of floor area is being proposed on the CCS-1 portion of the property. The code permits a maximum of 196,216 square feet. Of the 182,512 square feet proposed, 136,712 square feet will be devoted to residential use, this equates to 75-percent of the total FAR being devoted to residential. The high and dry building will have 3-levels, but since the building is designed with racks, only the first floor will count towards the gross floor area, which is approximately 37,800 square feet. Staff finds that developing the property with a significantly higher amount of residential square footage than commercial square footage will place less impact on the existing road network. Gandy Boulevard is a 4-lane divided highway, with travel speeds from 45 to 55 miles per hour, that connects Pinellas County to Hillsborough County. Gandy Boulevard carries a high number of vehicles per day and adding additional commercial traffic will increase impacts to the existing road. Further, the high demand for residential dwellings/housing shortage in St. Petersburg justifies a higher percentage residential component for the proposed development.

Variance:

The NPUD-1 design regulations require a pedestrian connection between the public rights-of-way and the residential buildings. The applicant will be providing pedestrian connections from the subject property to the public sidewalk and will have an internal sidewalk network. The applicant will not be providing a pedestrian connection from the four town-home buildings that abut the public rights-of-way to the public rights-of-way. The applicant is requesting a waiver from this requirement. The subject property is located within a flood zone and coastal high hazard area. The site will be elevated so the finish floor will meet FEMA regulations. The change in grade from

the property line to the building will be significant, where a sidewalk connection will be too steep and there is very little space between top of the slope and town-home building to provide an adequate width sidewalk that could run parallel to the building. The code also requires buildings to be placed up to and oriented towards the exterior perimeter of the development so that no rear façade is facing an abutting right-of-way. Taking all these existing and proposed items into consideration, staff finds that the proposed variance is justified, is an undue hardship and should not create any avoidable impacts and recommends approval of the request.

Public Comments:

No comments or concerns were expressed to staff at the time this report was prepared.

RECOMMENDATION: Staff recommends APPROVAL of the following:

1. **Redevelopment Plan;**
2. **Special Exception and related site plan; and**
3. **Variance to the required pedestrian connection between the public rights-of-way and the residential buildings, subject to the Special Conditions of Approval.**

SPECIAL CONDITIONS OF APPROVAL

1. **The plans shall comply with the recorded Development Agreement that is dated January 6, 2022. The developer has agreed to provide the following improvements:**
 - A. **Construct a PSTA Bus Stop pad and Shelter on Gandy Boulevard in a location approved by the Pinellas Suncoast Transit Authority and that meets the design requirements of the review and permitting agencies (PSTA/FDOT), prior to issuance of first C.O. for any building in the Gandy Center Property/Pirates Cove Property;**
 - B. **Construct and maintain internal pedestrian walkway connections to connect the residential dwelling units to the commercial component of the Project consistent with Site Plan requirements;**
 - C. **Construct and maintain a public pedestrian connection to the public marina facility and kayak launch, prior to issuance of first C.O. for any building in the Gandy Center Property/Pirates Cove Property;**
 - D. **Construct and maintain a public waterfront boardwalk, which shall be a minimum of six (6) feet wide, installed along the eastern boundary of the Gandy Center Property and the Pirates Cove Property, prior to issuance of first C.O. for any building in the Gandy Center Property/Pirates Cove Property;**
 - E. **Construct and maintain a kayak/canoe launch as generally depicted on the Snug Harbor Concept Plan, prior to issuance of first C.O. for any building in the Gandy Center Property/Pirates Cove Property; and**
 - F. **Construct those certain transportation improvements as may be required by FDOT, prior to the issuance of the first C.O. for any building including but not limited to the roadway modifications outlined herein:**
 - i. **Modify the Gandy Blvd and San Fernando Blvd median opening to a left-in/right-in/right-out and provide an eastbound right turn lane;**
 - ii. **Close the Gandy Blvd at Project Access A (CBS) median opening and provide an eastbound right turn lane;**
 - iii. **Modify the Gandy Blvd and RaceTrac median opening to a left-in/right-in/right-out and extend the eastbound left turn lane; and**
 - G. **Maintain canal to provide clear access for wet slips for areas in which Developer owns the submerged land.**

2. All buildings on-site shall be connected via a sidewalk network.
3. The sidewalks on private property shall connect to the public sidewalks in the abutting rights-of-way.
4. 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.
5. Pedestrian scale lighting shall be installed along the internal sidewalk network.
6. Any fencing abutting public rights-of-way shall be transparent.
7. All buildings on-site shall comply with Section 16.20.150.7 Building Design.
8. The fenestration pattern on the building shall be utilized on the facade of the first-floor parking garage.
9. The proposed location of on-site dumpsters shall be approved by the City's Sanitation Department.
10. Mechanical Equipment shall be screened from the abutting rights-of-way with architectural features that match the building.
11. Exterior lighting shall comply with Section 16.40.070.
12. Bicycle parking shall comply with Section 16.40.090.4.1.
13. New construction of multi-family residential dwelling units shall provide a hurricane evacuation and re-entry plan requiring mandatory evacuation in accordance with emergency management directives. The plan shall include operating procedures for how the project will handle loss of off-site or grid power, transition to a backup source of power (if available), and transition back to normal operation. Such requirements shall be incorporated into a legally binding document such as lease documents, condominium rules, homeowner rules, or other such method approved by the City Attorney's Office. The plan shall be submitted prior to issuance of the first building permit and shall be approved prior to issuance of the first Certificate of Occupancy.
14. New construction of multi-family residential dwelling units in the CHHA shall comply with Building Code Section 8.36(c)(1) requiring two feet of additional freeboard (for a total of four feet above the minimum FEMA design elevation) and building design of the next higher risk category classification and the CHHA design standards.
15. 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 February 10, 2022.
16. Plans shall be revised as necessary to comply with comments provided by the City's Engineering Department, comments are provided in the attached memorandum dated February 8, 2022.
17. The Redevelopment Plan, Special Exception and related Site Plan, and variance approval is valid until March 2, 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.

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.)

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 of the Municipal Code).
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 & Development Services 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, wheel stops, 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, Sections 16.40.060.5 and 16.40.060.2.1.3 of City Code.

RESPONSES TO RELEVANT CONSIDERATIONS BY THE ENVIRONMENTAL DEVELOPMENT COMMISSION FOR REVIEW (Pursuant to Chapter 29, Section 29-90(c):

1. The use is consistent with the Comprehensive 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;
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 Pinellas County, respectively;
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;
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;
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;
7. Signs, if any, and proposed exterior lighting with reference to glare, traffic safety and compatibility and harmony with adjacent properties;
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;

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;
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;
11. 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;
12. 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;
13. Land area is sufficient, appropriate and adequate for the use and reasonably anticipated operations and expansion thereof;
14. Landscaping and preservation of natural manmade features of the site including trees, wetlands, and other vegetation;
15. 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;
 - a. The site is **not within** an Archaeological Sensitivity Area (Chapter 16, Section 16.30.070).
 - b. The property is **within** a flood hazard area (Chapter 16, Section 16.40.050).
16. Availability of hurricane evacuation facilities for developments located in the hurricane vulnerability zones;
17. Meets adopted levels of service and the requirements for a Certificate of Concurrency by complying with the adopted levels of service for:
 - a. Water.
 - b. Sewer (under normal operating conditions).
 - c. Sanitation.
 - d. Parks and recreation.
 - e. Drainage.

The land use of the subject property is: **Planned Redevelopment Mixed-use and Residential Urban**

The land uses of the surrounding properties are:

North: Planned Redevelopment Mixed-use and Transportation Utility

South: Residential Urban

East: Water

West: Planned Redevelopment Mixed-use, Residential Urban and Pinellas County

REPORT PREPARED BY:

/s/ Corey Malyszka

2/22/22

Corey Malyszka, AICP, Urban Design and Development Coordinator

DATE

REPORT APPROVED BY:

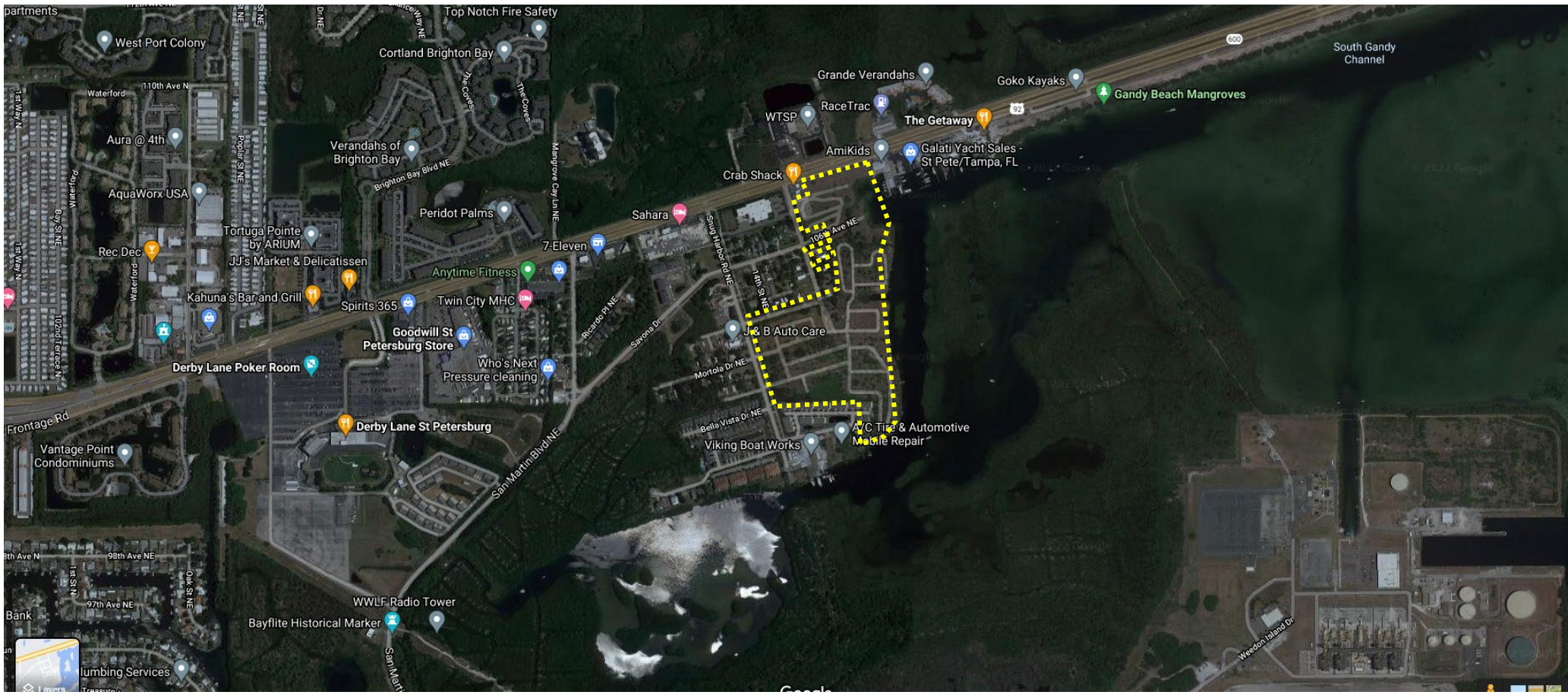
/s/Dave Goodwin

2/22/22

Dave Goodwin, Interim Zoning Official
Development Services Department

DATE

Attachments: Amended Development Agreement, aerial, site plan, elevation plans.



Project Location Map
 City of St. Petersburg, Florida
 Planning and Development Services
 Department
 Case No.: 22-51000002
 Address: 12000 Gandy Blvd. N.

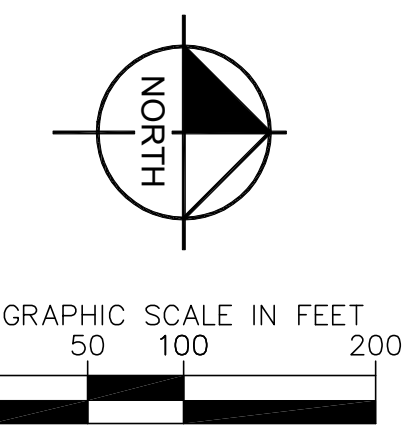
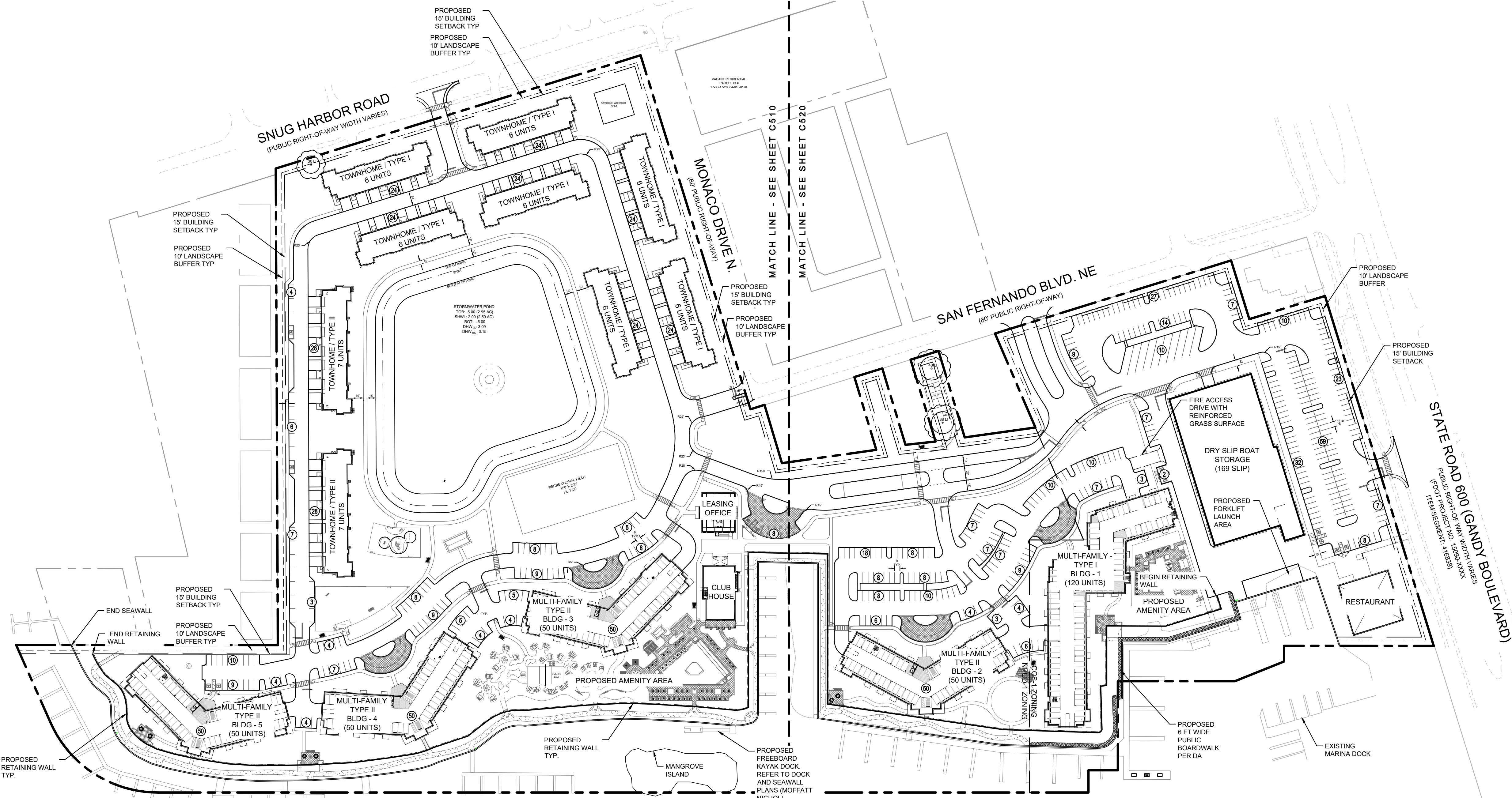


EXHIBIT A

Project Site Plan

[attached]

Plotted By: Dave, Joe Sheet: Set.kha Layout: C500 December 15, 2021 11:45:22am K:\TAM-Civil\145248 - Snug Harbor\CADD\Work\PlanSheets\C500 - SITE PLAN.dwg
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LEGEND

---	PROPERTY LINE
- - -	LIMITS OF SHORELINE
- · - · -	PROMENADE OFFSET
▭	PROPOSED BUILDING
▭	6 FT MIN. PUBLIC ACCESS WALKWAY PER CITY DA REGS.
▭	PROPOSED PARKING SPACES

OVERALL SITE DATA TABLE

PROPERTY DATA	
SITE NAME	SNUG HARBOR
JURISDICTION	CITY OF ST. PETERSBURG
TAX FOLIO NUMBER	17-30-17-28602-005-0050 - 2.05 AC 17-30-17-28602-005-0270 - 1.27 AC 17-30-17-28602-005-0271 - 1.39 AC 17-30-17-28602-005-0360 - 4.52 AC 17-30-17-28602-005-0420 - 29.52 AC
SITE AREA	38.90 TOTAL AC 33.97 UPLAND AC 4.93 AC SUBMERGED LANDS
CURRENT ZONING	CCS-1 (8.18 AC) NPUD-1 (29.72 AC)
CURRENT USE	VACANT SITE
FLOOD ZONE	ZONE "AE" EL. 11.0' PANEL 121000226H, DATED 06/29/2018

CCS-1 DATA TABLE

BUILDING SETBACKS	NORTH: 15' EAST: 20' WEST: 15'
LANDSCAPE BUFFERS (PER CITY OF ST. PETE CODE)	NORTH: 10' SOUTH: 10' EAST: 10' WEST: 10'
MAXIMUM BUILDING HEIGHT	REQUIRED MIN. FFE PER CHA: 14.00' NAVD 88 PROVIDED MULTI-FAMILY FFE: 18.00' NAVD 88 MAX. ALLOWED ROOF LINE: 62.00' NAVD 88 MAX. PROVIDED ROOF LINE: 60.50' NAVD 88

CCS-1 BUILDING DATA

MULTI-FAMILY RESIDENTIAL	BUILDING 1 (TYPE I): 120 UNITS (170,890 SF)
DRY STORAGE	169 SLIPS
RESTAURANT	±8000 SF

CCS-1 PARKING DATA

PARKING CODE (SECTION 16.40.090)	REQUIRED	PROVIDED	
RESTAURANT (CCS-1)	1 SPACE/150 SF (8000 SF)	54 SPACES	107 SPACES
DRY SLIP BOAT STORAGE (CCS-1)	1 SPACE/ DRY SLIP (169 SLIPS)	22 SPACES	57 SPACES + 10 BOAT TRAILER SPACES
BOAT WET SLIPS (CCS-1)	1 SPACE/ WET SLIP (101 SLIPS)	21 SPACES	41 SPACES
MULTI-FAMILY BLD-1 (CCS-1)	1.25 SPACES/ 2-BEDROOM UNIT (120 UNITS)	150 SPACES	189 SPACES (1.58 PER UNIT)
TOTAL		249 SPACES	404 SPACES

NPUD-1 DATA TABLE

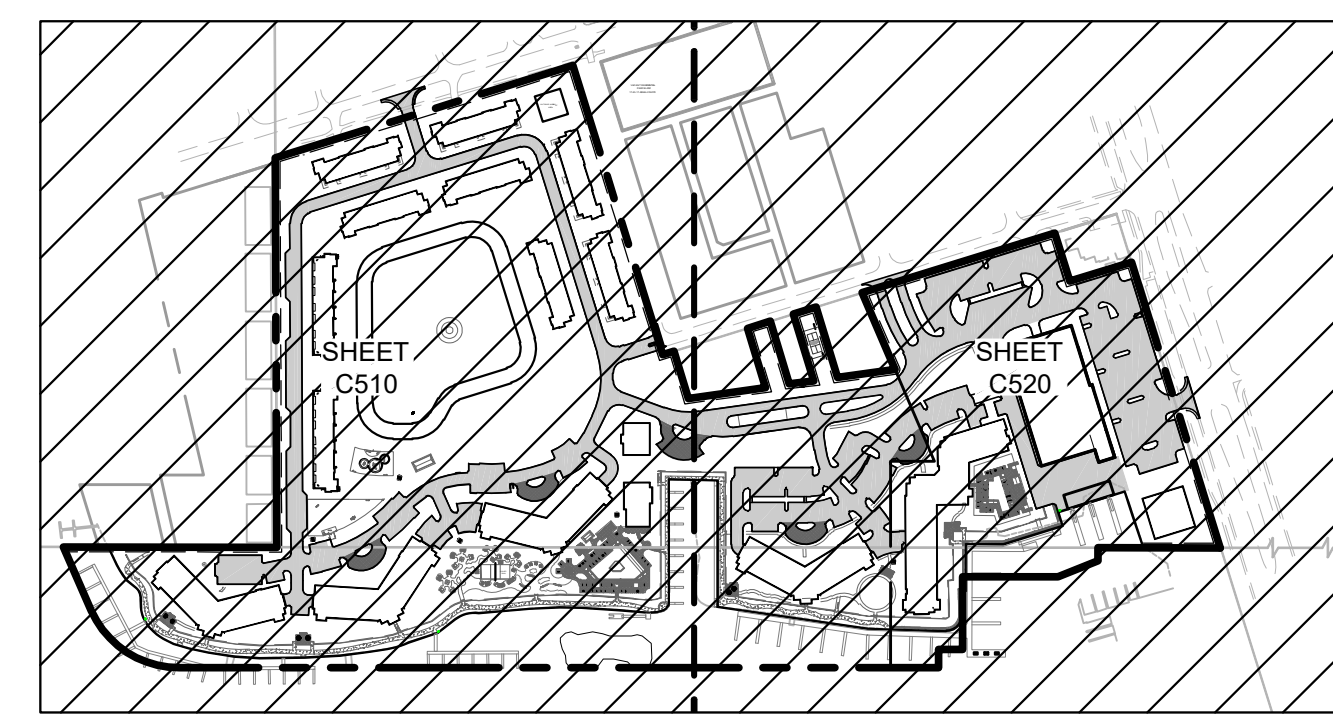
BUILDING SETBACKS	NORTH: 15' SOUTH: 15' EAST: 20' WEST: 15'
LANDSCAPE BUFFERS (PER CITY OF ST. PETE CODE)	NORTH: 10' SOUTH: 10' EAST: 10' WEST: 10'
MAXIMUM BUILDING HEIGHT	REQUIRED MIN. FFE PER CHA: 14.00' NAVD 88 PROVIDED MULTI-FAMILY FFE: 18.00' NAVD 88 MAX. ALLOWED ROOF LINE: 50.00' NAVD 88 MAX. PROVIDED ROOF LINE: 46.50' NAVD 88 MAX. ALLOWED TOP OF ROOF: 62.00' NAVD 88 MAX. PROVIDED TOP OF ROOF: 62.00' NAVD 88

NPUD-1 BUILDING DATA

MULTI-FAMILY RESIDENTIAL	BUILDING 2 (TYPE II): 50 UNITS (83,244 SF) BUILDING 3 (TYPE II): 50 UNITS (83,244 SF) BUILDING 4 (TYPE II): 50 UNITS (83,244 SF) BUILDING 5 (TYPE II): 50 UNITS (83,244 SF)
TOWNHOME	(7) TYPE-I BUILDINGS: 5 UNITS EACH (86,483 SF) (5) TYPE-II BUILDINGS: 7 UNITS EACH (32,832 SF) 56 UNITS TOTAL
CLUBHOUSE	TBD SF
LEASING OFFICE	TBD SF

NPUD-1 PARKING DATA

PARKING CODE (SECTION 16.40.090)	REQUIRED	PROVIDED	
LEASING OFFICE (NPUD-1)	1 SPACE/ 400 SF (300 SF)	8 SPACES	8 SPACES
MULTI-FAMILY BLD-2 (NPUD-1)	1.25 SPACES/ 2-BEDROOM UNIT (50 UNITS)	63 SPACES	85 SPACES (1.70 PER UNIT)
MULTI-FAMILY BLD-3 (NPUD-1)	1.25 SPACES/ 2-BEDROOM UNIT (50 UNITS)	63 SPACES	87 SPACES (1.74 PER UNIT)
MULTI-FAMILY BLD-4 (NPUD-1)	1.25 SPACES/ 2-BEDROOM UNIT (50 UNITS)	63 SPACES	88 SPACES (1.76 PER UNIT)
MULTI-FAMILY BLD-5 (NPUD-1)	1.25 SPACES/ 2-BEDROOM UNIT (50 UNITS)	63 SPACES	85 SPACES (1.70 PER UNIT)
SINGLE FAMILY TOWNHOMES (NPUD-1)	2 SPACES/ 3-BEDROOM UNIT (56 UNITS)	112 SPACES	238 SPACES (4.25 PER UNIT)
TOTAL		372 SPACES	591 SPACES
TOTAL COMBINED PARKING (CCS-1 AND NPUD-1)		621 SPACES	995 SPACES



KEY MAP

SNUG HARBOR
GANDY BLVD

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CITY OF ST. PETERSBURG FLORIDA

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Kimley»Horn

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SCALE AS SHOWN CIVIL DESIGN ENGINEER:

DESIGNED BY KHA SCOTT W. GILNER, P.E.

DRAWN BY KHA FLORIDA LICENSE NUMBER 63945

CHECKED BY SWG DATE:

SET DISTRIBUTIONS

DATE 10/22/2021 DESCRIPTION SWFMD PERMIT PLANS

REVISIONS

DATE	DESCRIPTION

DATE 10/22/2021
PROJECT NO. 145248000
SHEET TITLE

MASTER SITE PLAN

SHEET NUMBER

C500

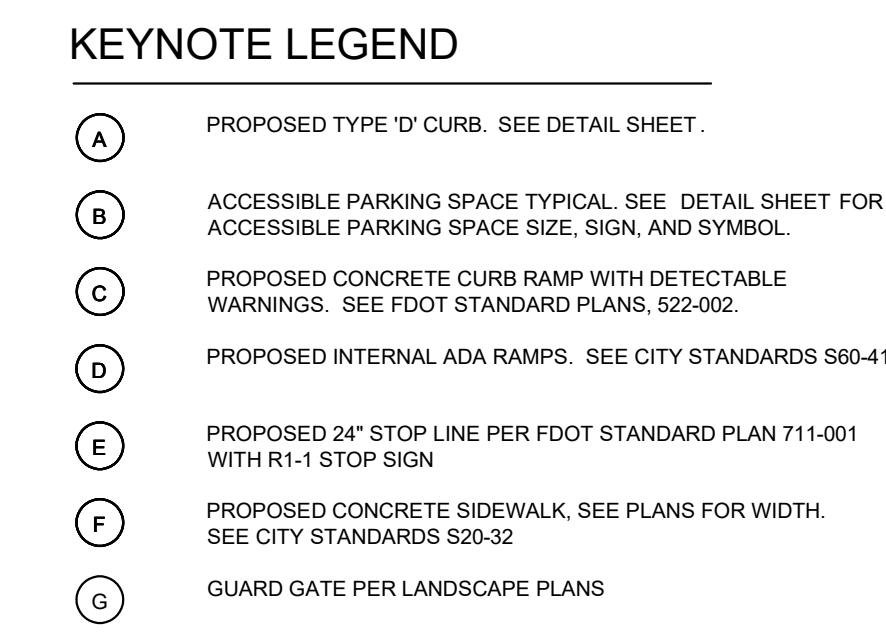
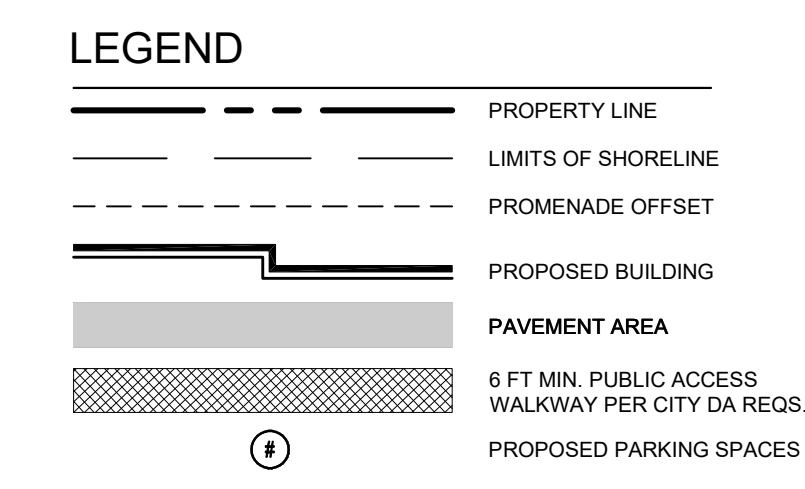
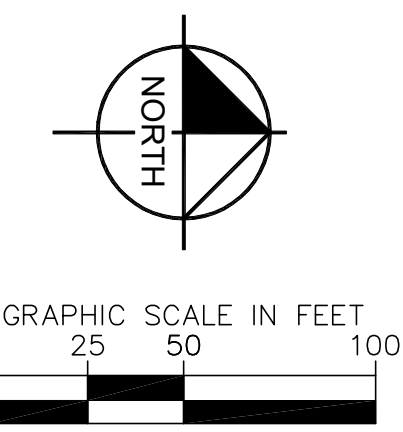
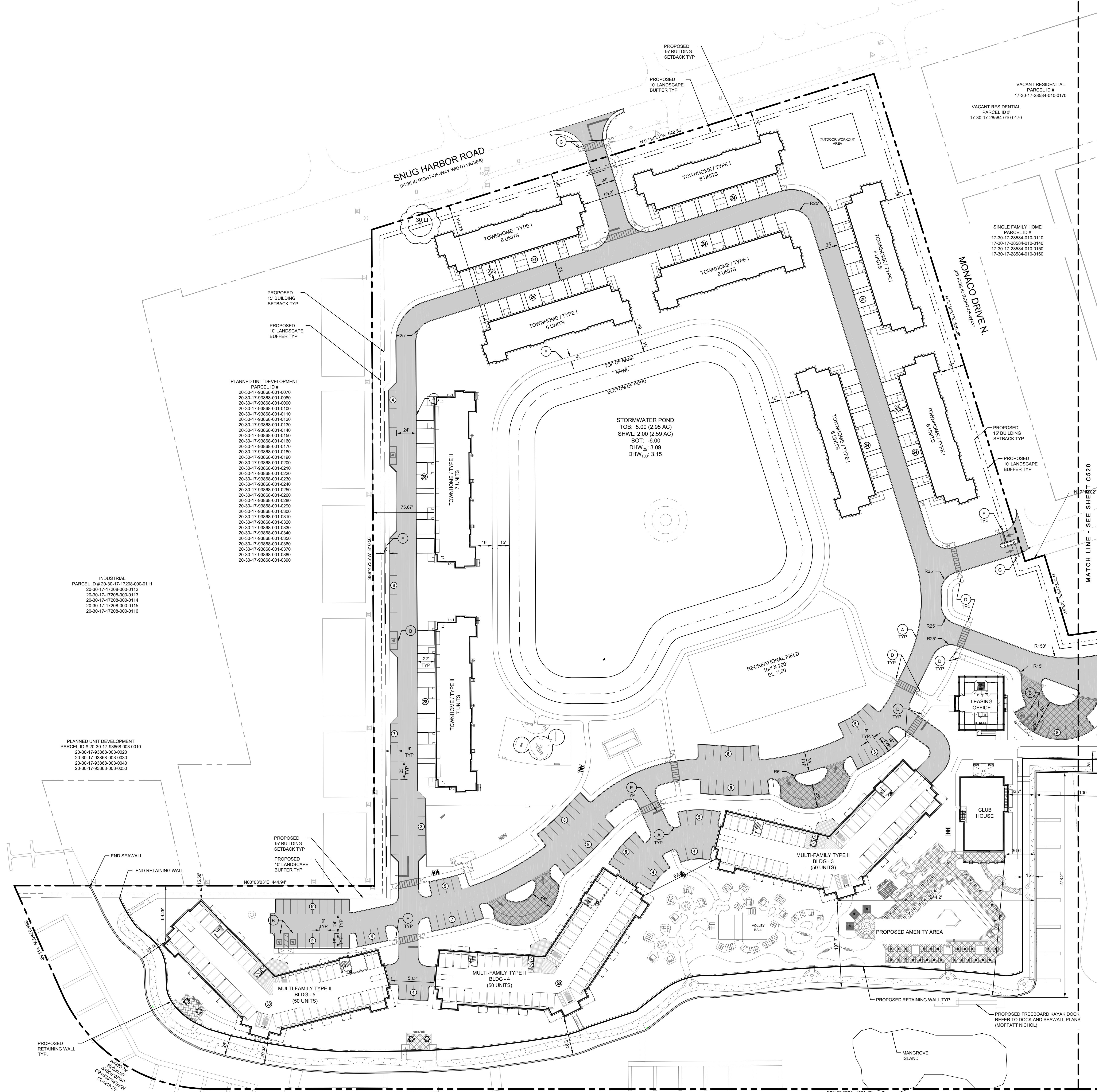


ALERT TO CONTRACTOR:

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2. ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

Plotted By: Dave, Joe Sheet Set: kha Layout: C510 December 14, 2021 05:08:53pm K:\TAM_Civil\145248 - Key International\000 - Key International\000 - Site Plan.dwg
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 4. SITE BOUNDARY, TOPOGRAPHY, UTILITY, AND ROAD INFORMATION TAKEN FROM A SURVEY BY MRIC SPATIAL, DATED 3-11-2021.
 5. ALL DIMENSIONS ARE FROM THE FACE OF CURB UNLESS OTHERWISE NOTED.
 6. ALL RADII ARE 3', 10' OR 35', UNLESS OTHERWISE NOTED.
 7. FOR ALL TREES TO REMAIN AND PROTECTED, REFER TO LANDSCAPING MITIGATION PLAN.

PLANNED UNIT DEVELOPMENT

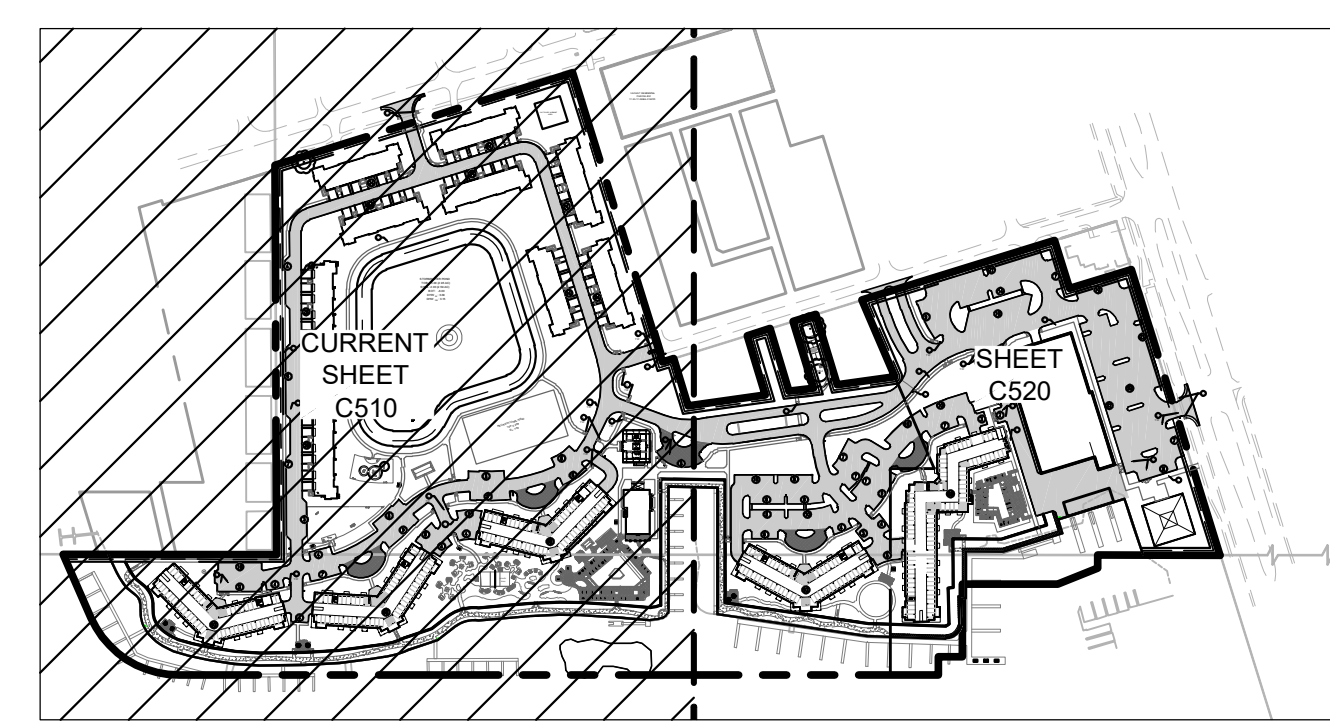
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INDUSTRIAL

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PLANNED UNIT DEVELOPMENT

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20-30-17-93868-003-0030	6
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20-30-17-93868-003-0050	6



KEY MAP



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SCALE	AS SHOWN	CIVIL DESIGN ENGINEER:
DESIGNED BY	KHA	SCOTT W. GILNER, P.E.
DRAWN BY	KHA	FLORIDA LICENSE NUMBER
CHECKED BY	SWG	63945
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DATE	DESCRIPTION	
10/22/2021	SWFMD PERMIT PLANS	

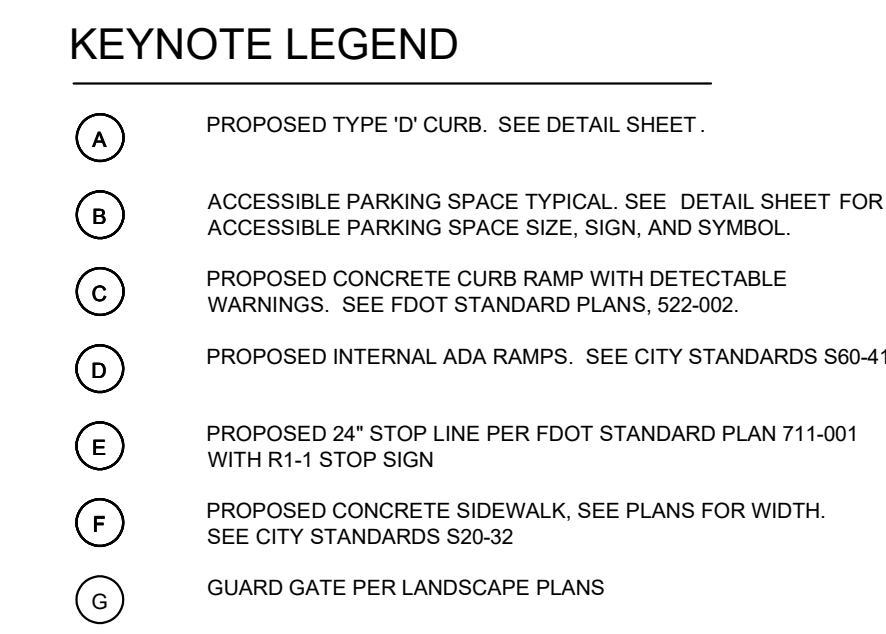
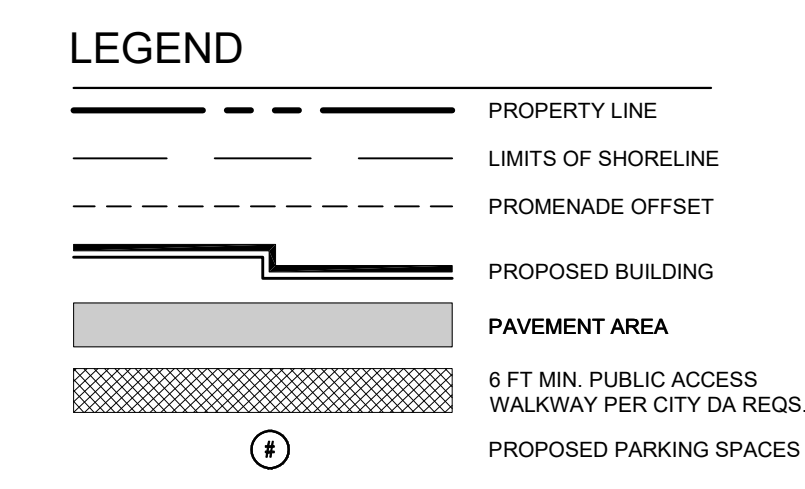
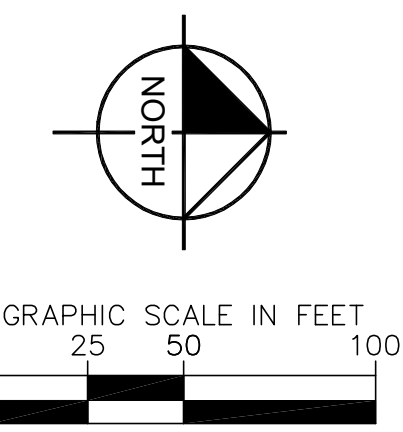
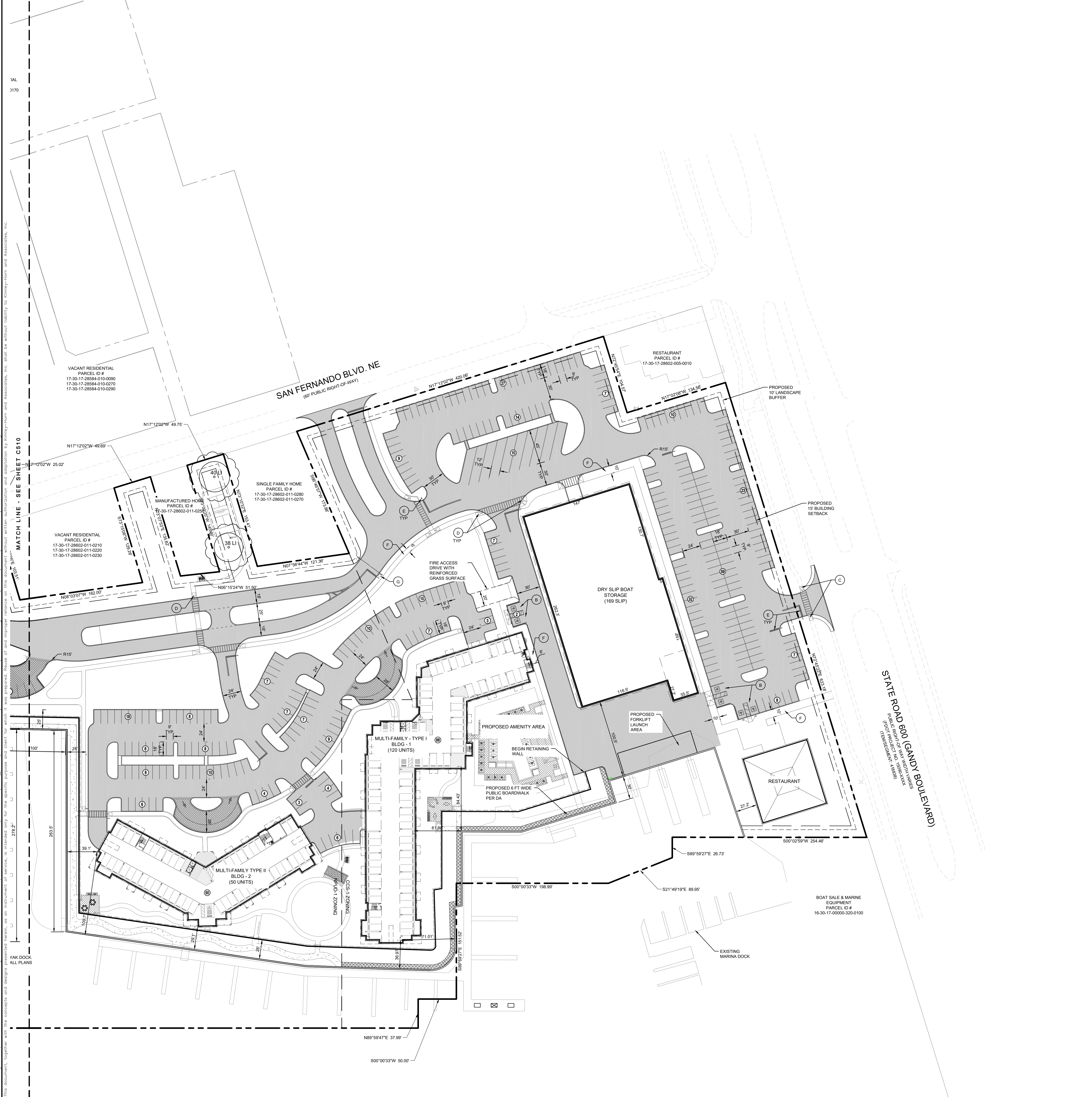
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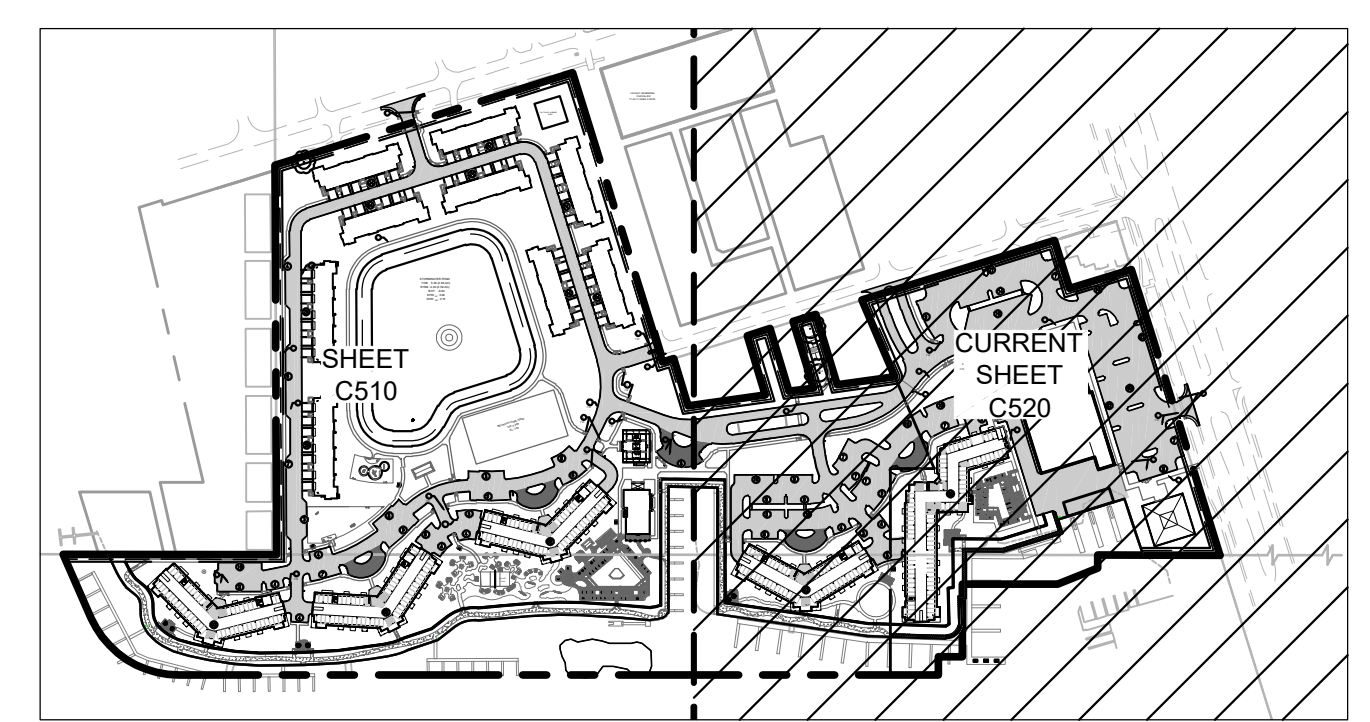
ENLARGED SITE PLAN

SHEET NUMBER
C510

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DESIGNED BY	KHA	SCOTT W. GILNER, P.E.
DRAWN BY	KHA	FLORIDA LICENSE NUMBER
CHECKED BY	SWG	63945
		DATE:

SET DISTRIBUTIONS	
DATE	DESCRIPTION
10/22/2021	SWFMD PERMIT PLANS

REVISIONS	
DATE	DESCRIPTION

DATE: 10/22/2021
PROJECT NO. 145248000
SHEET TITLE

ENLARGED SITE PLAN

SHEET NUMBER

C520



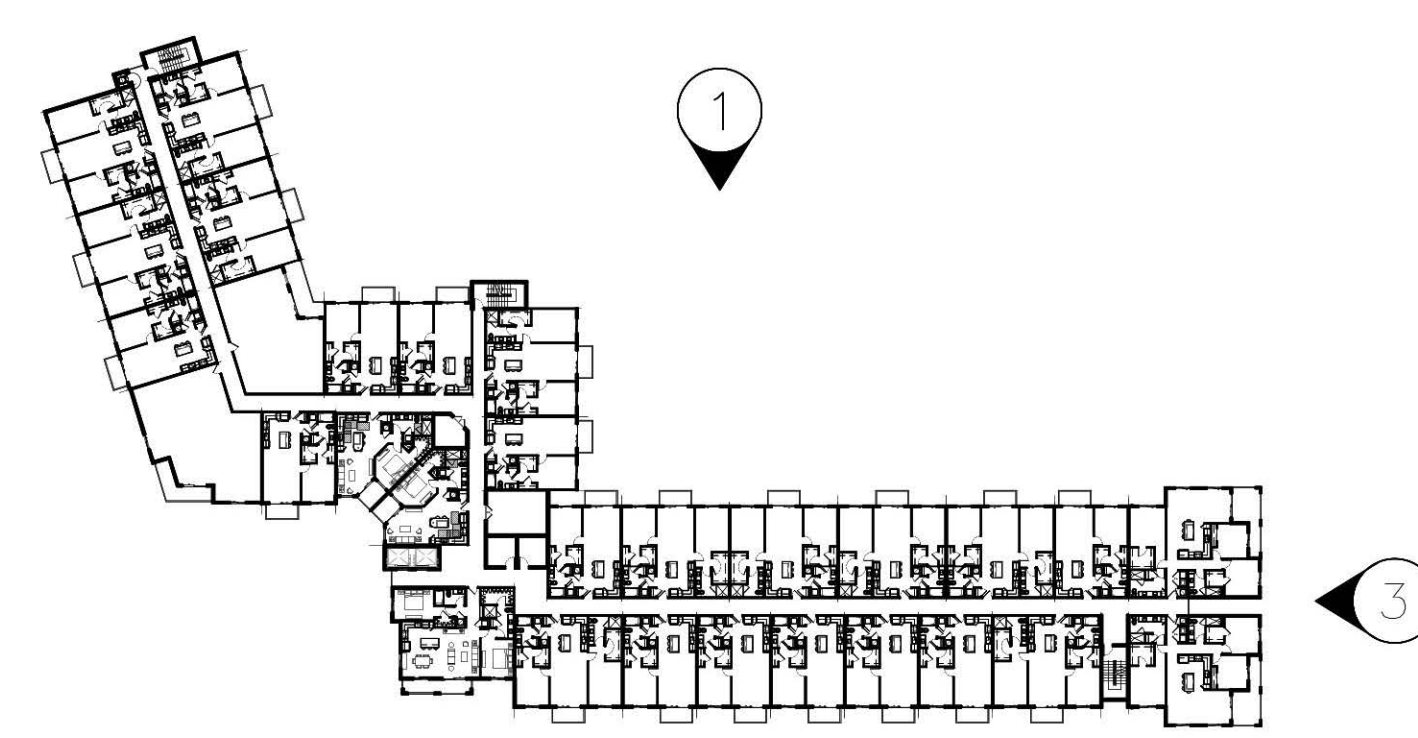
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2 BACK ELEVATION



3 SIDE ELEVATION



KEY PLAN
SCALE: N.T.S

BUILDING ELEVATION
SCALE 1/16"=1'-0"

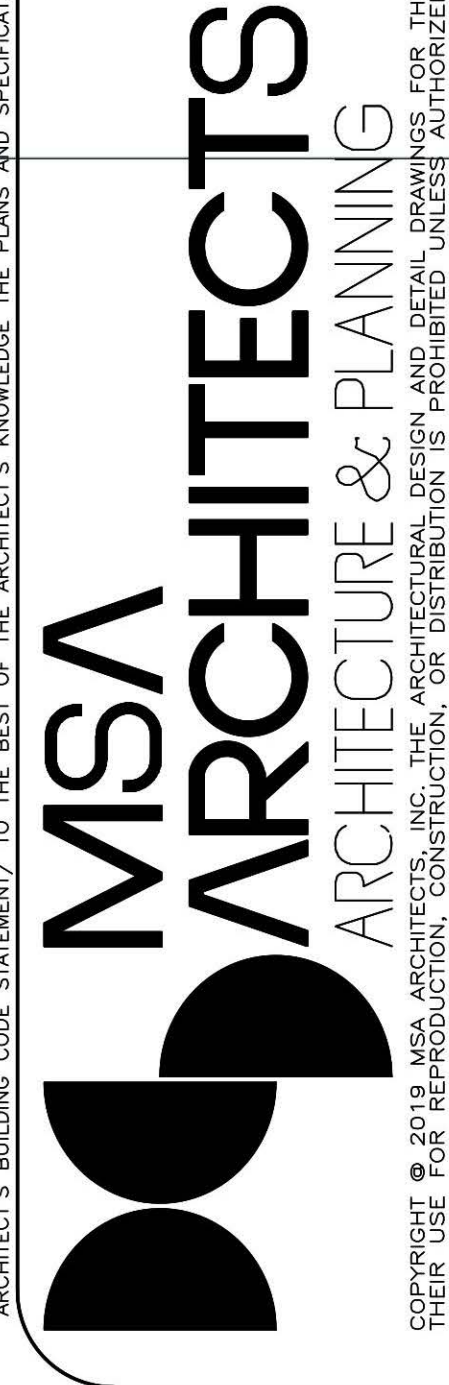
DRC SUBMITTAL 10/21/2021

BY

SNUG HARBOR
 FOR:
 KEY INTERNATIONAL
 LOCATED AT:
 ST. PETERSBURG, FLORIDA



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 MIAMI, FLORIDA 33156
 (305) 273-9911



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DATE	AS SHOWN
SCALE	1888.prj
JOB NO.	
SHEET TITLE:	
BUILDING ELEVATION	
SHEET NUMBER:	
A-3.1.1	

ARCHITECTS KNOWLEDGE TO THE BEST OF THE ARCHITECTS KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

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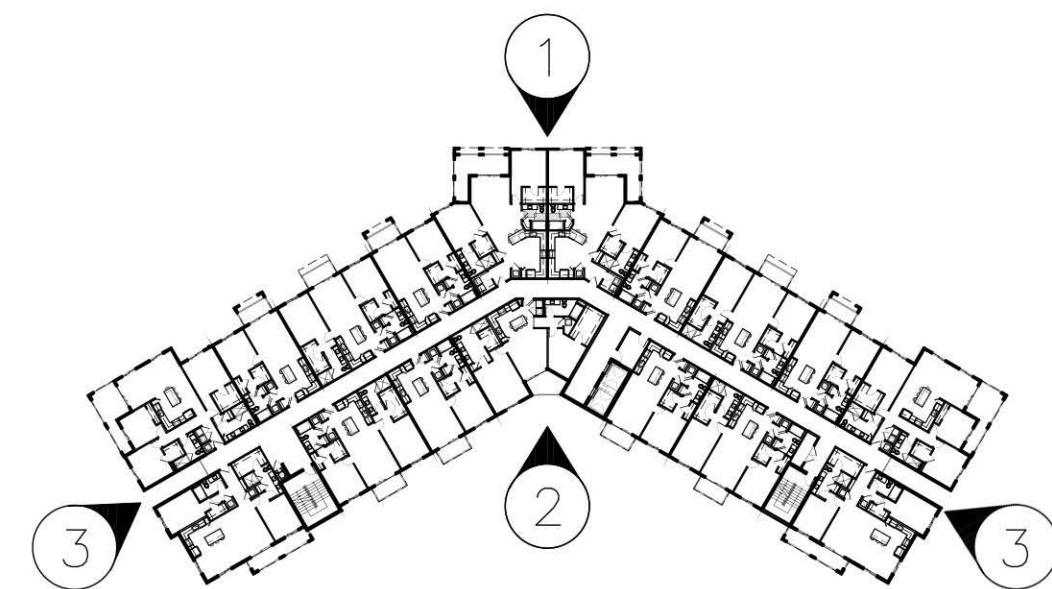
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2 BACK ELEVATION



3 SIDE ELEVATION



KEY PLAN
SCALE: N.T.S

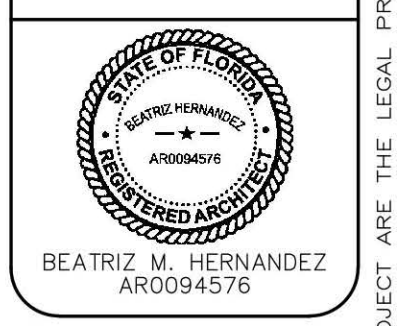
BUILDING ELEVATION

SCALE 1/16"=1'-0"

DRC SUBMITAL 10/21/2021

BY

SNUG HARBOR
FOR:
KEY INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA



BEATRIZ M. HERNANDEZ
AR0094576

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DATE	AS SHOWN
SCALE	1888.prj
JOB NO.	
SHEET TITLE:	BUILDING ELEVATION
SHEET NUMBER:	A-3.2.1

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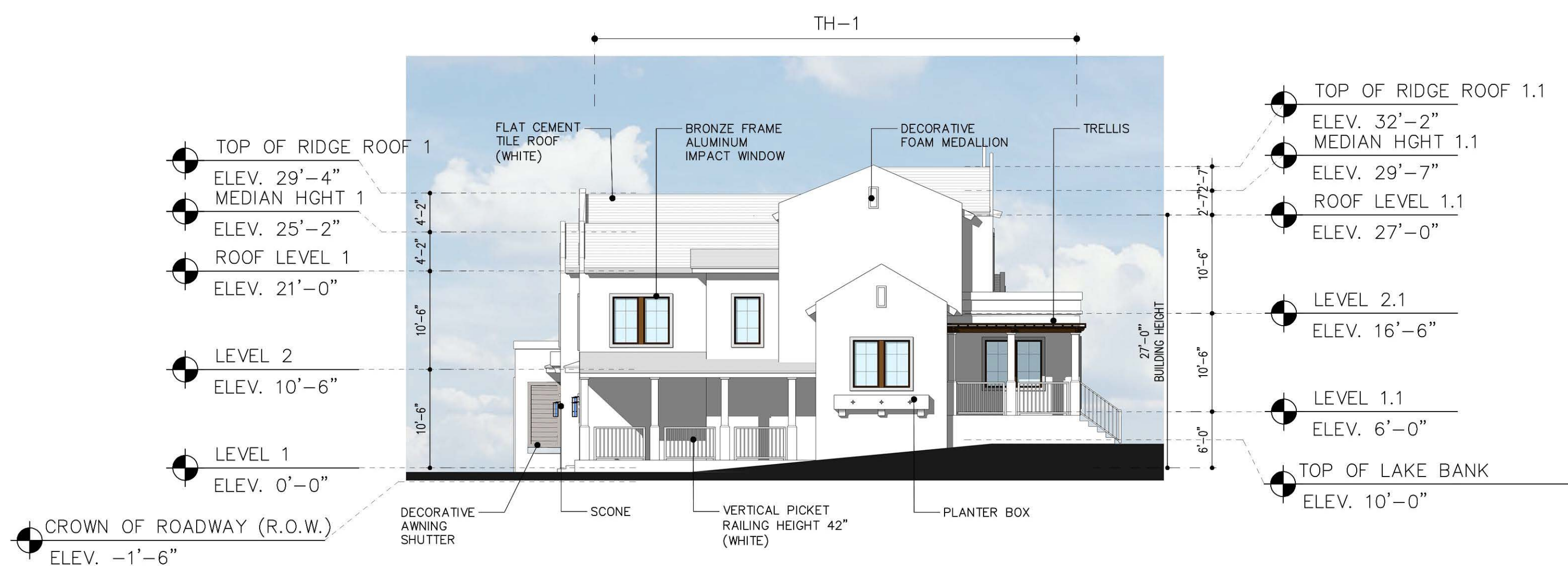
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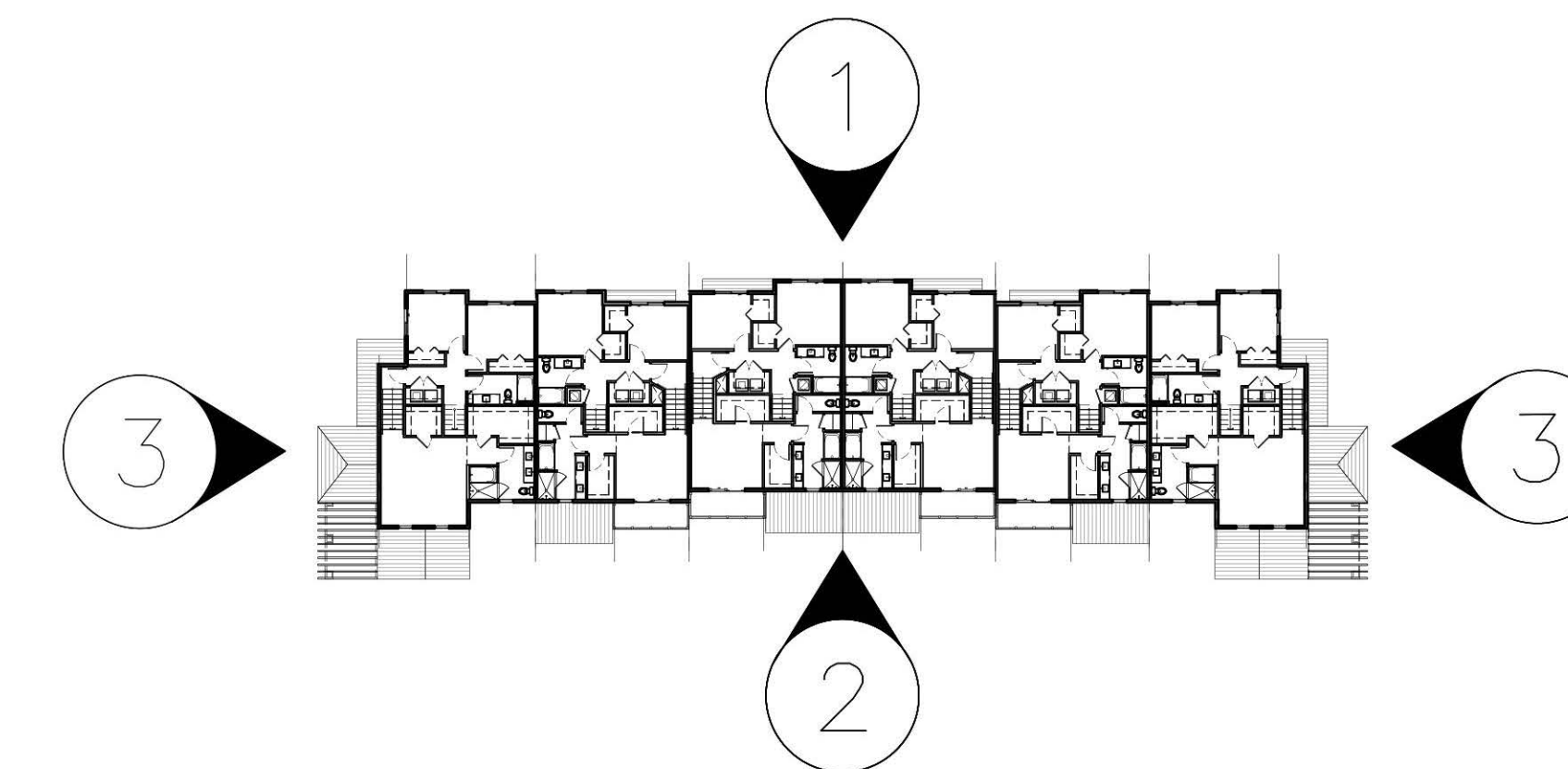
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2 BACK ELEVATION



3 SIDE ELEVATION



KEY PLAN
SCALE: N.T.S.

BUILDING ELEVATION

SCALE 3/32"=1'-0"

DRC SUBMITAL 10/21/2021

BY

SNUG HARBOR
FOR:
KEY INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA



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AR0094576

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DATE 09/07/2021
SCALE AS SHOWN
JOB NO. 1888.prj

SHEET TITLE:
BUILDING
ELEVATION

SHEET NUMBER:
TH-3.1

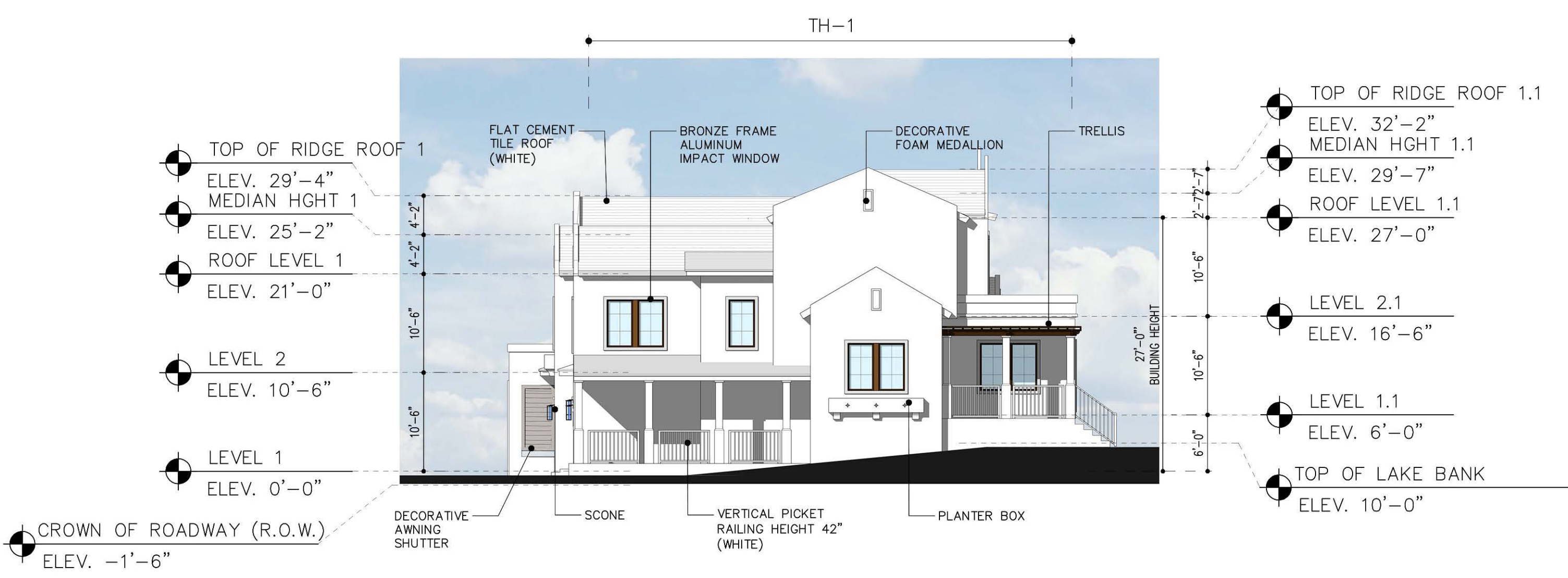
ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.
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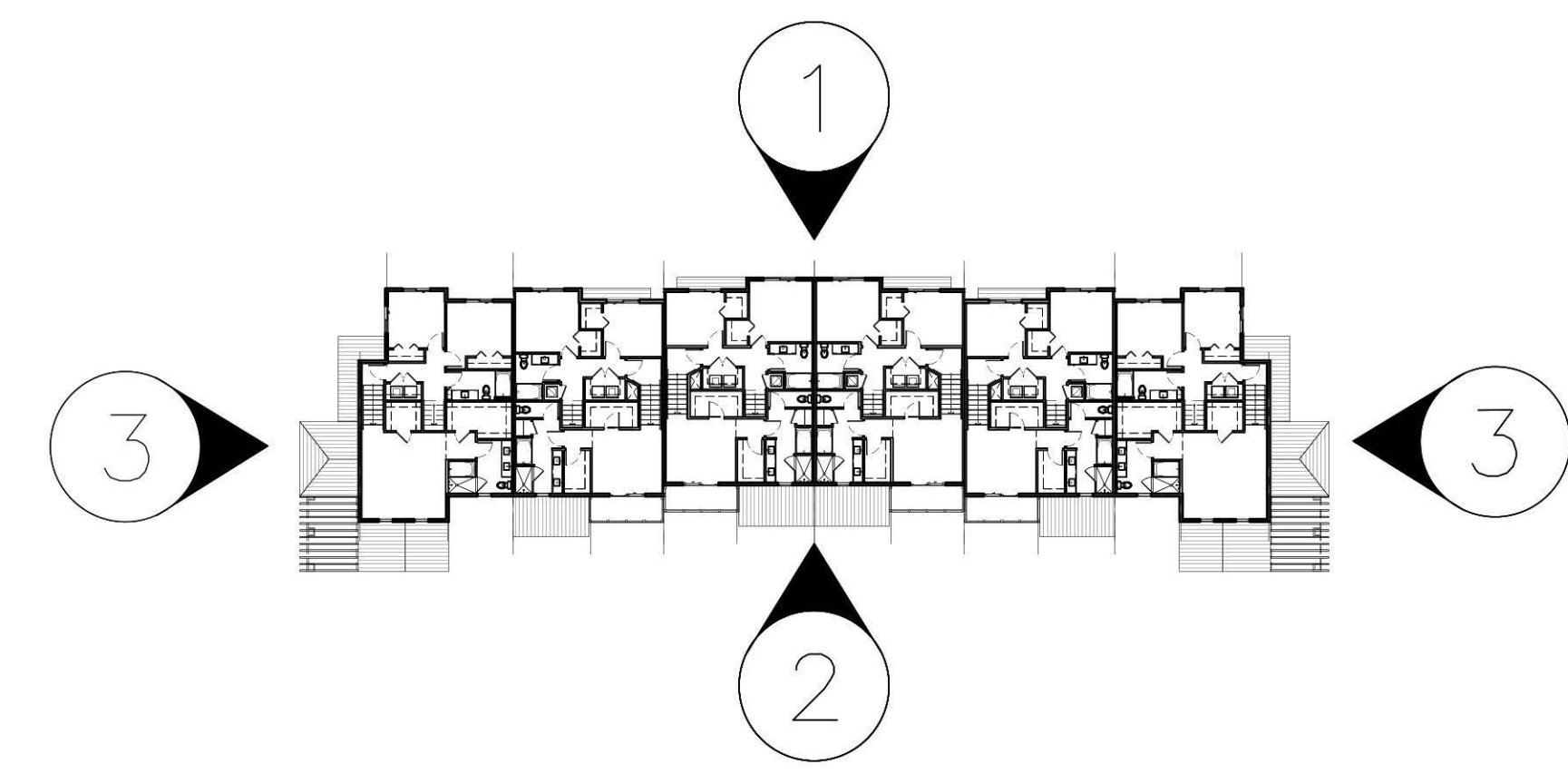
1 FRONT ELEVATION



2 BACK ELEVATION



3 SIDE ELEVATION



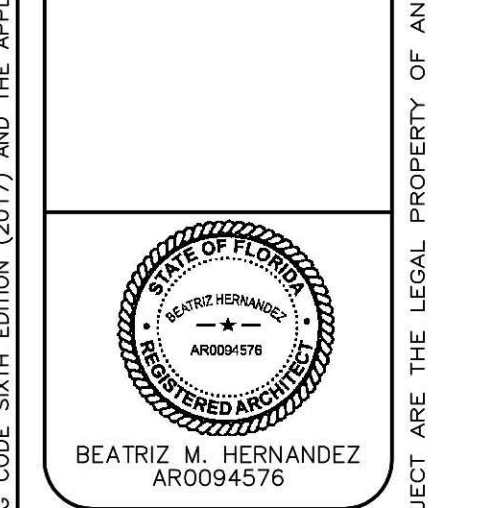
KEY PLAN
SCALE: N.T.S.

BUILDING ELEVATION
SCALE 3/32"=1'-0"

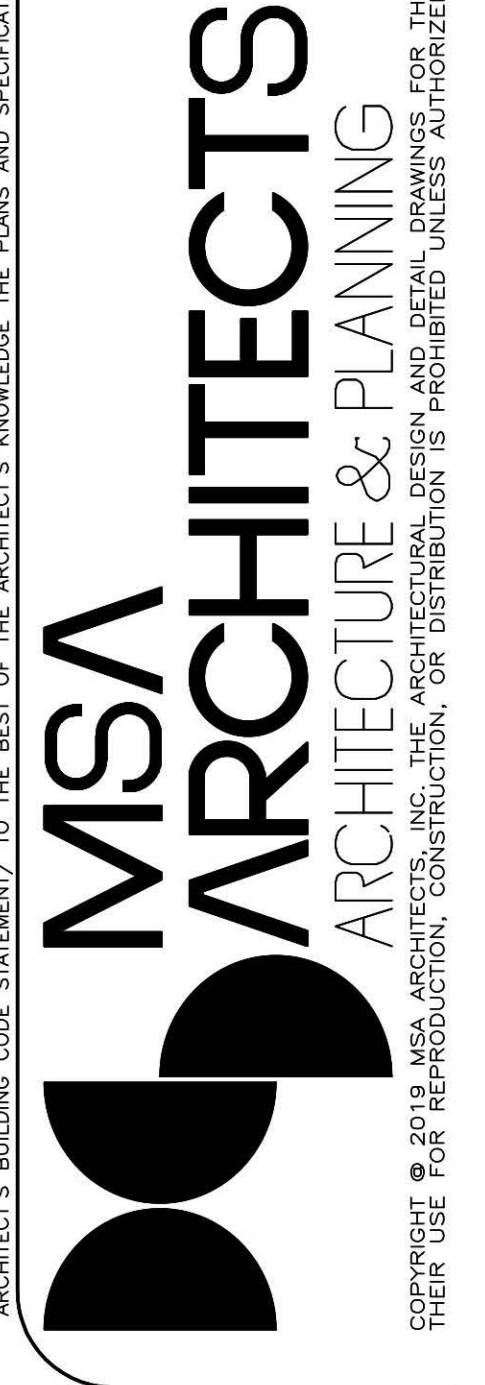
DRC SUBMITTAL 10/21/2021

BY	

SNUG HARBOR
FOR:
KEY INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA



MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 273-9911



DRAWN	
DATE	09/07/2021
SCALE	AS SHOWN
JOB NO.	1888.prj
SHEET TITLE:	BUILDING ELEVATION
SHEET NUMBER:	TH-3.1



1 WEST ELEVATION - RESTAURANT



2 NORTH ELEVATION - RESTAURANT

RESTAURANT ELEVATION

SCALE: 3/16" = 1'-0"

BY

SNUG HARBOR
 FOR: KEY INTERNATIONAL
 LOCATED AT: ST. PETERSBURG, FLORIDA
 BEATRIZ M. HERNANDEZ
 AR0094576

MSA ARCHITECTS, INC.
 AAC000895
 8950 SW 74th COURT
 SUITE 1513
 MIAMI, FLORIDA 33156
 (305) 273-9911

MSA ARCHITECTS
 ARCHITECTURE & PLANNING
ARCHITECTS' BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.
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DRAWN	09/07/2021
DATE	AS SHOWN
SCALE	1888.prj
JOB NO.	

SHEET TITLE:
 RESTAURANT ELEVATION

SHEET NUMBER:
A-3.2

TOP OF RIDGE ROOF
 ELEV. 34'-5"
 MEDIAN
 ELEV. 31'-0"
 ROOF LEVEL
 ELEV. 24'-0"
 LEVEL 2
 ELEV. 12'-6"
 LEVEL 1
 ELEV. 0'-0"
 (14'-0" NAVD88)
 ELEV. 8' NAVD88
 ELEV. -6'-0"



FLAT ROOF TILE
 (CHARCOAL)
 DECORATIVE BRACKETS
 ALUMINUM IMPACT WINDOW
 (BRONZE)
 VERTICAL PICKET RAILING
 42" HEIGHT
 COLUMN
 WOOD SIDING

① SOUTH ELEVATION - RESTAURANT

TOP OF RIDGE ROOF
 ELEV. 34'-5"
 MEDIAN
 ELEV. 31'-0"
 ROOF LEVEL
 ELEV. 24'-0"
 LEVEL 2
 ELEV. 12'-6"
 LEVEL 1
 ELEV. 0'-0"
 (14'-0" NAVD88)
 ELEV. 8' NAVD88
 ELEV. -6'-0"



FLAT ROOF TILE
 (CHARCOAL)
 DECORATIVE BRACKETS
 ALUMINUM IMPACT WINDOW
 (BRONZE)
 DECORATIVE TRIM
 WOOD SIDING

② EAST ELEVATION - RESTAURANT

RESTAURANT ELEVATION

SCALE: 3/16" = 1'-0"

BY

SNUG HARBOR

FOR:
KEY INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA

BEATRIZ M. HERNANDEZ
ARO094576

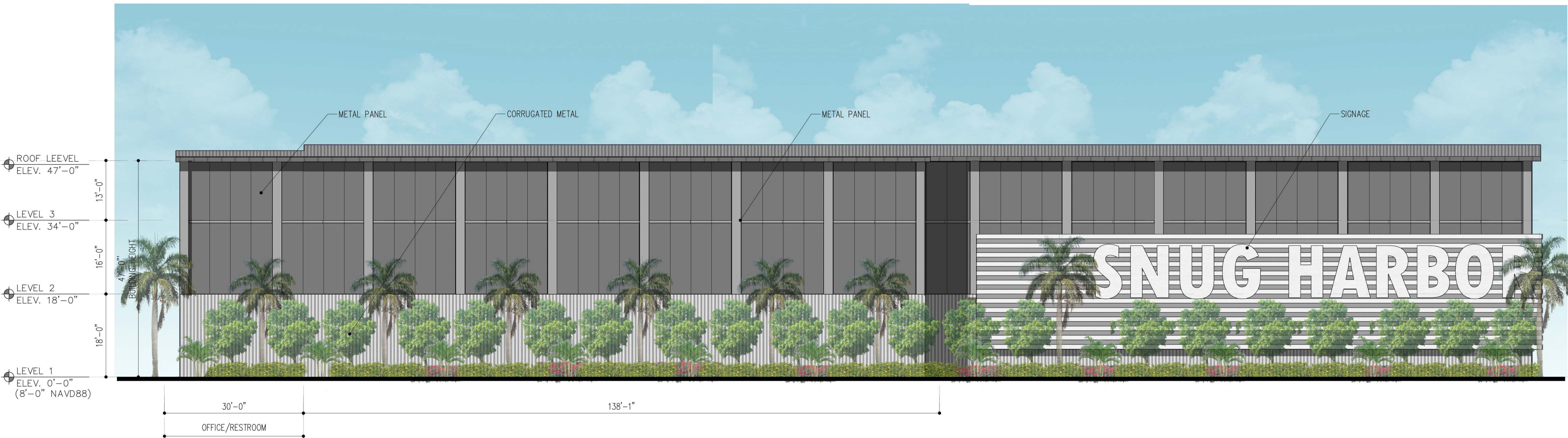
ARCHITECT'S BUILDING CODE STATEMENT/ TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

MSA ARCHITECTS
ARCHITECTURE & PLANNING

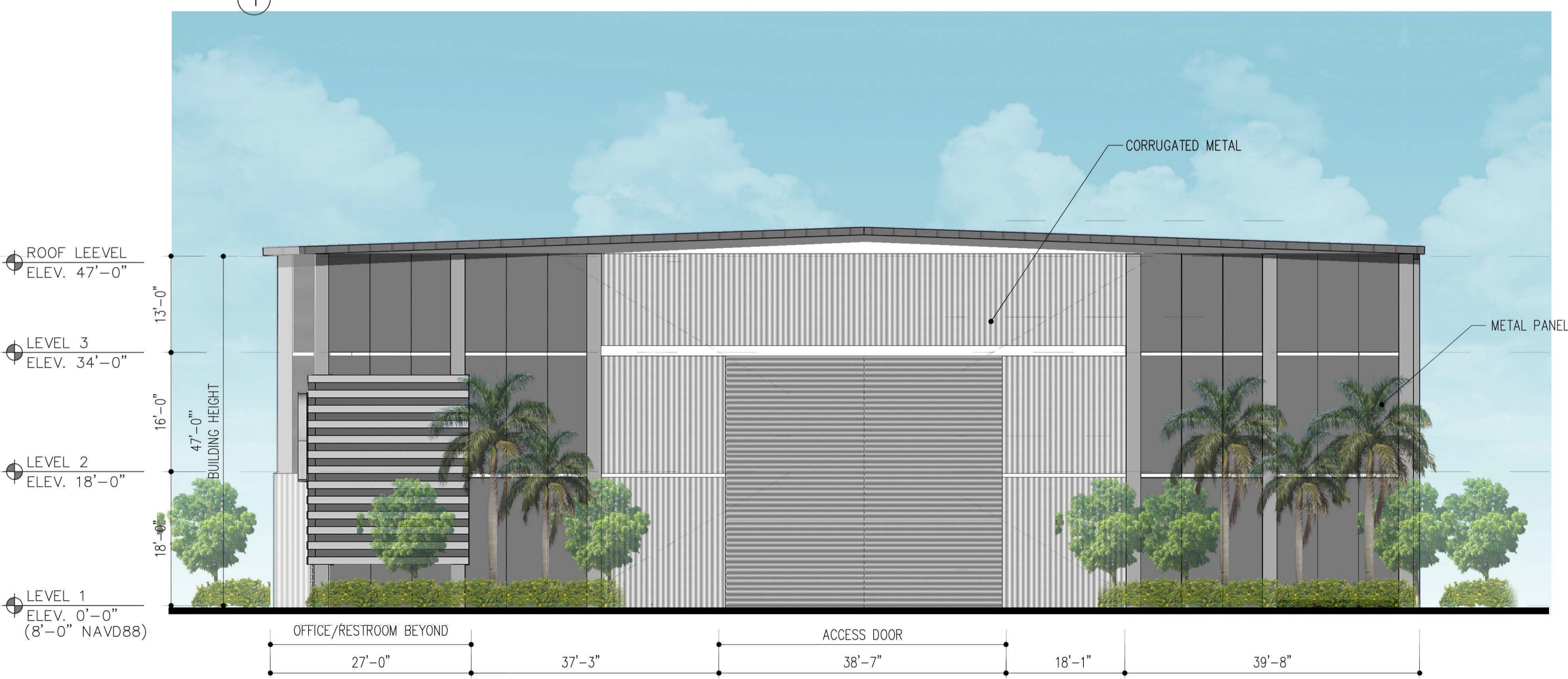
MSA ARCHITECTS, INC.
AAC000895
8850 SW 74th COURT
SUITE 1500 BOCA RATON, FL 33156
(305) 273-9911

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DRAWN	
DATE	09/07/2021
SCALE	AS SHOWN
JOB NO.	1888.prj
SHEET TITLE:	
RESTAURANT ELEVATION	
SHEET NUMBER:	
A-3.3	



1 NORTH ELEVATION - DRY STORAGE



2 WEST ELEVATION - DRY STORAGE

DRY STORAGE BUILDING ELEVATION
SCALE 1/8"=1'-0"

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

BY

MSA ARCHITECTS, INC.
ARCHITECTURE & PLANNING
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 273-9811

FOR: **SNUG HARBOR**
KEY INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA

BEATRIZ M. HERNANDEZ
AR0094576

DRAWN: 09/07/2022
DATE: 09/07/2022
SCALE: AS SHOWN
JOB NO.: 1888.pr
SHEET TITLE: DRY STORAGE BUILDING ELEVATION
SHEET NUMBER: A-3.4

70% SCHEMATIC DESIGN 02-04-2022

EXHIBIT B

Deeds

[attached]

FIRST AMENDMENT TO DEVELOPMENT AGREEMENT

THIS FIRST AMENDMENT TO DEVELOPMENT AGREEMENT (the "**First Amendment**") is made and entered into as of the Effective Date between GANDY HARBOR I, LLC, GANDY HARBOR II, LLC, GANDY HARBOR III, LLC, each a Florida limited liability company (collectively "**Developer**"), and CITY OF ST. PETERSBURG, FLORIDA, a Florida municipal corporation (the "**City**").

RECITALS

WHEREAS, Developer and Developer's predecessor in interest entered into that certain Development Agreement dated as of April 27, 2009, and recorded on May 4, 2009 in Official Records Book 16573, Page 980, of the Public Records of Pinellas County, Florida; and

WHEREAS, the Pirates Cove Comp Plan Amendment and Rezoning contemplated in the Development Agreement were approved, but the Project has not been developed; and

WHEREAS, Developer and the City have agreed to amend and modify certain terms and provisions contained in the Development Agreement, as more particularly set forth below. Capitalized terms not defined herein shall have the meaning ascribed thereto in the Development Agreement.

NOW, THEREFORE, in consideration of the foregoing, the mutual covenants contained herein and other good and valuable consideration, the receipt, adequacy and sufficiency of which are hereby mutually acknowledged, the parties agree as follows:

1. **Recitals**. The above recitals are true and correct and are incorporated herein by this reference.

2. **Effective Date and Duration**. Section 3 of the Development Agreement is hereby deleted in its entirety and replaced with the following:

Effective Date and Duration. This Development Agreement became effective upon its execution by Developer and the City and final approval of the Pirates Cove Comp Plan Amendment and Rezoning. The term of this Development Agreement shall be for fifteen (15) years from the Effective Date of the First Amendment to this Development Agreement. The term of this Development Agreement may be extended as provided by law.

Maximum Density and Intensity of Proposed Uses.

3. **Project Site Plan**. **Exhibit B** of the Development Agreement is hereby deleted in its entirety and replaced with the **Exhibit B** titled Snug Harbor Concept Plan attached hereto and incorporated herein by reference.

4. **Permitted Development Uses and Building Intensities**. Section 4.B. of the Development Agreement is hereby deleted in its entirety and replaced with the following:

- A. Gandy Center Property/Pirates Cove Property. Allowed density and intensity for upland property includes 15 units per acre residential, 0.55 FAR non-residential uses, and if compliant with the Workforce Housing Plan, 0.2 FAR Intensity Bonus for workforce housing. The proposed project is a mixed use of commercial-restaurant-residential, restaurants and specialty retail, an apartment complex with a maximum of 120 units, and a commercial marina (including a maximum of 45 wet slips and 200 dry slips), which would provide slips for public access and rental. According to the Concept Plan and the Transportation Study provided by the applicants, the Gandy Center and Pirates Cove properties will be redeveloped with 8,000 sq. ft. of restaurant space; a maximum of 120 apartment units; and a 37,800 sq. ft. marina/boat storage with a maximum of 45 wet slips and 200 dry slips. A Certificate of Completion (CC) for the shell of the restaurant shall be obtained prior to or concurrently with the issuance of the Certificate of Occupancy (CO) for the first multi-family building on the Gandy Center Property/Pirates Cove Property. Nothing contained herein shall prevent the City from issuing no more than one Temporary Certificate of Occupancy (TCO) for not more than six (6) months for the first multi-family building.
- B. Riviera Property. Allowed density and intensity for upland property includes 7.5 units per acre residential, 0.30 FAR non-residential uses and six units per acre density bonus for workforce housing if compliant with the Workforce Housing Plan, or a maximum of 256 residential dwelling units, subject to approval of a Redevelopment Plan, together with a maximum of 225 wet slips which will be accessory to the residential uses on the Property. According to the Conceptual Plan and Transportation Study provided by the applicants, the Riviera property will be redeveloped with a maximum of 256 residential units and a maximum of 225 wet slips.

Height of Proposed Uses. Section 4.C. of the Development Agreement is hereby deleted and replaced with the following: For the purposes of this Development Agreement, height shall be as provided by the City of St. Petersburg City Code, including the City's LDRs, and all applicable laws and regulations of the State of Florida, including but not limited to the Florida Statutes, the Florida Building Code, and all applicable regulations of the Florida Department of Transportation. In accordance with the CCS-1 and the NPUD-1 zoning designations building height is limited to 48 feet, however, additional building height can be achieved pursuant to the Large Tract Planned Development Overlay regulations, set forth in Chapter 16 of the City Code.

5. **Deeds. Exhibit C** in Section 4.D. of the Development Agreement is hereby deleted in its entirety and replaced with the **Exhibit C** attached hereto and incorporated herein by reference.

6. **Transportation Analysis. Composite Exhibit D** of Section 5 of the Development Agreement is hereby deleted in its entirety and replaced with **Composite Exhibit D** attached hereto and incorporated herein by reference.

7. **Obligations of the Developer.** Section 6 of the Development Agreement is hereby deleted in its entirety and replaced with the following:

Obligations of the Developer. In order to secure approval of the Development Agreement and subject to receiving all necessary governmental approvals and permits, Developer agrees to the following: design, construct or maintain as applicable and as set forth below:

- A. Construct a PSTA Bus Stop pad and Shelter on Gandy Boulevard in a location approved by the Pinellas Suncoast Transit Authority and that meets the design requirements of the review and permitting agencies (PSTA/FDOT), prior to issuance of first C.O. for any building in the Gandy Center Property/Pirates Cove Property;
- B. Construct and maintain internal pedestrian walkway connections to connect the residential dwelling units to the commercial component of the Project consistent with Site Plan requirements;
- C. Construct and maintain a public pedestrian connection to the public marina facility and kayak launch, prior to issuance of first C.O. for any building in the Gandy Center Property/Pirates Cove Property;
- D. Construct and maintain a public waterfront boardwalk, which shall be a minimum of six (6) feet wide, installed along the eastern boundary of the Gandy Center Property and the Pirates Cove Property, prior to issuance of first C.O. for any building in the Gandy Center Property/Pirates Cove Property;
- E. Construct and maintain a kayak/canoe launch as generally depicted on the Snug Harbor Concept Plan, prior to issuance of first C.O. for any building in the Gandy Center Property/Pirates Cove Property;
- F. Construct those certain transportation improvements as may be required by FDOT , prior to the issuance of the first C.O. for any building including but not limited to the roadway modifications outlined herein:
 - a. Modify the Gandy Blvd and San Fernando Blvd median opening to a left-in/right-in/right-out and provide an eastbound right turn lane
 - b. Close the Gandy Blvd at Project Access A (CBS) median opening and provide an eastbound right turn lane
 - c. Modify the Gandy Blvd and RaceTrac median opening to a left-in/right-in/right-out and extend the eastbound left turn lane; and

- G. Maintain canal to provide clear access for wet slips for areas in which Developer owns the submerged land.

8. **Land Development Approvals/Permits Required.** Section 8 of the Development Agreement is hereby deleted in its entirety and replaced with the following:

Land Development, Building and ROW Permits Required. The local development permits required provide no guarantee that they will be approved by the governing body. The approvals required for the development of the Project on the Project Site include but may not be limited to:

- A. Special exception for the CCS-1 (Corridor Commercial Suburban) zoned portion of the Project Site to allow the residential component of such portion to exceed 40% of the total FAR for such portion;
- B. Large Tract Planned Development Overlay for additional height allowances;
- C. City site and construction approvals;
- D. Redevelopment plan for the NPUD-1 (Neighborhood Planned Unit Development) zoned portion of the Project Site to allow for construction of 256 residential dwelling units; and
- E. Plat or subdivision approvals, including infrastructure construction plan approval.

The Developer shall be entitled to construct the Project in phases, in accordance with a phasing plan. Open space shall be maintained for the Project as required by the City's Land Development Code; however, Developer shall be able to locate such open space areas throughout the Project Site and at locations to be determined and or amended by Developer during the site plan review process.

9. **Applicable City Ordinances and Codes.** Section 9 of the Development Agreement is hereby deleted in its entirety and replaced with the following:

Applicable City Ordinances and Codes. In accordance with §163.3233, Florida Statutes and with Section 16.05 of the City's Land Development Code, all codes, policies and ordinances of the City governing the development of the Project upon the date of execution of this First Amendment shall continue to govern the development of the Project for the duration of this First Amendment, including relevant provisions of the City's Comprehensive Plan.

10. **Notices.** Section 20.A. of the Development Agreement is hereby amended as it relates to notice addresses for the parties:

To the Developer(s): Gandy Harbor I, LLC
 Gandy Harbor II, LLC
 Gandy Harbor III, LLC

Attention: Deborah Roseman
2840 West Bay Drive
Belleair Bluffs, Florida 33770

and Key International Management LLC
848 Brickell Avenue, #1100
Miami, Florida 33131

With a copy to: Trenam Law
Attention: C. Graham Carothers, Jr., Esq.
200 Central Avenue, Suite 1600
St. Petersburg, Florida 33701

With a copy to: Stearns Weaver Miller Weissler
Alhadeff & Sitterson, P.A.
Attention: S. Elise Batsel, Esq.
401 East Jackson Street, Suite 2100
Tampa, Florida 33602

To the City: City of St. Petersburg
Planning and Development Services Division
One 4th Street North
St. Petersburg, FL 33701
Attention: Jennifer Bryla, Manager

With a copy to: City of St. Petersburg
City Attorney's Office
One 4th Street North
St. Petersburg, FL 33701
Attention: Michael Dema, Managing Assistant City
Attorney – Land Use & Environmental Matters

11. **Termination**. Paragraph 31.B. of the Development Agreement is hereby deleted in its entirety and replaced with the following:

The expiration of fifteen (15) years from the Effective Date of the First Amendment to this Development Agreement.

12. **Cancellation**. Section 37 of the Development Agreement is hereby deleted in its entirety.

13. **Recording and Effective Date**. Upon full execution by the parties and no later than fourteen (14) days after final approval of this First Amendment by City Council, the City shall record this First Amendment in the Public Records of Pinellas County, Florida, at the Developer's expense, and shall forward a copy of the recorded First Amendment to the Florida Department of Economic Opportunity. This First Amendment shall become effective upon recordation (the "**Effective Date**").

14. **Deadline for Execution.** The Developer shall execute this First Amendment prior to the date on which the City Council considers this First Amendment for final approval. The City shall execute this First Amendment no later than fourteen (14) days after final approval by City Council.

15. **Counterparts, Facsimile.** Facsimile or pdf copies of this First Amendment and signatures shall be binding as originals. This First Amendment may be executed in any number of counterparts, each of which shall be effective only upon delivery and thereafter shall be deemed an original, and all of which shall be taken to be one and the same instrument, with the same effect as if all parties hereto had signed the same signature page. Any signature page of this First Amendment may be detached from any counterpart of this First Amendment without impairing the legal effect of any signatures thereon and may be attached to another counterpart of this First Amendment identical in form hereto but having attached to it one or more additional signature pages.

16. **Conflict.** In the event of any direct conflict between the terms and provisions of this First Amendment and the terms and provisions of the Development Agreement, the terms and provisions of this First Amendment shall control. To the extent that there shall be no such direct conflict, the Development Agreement shall remain in full force and effect and the parties hereto hereby ratify same. Developer and City have jointly negotiated and drafted this First Amendment and it shall not be interpreted against either party as the drafter thereof. All rules of contract interpretation included in the Development Agreement are applicable to this First Amendment.

17. **Capitalized Terms.** All capitalized terms not defined herein shall have the meanings given to them in the Development Agreement.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

This First Amendment has been executed by the Developer and the City as of the Effective Date.

Signed, sealed and delivered in the presence of: **DEVELOPER:**

WITNESSES:

GANDY HARBOR I, LLC, a Florida limited liability company

Print Name: _____

By: _____

Print Name: _____

Print Name: _____

Title: _____

GANDY HARBOR II, LLC, a Florida limited liability company

Print Name: _____

By: _____

Print Name: _____

Print Name: _____

Title: _____

GANDY HARBOR III, LLC, a Florida limited liability company

Print Name: _____

By: _____

Print Name: _____

Print Name: _____

Title: _____

**STATE OF FLORIDA
COUNTY OF PINELLAS**

The foregoing instrument was acknowledged before me by means of (check one) physical presence or online notarization, this ___ day of _____, 2021, by _____, as _____ of GANDY HARBOR I, LLC, GANDY HARBOR II, LLC, and GANDY HARBOR III, LLC, each a Florida limited liability company, on behalf of said companies, who (check one):

is/are personally known to me, or

who has/have produced _____ as identification.

(Notary Seal)

Notary Public - (Signature

ATTEST:

CITY:

City Clerk

CITY OF ST. PETERSBURG, a Florida
municipal corporation

Approved as to form and content by Office of
the City Attorney

By: _____
Print Name: _____
Title: _____

City Attorney

**STATE OF FLORIDA
COUNTY OF PINELLAS**

The foregoing instrument was acknowledged before me by means of (check one) [X]
physical presence or [] online notarization, this ___ day of _____, 2021, by
_____, as City Attorney for the City of St. Petersburg, a Florida
municipal corporation, on behalf of said corporation, who (check one):

is/are personally known to me, or

who has/have produced _____ as identification.

(Notary Seal)

Notary Public - (Signature)

MEMORANDUM
CITY OF ST. PETERSBURG
ENGINEERING AND CAPITAL IMPROVEMENTS DEPARTMENT

TO: Kayla Eger, Administrative Secretary, Development Review Services
Dave Goodwin, Interim Zoning Official (POD), Development Review Services
Elizabeth Abernethy, Planning and Development Director, Development Review
Services
Corey Malyszka, AICP, Urban Design and Development Coordinator

FROM: Nancy Davis, Engineering Plan Review Supervisor

DATE: February 8, 2022

SUBJECT: Redevelopment Plan and a Special Exception

FILE: 22-51000002

LOCATION 1200 Gandy Blvd N
17-30-17-28602-005-0050
17-30-17-28602-005-0270
17-30-17-28602-005-0271
17-30-17-28602-005-0360
17-30-17-28602-005-0420

ATLAS: C-56

ZONING: Corridor Commercial Suburban (CCS-1)

REQUEST: Approval of a Redevelopment Plan and a Special Exception to allow construction of a Marina, restaurant and 376 multi-family dwelling units.

The Engineering and Capital Improvements Department has no objection to the proposed redevelopment plan and special exception, provided the following special conditions and standard comments are added as conditions of approval:

SPECIAL CONDITIONS OF APPROVAL:

1. Final site plans shall be developed to meet the requirements of the Development Agreement recorded on May 4, 2009 in Official Records Book 16573, Pg 980 and as modified by the first amendment to the development agreement as recorded on January 6, 2022 in Official Records Book 21881, Pg 1957.
2. The applicant will be required to submit for City Engineering Department files copies of all permits from other regulatory agencies including but not limited to FDOT, FDEP, SWFWMD, FEMA, ACOE, and Pinellas County, as may be required for this project. Due to the complexity of governmental reviews required for this project please copy City ECID (Nancy.Davis@stpete.org) on significant comments received from the various permitting agencies.
3. 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 comingling with the runoff from that portion of the site which is redeveloped. Discharge to an OFW requires 50% more treatment volume. 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.

Stormwater runoff release and retention shall be calculated using the Rational formula and a 10-year 1-hour design storm. Stormwater systems with direct discharge to the open water (*with no impact to a City drainage conveyance system*) are not required to provide water quantity attenuation.

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. The Engineer of Record must provide documentation sufficient to assure that the site will not increase flood stages up or downstream of the project area or impact the conveyance of off site flows.

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.

4. Though the drainage design has not been reviewed in detail at the time of this review, during site construction plan review provide documentation to support the design tailwater. Consideration should be given to designing to meet NTDE 2002-2020 where MHHW will increase by $\pm 0.22'$.
5. The applicant shall verify with Pinellas County ownership, maintenance, and permitting authority for the right of way of Snug Harbor Blvd., San Fernando Blvd NE and Monaco Drive NE, and also for the drainage outfall pipe which extends to the east from the intersection of San Fernando Blvd NE & Monaco Drive NE to its outfall to open water.
 - a. Public easement centered over the pipe outfall from San Fernando Boulevard NE right of way boundary easterly to the pipe outfall to the bay will need to be dedicated to maintain the legal right for public drainage to flow through the private property to the outfall to open water.
 - b. Verify with FDOT the need for state easement over portions of the drainage system proposed to convey runoff from the FDOT right of way of Gandy Boulevard to its outfall to the bay.
6. Some areas directly to the west of this project (between Snug Harbor Road & San Fernando from Gandy Blvd to the southern right of way boundary of Monaco Drive NE) remain within unincorporated Pinellas County. During site construction plan review, the Engineer of record shall be required to provide survey of this area to show pipes, swales, topography, and drainage basins as necessary to verify existing drainage patterns, to document that historical drainage patterns are not impacted by this redevelopment project, and to identify drainage areas in close proximity to the site

where opportunity may exist for improvement as part of this project redevelopment plan.

7. A 10" PVC City sanitary sewer main (between public manhole C56-10 and C56-25) is located within the vacated 30-foot right of way which was reserved as drainage and utility easement per OR Bk 9495, Page 1474. This location of this main may conflict with the redevelopment plan for the dry slip boat storage building and the proposed 8400 sf restaurant. Any impacts to the public sanitary sewer main will be assessed during construction plan review and must be addressed to the satisfaction of the City prior to ECID departmental approval for construction permit issuance. The sanitary sewer main must be field located and shown on the site civil plans in order to assess and determine the public need for additional easement. For adequate protection, the main must be centered in a 30-foot public utility easement and no building or structure may encroach into the easement and building foundations shall be designed so as not to impact or place any bearing pressure on the sanitary sewer main.
8. 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 or a variance is obtained through City Zoning. Within the CCS-1 zoning district a 6-foot wide public sidewalk is required within the southern parkway of Gandy Blvd. Permitting would be through FDOT.

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.

9. Per City Code Section 7-38, prior to the construction or alteration of any seawall and before placement of any rip-rap a seawall construction permit must be obtained from the City Engineering and Capital Improvements department. At the time of seawall permitting, the applicant must provide evidence of approval from the Building Official for any changes to seawall height and associated fill proposed within FEMA flood zones and evidence of the approved Conditional Letter of Map Revision (CLOMR) from FEMA. Prior to seawall construction, the applicant must also obtain permits/approvals from other governmental agencies as may be applicable including but not limited to FDEP, Pinellas County, SWFWMD, etc. for associated wetland impacts, wetland mitigation, dredge and/or fill, or impacts to sovereign submerged lands.
 - a. Prior to commencing any landfill, plans and specifications for the clearing, filling and grading operation shall be submitted by a registered engineer who will supervise the actual clearing and filling operations. All conditions of the approved specifications shall be met and certified by the applicants registered engineer in charge of the site.
 - b. It is the responsibility of the developer to obtain a National Pollutant Discharge Elimination System (NPDES) Stormwater Permit and implement appropriate pollution prevention techniques to minimize erosion and sedimentation and properly manage stormwater PRIOR to disturbance of land (clearing, grading, excavating, etc.). *A Generic Permit for Stormwater Discharge from Large and Small Construction Activities (CGP) Notice of Intent (NOI), DEP Form 62-621.300(4)(b), must be submitted to DEP to obtain NPDES permit coverage.

*The City of St. Petersburg Construction Services and Permitting division will perform erosion control inspections on this site upon issuance of construction permits with follow up inspections on day 15 and day 30, then monthly through project completion. *THE DEVELOPER/CONTRACTOR MUST PRESENT A COPY OF THE CGP PERMIT TO THE CITY DURING THE INITIAL EROSION CONTROL INSPECTION AS VERIFICATION OF NPDES STORMWATER COVERAGE.

10. A work permit issued by the City Engineering & Capital Improvements Department must be obtained prior to the commencement of construction within City controlled right-of-way, public easement and for all connections to City infrastructure. All work within a City controlled right of way or City controlled public 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.).

The applicant shall provide a plan to provide sanitary sewer service within the project boundaries for City ECID review and approval. New wastewater collection system construction will require a Wastewater Collection system permit issued by FDEP. The applicants EOR must provide design plan and profile for necessary sanitary sewer construction during the site plan permitting process for ECID review and approval. All construction shall meet current City ECID standards and specifications. An ECID right of way permit is required for connection to the public sanitary sewer.

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.

Plan and profile showing all paving, drainage, sanitary sewers, and water mains 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 under the control of the City.

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 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.

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 the 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 Pinellas County and FDOT controlled right of way will required prior approval of those entities. 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.

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 upon request by the City.

*Use of a City controlled public right of way for construction purposes shall require 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. *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.

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.

NED/MJR/meh

cc: Sean McWhite – City WRD
Kayla Eger –

EXHIBIT C

Traffic Analysis

[attached]



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: February 10, 2022

SUBJECT: Approval of a Redevelopment Plan and a Special Exception to allow construction of a Marina, restaurant and 376 multi-family dwelling units.

CASE No.: 22-51000002

The Transportation and Parking Management Department has reviewed the redevelopment plan and special exception application for the proposed mixed-use development located at 1200 Gandy Boulevard. The Transportation Department has comments on this case related to the transportation analysis provided by the applicant and the site plan.

Transportation Analysis

The applicant's traffic consultant, Lincks and Associates, Inc., submitted a transportation analysis for the development site under a scenario of 296 multi-family residential units, 80 townhomes, an 8,000 square-foot restaurant, and a 270-slip marina in June 2021. The proposed access points will be one right-in/right-out driveway on Gandy Boulevard, two full access driveways on San Fernando Boulevard, and one full access driveway on Snug Harbor Road. Gandy Boulevard is a four-lane, divided roadway that is maintained by the Florida Department of Transportation (FDOT) and classified as a principal arterial. San Fernando Boulevard and Snug Harbor Road are two-lane, undivided roads. Based on the Transportation Department's discussions with Pinellas County staff, San Fernando Boulevard and Snug Harbor Road are maintained by Pinellas County.

At the request of the FDOT, multiple median opening modifications on Gandy Boulevard will be required if the development project is approved. The existing full median opening at San Fernando Boulevard will be modified to a directional median opening (left-in/right-in/right-out) and the westbound left-turn lane will be lengthened. The full median opening at the CBS driveway, located at the proposed driveway for the project, will be closed. The full median opening at the RaceTrac driveway will be modified to a directional median opening (left-in/right-in/right-out). Eastbound right turn lanes will be installed at San Fernando Boulevard and the project driveway. These access modifications are described in the development agreement. If required by FDOT, the applicant will

need to construct these improvements and potentially other transportation improvements prior to the issuance of the first certificate of occupancy for any building.

The consultant stated that the project is expected to generate 202 new trip ends (66 entering/136 exiting) during the a.m. peak hour and 275 new trip ends (168 entering/107 exiting) during the p.m. peak hour. The Transportation Department concurs with these trip generation projections. The consultant distributed and assigned the project trips to the external road network based on surrounding development and traffic patterns in the vicinity of the project.

The consultant conducted a.m. and p.m. peak hour turning movement counts during the peak season at four intersections on Gandy Boulevard: Snug Harbor Road, San Fernando Boulevard, existing CBS driveway and existing RaceTrac driveway. The consultant redistributed the traffic based on the proposed access modifications on Gandy Boulevard. The consultant increased these counts to represent the traffic that it is anticipated to be on the road network in 2030 that is not associated with the project. Project trips were added to 2030 background traffic to estimate the number of trips on the road network in the a.m. and p.m. peak hours after the completion of the project.

A capacity analysis was conducted for the four intersections on Gandy Boulevard where turning movement counts were conducted; the CBS driveway location is now referred to as Access A for the project. Volume-to-capacity (V/C) ratios for all movements (left, through and right) in the eastbound, westbound, northbound and southbound directions are projected to be less than 1.0 in the a.m. and p.m. peak hours in 2030 (background traffic plus project traffic). The highest levels of congestion are anticipated to be experienced by motorists on Snug Harbor Road making northbound left turns and right turns at Gandy Boulevard in the both the a.m. and p.m. peak hours (V/C ratios of 0.69 and 0.97), motorists on Gandy Boulevard making westbound left turns at San Fernando Boulevard in the p.m. peak hour (V/C ratio of 0.70), and motorists on Gandy Boulevard making eastbound left turns at the RaceTrac driveway (V/C ratio of 0.80).

Based on the access modifications on Gandy Boulevard requested by FDOT and the consultant's transportation analysis, the consultant recommends several new turn lanes and lengthening of existing turn lanes:

- provide a 350-foot eastbound right-turn lane and extend the existing westbound left-turn lane to 450 feet at San Fernando Boulevard;
- provide a 300-foot eastbound right-turn lane at Access A; and
- provide a 610-foot eastbound left-turn lane at the RaceTrac driveway.

The proposed new turn lanes and lengthening of existing turn lanes should help address the increased traffic at these three intersections that will occur due to the growth of background traffic and the project trips. No modifications are proposed for the northbound approach to the intersection of Gandy Boulevard and Snug Harbor. As noted, the V/C ratio will be less than 1.0 in the a.m. and p.m. peak hours, but significant delays for northbound motorists making left turns and right turns are anticipated. The largest contribution to this condition from the project will be its residents and patrons making northbound left turns in the a.m. and p.m. peak hours; significantly more of the outbound trips from the project that approach this intersection are anticipated to make left turns than right turns. The applicant shall coordinate with Pinellas County staff to further evaluate the Snug Harbor/Gandy

Boulevard intersection during the permitting process if the project is approved by the Development Review Commission. Pinellas County staff will likely be involved in the review of the access points on Snug Harbor Road and San Fernando Boulevard.

Site Plan

Section 16.20.050 of the City Code notes that emphasis is placed on creating a positive experience for the pedestrian, which is the base of the transportation hierarchy. The internal sidewalk network needs to connect all buildings on the site through a seamless network. A sidewalk connection from the pickleball court crosswalk over the main internal roadway to Buildings one and two is needed. The sidewalk from the parking lot to the volleyball area needs to connect to the sidewalk network to the west. A sidewalk connection on the western side of the stormwater pond to the sidewalk network along the street is needed. Sidewalks shall be continuous through all townhome driveways and the driveways shall be deep enough that the accessible pedestrian route is not blocked when a vehicle is parked in the driveway. There is currently transit service on Gandy Boulevard adjacent to the subject property. Route 100X, with service between downtown St. Petersburg and downtown Tampa, has 45-minute peak service. A sidewalk connection from the internal sidewalk network to the PSTA bus stop pad and shelter that is required under the development agreement is needed.

Section 16.40.090.4. of the City Code outlines the requirement for and development standards of bicycle parking. For sites with more than one primary building, the short-term bicycle parking shall be distributed to serve all primary buildings and shall be within 50 feet of a main entrance for each building as measured along the most direct pedestrian access route. Ground or floor mounted bicycle racks shall be designed to allow contact and support of a bicycle frame in at least two places and shall allow locking of the frame and one or both wheels with a U-shaped lock. The inverted "U" style bicycle rack that can hold two bicycles is the preferred type of rack (also known as a "staple", "hoop", or "U" rack). Please identify the location of short-term and long-term bicycle parking on the site plan and resubmit to the Transportation Department for review during the permitting process if the project is approved by the DRC. If you have any questions about this memorandum, please call me at (727) 893-7883 or write to me at tom.whalen@stpete.org.