



CITY OF ST. PETERSBURG, FLORIDA

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

URBAN PLANNING AND HISTORIC PRESERVATION DIVISION

STAFF REPORT

COMMUNITY PLANNING AND PRESERVATION COMMISSION LOCAL DESIGNATION REQUEST

For **Public Hearing and Recommendation to City Council** on **December 13, 2016** beginning at 3:00 P.M., Council Chambers, City Hall, 175 Fifth Street North, St. Petersburg, Florida

According to Planning and Economic Development Department records, no commissioner resides or has a place of business within 2,000 feet of the subject property. All other possible conflicts should be declared upon the announcement of the item.

CASE NO.: **HPC 16-90300007**

STREET ADDRESS: 630 14th Avenue South

LANDMARK: John Gassman House

OWNER/Applicant: Coy Murice LaSister

REQUEST: Local Landmark Designation of the John Gassman House



Gassman House, 630 14th Avenue South

BACKGROUND

On November 2, 2016, a Local Historic Landmark Designation Application was submitted for the Gassman House at 630 14th Avenue South (“the subject property”) by Coy Murice LaSister, the property’s owner. The application includes information on the house’s history, architecture, and first occupant, John Gassman.

STAFF FINDINGS

Summary

Staff finds that the Gassman House, located at 630 14th Avenue South, is eligible for designation as a local historic landmark. Per St. Petersburg City Ordinance Section 16.30.070.2.5, local historic landmark eligibility is evaluated through a two-part test designed to evaluate age, context, and integrity. Under the first test, the local historic landmark designation application and supporting evidence demonstrate that the Gassman House is approximately 92 years old and satisfies Criteria E for local significance, which states that *“Its value as a building is recognized for the quality of its architecture, and it retains sufficient elements showing its architectural significance”* as well as Criteria F, *“It has distinguishing characteristics of an architectural style valuable for the study of a period, method of construction, or use of indigenous materials.”* The second test assesses a resource’s integrity. At least one of seven factors of integrity (location, design, setting, materials, workmanship, feeling, and association) must be met in order for a potential landmark to be determined eligible. While some modifications have been made to the subject property over time, thus slightly diminishing certain aspects of its integrity, the Gassman House satisfies all seven factors overall.

Historical Overview

As downtown St. Petersburg grew during the 1910s, development to the south, in the general area of the subject property, occurred somewhat more slowly than it did to the north of downtown. Building in the area was initially limited by the presence of Salt Creek, a small stream connecting Lake Maggiore to Tampa Bay. Though the stream itself was relatively small, it was paralleled by a wide salt marsh that was prone to flooding. This problem was partially corrected when the portion of the marsh between Fourth Street South and Tampa Bay was filled in 1909 during the dredging project that created Bayboro Harbor. The flooding of the area that is now Bartlett Park was in the mid-1930s, when said park was created through joint efforts by the City and the Federal Government’s Depression-era Works Progress Administration.¹

The subject property was constructed beginning or before 1923, and completed in 1924. The subject property’s earliest known owner, John Gassman, is presumed to be its builder. Gassman, sometimes spelled “Gessman” or “Gossman” in records, immigrated to the United States from his native Switzerland in 1905.² The motives for Gassman’s relocation to the United States remain unknown, though an estimated 89,000 Swiss immigrants settled in the United States between 1891 and 1920, and records indicate that at least two of his siblings also left Switzerland and settled in the Northeastern U.S.³ In 1910, Gassman was noted by the Federal Census as living alone and operating a farm in Volusia County, Florida, which is located on the state’s Atlantic

¹ Karl Grismer, *The Story of St. Petersburg*, (St. Petersburg, FL: P.K. Smith & Co, 1948), 183-184.

² U.S. Department of Commerce – Bureau of the Census, *Fifteenth Census of the United States: 1930*, Sheet 6A, 75.

³ Leo Schelbert, “Swiss Americans,” *Every Culture: Countries & Their Cultures*, <http://www.everyculture.com/multi/Sr-Z/Swiss-Americans.html>.

coast and approximately 150 miles from St. Petersburg.⁴ Gassman relocated to St. Petersburg before 1918, when he was listed on a World War I Registration Card as being a permanent resident of a home on 12th Avenue South (now 14th Avenue South) in St. Petersburg.⁵ In 1920, the Polk's City Directory for St. Petersburg states that Gassman was a boarder at the 12th Avenue South residence, which was located between Fifth and Sixth Streets.⁶ A map of the block dating to 1918 confirms local property records' indication that the subject property had not been constructed at the time, but shows a number of small, one-story wood frame dwellings along the 500 block.⁷ This evidence suggests that Gassman rented a room very close to the subject property, and likely during, its construction. The 1923 Sanborn Map of the block shows the subject property under construction, with concrete walls in place but no roof, and no street number yet assigned, indicating that the building was not yet habitable (Figure 1). This is consistent with the 1924 construction date listed in property records.

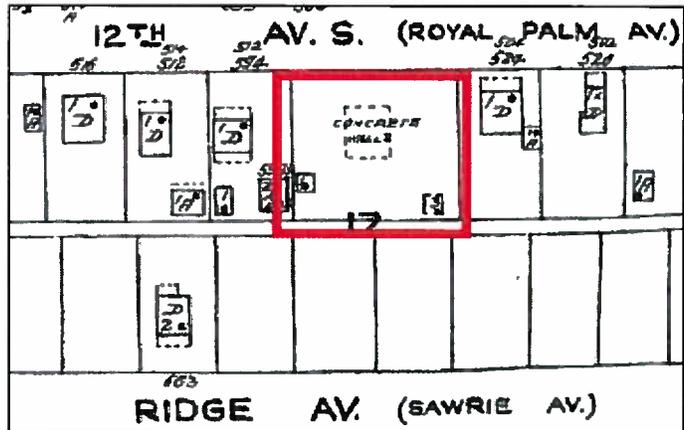


Figure 1: Detail of 1923 Sanborn Map depicting subject property under construction

Though Gassman was listed as a farmer in 1910 Volusia County census records, all known documentation of his time in St. Petersburg, which spanned from or before 1918 until his death in 1956, suggest that his life here was dedicated to ship building.⁸ He was noted to have worked as a carpenter for first Avery & Roberts Company, and later Low's Marine Way, Inc., both of which were ship building companies located in the adjacent Bayboro Harbor area.⁹ St. Petersburg's ship building industry was strongest prior to World War I, but numerous companies remained operational along Bayboro Harbor for decades afterward, and it remains a small but significant industry in the area today.¹⁰ Located within a half-mile of these employers in a neighborhood popular with mechanics and tradesmen, the site of the subject property would have been a logical one for Gassman to build a home. In 1937, a neighborhood profile described the area as being primarily inhabited by "tourist class, clerical workers, and skilled mechanics."¹¹

The subject property remained Gassman's primary residence until the early 1940s or later; he was noted to reside at a house nearby at 646 Newton Avenue when he passed away in 1956.¹²

⁴ U.S. Department of Commerce – Bureau of the Census, *Thirteenth Census of the United States: 1930*, Enumeration District 165, Sheet 619.

⁵ WWI Draft Registration Card for John Gassman, St. Petersburg, Pinellas County, Florida.

⁶ Polk's City Directory, "St. Petersburg, Pinellas County, Florida," 1920. On file, St. Petersburg Museum of History.

⁷ Sanborn Map Company, "St. Petersburg, Pinellas County, Florida," 1918.

⁸ *St. Petersburg Times*, "John Gassman, 75," October 8, 1956.

⁹ Polk's City Directories, "St. Petersburg, Pinellas County, Florida," Multiple, 1920-1942. On file, St. Petersburg Museum of History.

¹⁰ Raymond Arsenault, *St. Petersburg and the Florida Dream: 1888-1950* (Norfolk, VA: The Donning Company, 1988); 102; Sanborn Map Company, 1951.

¹¹ n.a., "Mapping Inequality: Redlining in New Deal America,"

<https://dsl.richmond.edu/panorama/redlining/#loc=15/27.7594/-82.6424&opacity=0.07&city=st.petersburg-fl&area=C6&sort=31&adimage=5/57/-105&text=intro>.

¹² *St. Petersburg Times*, "John Gassman, 75," October 8, 1956.

The Newton residence does not appear on 1951 maps, so it is very possible that Gassman resided at the subject property into the 1950s.

Because of the organic nature of the area's development, and its streets' partial break with the city's primary grid, the subject property has had numerous addresses since its construction. The street it fronts, which is now 14th Avenue South, was originally 12th Avenue South, though it was sometimes referred to as Royal Palm Avenue. The subject property's house number was originally 524, though the number 638 was used beginning in 1925. Many of the city's discontinuous streets were renamed for consistency in 1928, bringing the address of 638 14th Avenue South into use. The house number 630, and, therefore, the present-day address of 630 14th Avenue South, has been in use since 1940 or earlier. A chronology of addresses used to describe the subject property's location is included in Appendix E.

Architectural Description

The subject property's primary form is essentially a square, which is two stories over a basement, with a three-story tower at the northeast corner (Figure 2). This mass is three bays wide and five deep. Its roof is flat and concealed by a parapet wall with continuous coping; a small cupola rises from the center of the roof, both providing views of the surroundings and illuminating the house's interior space.

The front porch is recessed into the first story and spans the full width of the north-facing façade. Its openings feature the horseshoe arch shape that is repeated throughout the building's fenestration; these openings feature metal railings that were likely added after construction. The porch is entered from the articulated northeast tower via concrete steps (Figure 3).



Figure 2: Subject property, facade



Figure 3: Entrance to subject property and detail of porch cutout

At the south (rear) elevation, the center bay is articulated and contains a rear entrance (Figure 4). Two windows at the west elevation's second story are articulated, forming a bay window of sorts (Figure 5). The horseshoe arch recurs throughout all of the building's fenestration, with the exception of the circular windows at the third story of the northeast tower and the rectangular, horizontally-sliding windows at basement level. The repetition of this unusual detail creates a remarkable and striking rhythm and is the most noteworthy element of the subject property.



Figure 4: South elevation of subject property



Figure 5: West elevation of subject property

Alterations

As discussed further below, the subject property retains sufficient integrity to convey its historic significance. However, certain modifications and alterations have been made over time and should be noted. Two small outbuildings were once located near the southern edge of the property. The first, a small, one-story wood frame shed, is highlighted in blue in Figure 7. It appears on the 1923 Sanborn Map of the area, meaning that it was constructed at or before the time of the main house's construction in 1923-1924. It was demolished after 1951. The second outbuilding, a one-story concrete block garage at the southeast corner of the property, is highlighted in green in Figure 7. This garage was constructed in 1938 and demolished in 2007. Based on early maps, it appears that the 1938 garage replaced a smaller building in the same place. The 1938 garage's concrete foundation remains on the property. Both of these outbuildings were very simple and utilitarian in nature. Their demolition does not affect the integrity of the main house, and does not reduce the integrity of the subject property as a whole to such an extent as to disqualify it from landmark eligibility.

In addition to these removed outbuildings, several elements of the house itself have been altered. A capped, stucco chimney which once rose from the flat surface of the roof's turf was removed after 1977.¹³ Four of the subject property's historic windows have been replaced with fixed light windows to allow for the installation of air conditioners and a modern bathroom window (Figure 6). Incredibly, the subject property's current owner was able to locate the original windows and intends to reinstall them at a future date. The remaining 28 of the building's 32 original

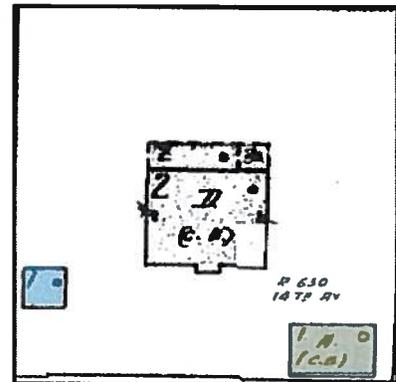


Figure 7: Subject property as shown in 1951 Sanborn Map, with outbuildings highlighted



Figure 6: South (rear) elevation of subject property, depicting non-historic fixed windows

¹³ Doug Davies, "630 14th Avenue South," Florida Master Site File, Site Inventory Form, December 1977.

windows remain in place. The building's doors have been replaced with non-historic single-action wood doors. Non-historic screens have been cut to fit inside several of the window openings but are removable and, therefore, not considered to be an irreversible alteration.

Statement of Significance

A determination of local register eligibility is generally based upon a two-part test, which first assesses a resource's historic significance in accordance with St. Petersburg's Code of Ordinances' Historic and Archaeological Preservation Overlay, Section 16.30.070.2.5. A resource must have been constructed at least 50 years before consideration; the Gassman House's completion date of 1924 makes it 92 years old. A resource's historic significance is then evaluated through the lens of nine criteria, of which it must meet at least one. The Gassman House is significant at the local level in the area of architecture because of its unique and distinctive design, which clearly depicts the influence of the Moorish Revival trend in architecture on its builder. It meets the following criteria for local historic landmark designation:

(e) Its value as a building is recognized for the quality of its architecture, and it retains sufficient elements showing its architectural significance.

and

(f) It has distinguishing characteristics of an architectural style valuable for the study of a period, method of construction, or use of indigenous materials.

Though early twentieth century residences exhibiting Moorish influences are rare, they are representative of a national trend through which architects and builders sought to embrace new aesthetics and push the boundaries of architectural creativity with a group of styles known collectively as Exotic Revivals. Included in this family are styles such as Mayan Revival, Egyptian Revival, Byzantine Revival, East Asian Eclectic, and Tiki-Polynesian, as well as Moorish Revival.¹⁴ Nationally, Exotic Revival styles experienced two distinct periods of popularity.¹⁵ The first, which spanned roughly 1830-1850, paralleled an era of European imperialism and major discoveries in the emerging field of archeology. As public awareness and excitement about new and foreign places grew, indigenous architecture and newly-unearthed aesthetics borrowed from ancient sites were incorporated into American buildings and artwork.¹⁶ This first period of popularity, however, predated the establishment of St. Petersburg, so no resources dating to that era were constructed in the city.

Exotic Revivals' second era of national popularity spanned the 1920s, a time during which the American public was ready to embrace even more imaginative, almost theatrical styles.¹⁷ Nationwide, Exotic Revival buildings constructed during this second wave of popularity tended to be large-scale civic buildings or take new, grand forms such as skyscrapers or movie theaters because of the styles' tendency toward opulence and flamboyance.¹⁸

¹⁴ City of Los Angeles Department of City Planning – Office of Historic Resources, "Theme: Exotic Revival, 1900-1980," *SurveyLA*, December 2015, 3.

¹⁵ Pennsylvania Historical & Museum Commission, "Exotic Revival Style 1830-1850, 1920-1930," *Pennsylvania Architectural Field Guide*, August 26, 2015, <http://www.phmc.state.pa.us/portal/communities/architecture/styles/exotic-revival.html>.

¹⁶ City of Los Angeles, 5.

¹⁷ *ibid*, 6.

¹⁸ *ibid*, 6.

The trend's popularity coincided with a time of rapid growth across Florida and within the Sunshine City, whose population ballooned from under 15,000 in 1920 to over 30,000 residents in 1926.¹⁹ The state's sunny climate and Spanish roots lent themselves well to Spanish, Italianate, and Mediterranean architectural influences, and the Mediterranean Revival style that emerged was so prevalent during these boom years that the time has sometimes been referred to as the "Spanish boom." In Florida, buildings of all sizes, including a large number of the single family houses that were rapidly constructed during the boom, integrated Mediterranean Revival influence into their designs. Elements of the style were often inexpensively applied to the buildings constructed during the era, whereas many of St. Petersburg's grand, high-style resorts, residences, and commercial buildings dating to the 1920s boom feature much more ornate Mediterranean details.²⁰

Although Moorish influences are not uncommonly found in Mediterranean Revival buildings, examples of buildings that attempt to more fully embrace the Moorish Revival style are rare. American buildings that are classified as exhibiting the Moorish Revival style often take inspiration from multiple Eastern cultures in addition to predominant Moorish decoration. Some of the most noteworthy examples of Moorish Revival architecture in Florida are found in the Miami-area city of Opa-Locka, which was developed in the mid-1920s by developer Glenn Curtiss. Curtiss, who had made his fortune in aviation, was also the investor behind the nearby cities of Hialeah, which took a Spanish Mission architecture theme, and Country Club Estates (later renamed Miami Springs), with a planned theme of Pueblo Revival architecture. Opa-Locka was designed by architect Bernhardt E. Muller and city planner Clinton McKenzie. The city's theme was inspired by Curtiss's reading of *The 1001 Tales of the Arabian Nights*, and its architecture features an imaginative mixture of domes, minarets, crenelated parapets, and Saracenic arches. A total of 86 buildings were designed at a range of scales during initial development, which was brought to an abrupt halt by the hurricane of 1926 and the harsh economic times that followed. Many of the original buildings have since been altered or destroyed, but recent decades have brought renewed interest to the development's architectural history.²¹

A grand and local example of the Moorish Revival style can be found in the Sunset Golf and Country Club Clubhouse (Figure 8), which is a St. Petersburg Local Historic Landmark (HPC 93-08). The Sunset Clubhouse was constructed in 1926 at the end of Snell Isle Boulevard, and intended to be the focal point of the Snell Isle development. It features a towering minaret, an onion dome, and horseshoe arches, which, combine to give it a fanciful and romantic appearance.²² Many of C. Perry Snell's residential designs feature elements of the Moorish Revival style, but overall are classified as the more common and less theatrical Mediterranean Revival. A second example of Moorish Revival style within St. Petersburg is the Jungle Prado (Figure 9), which was designed by Henry Taylor and constructed circa 1925 for Walter P. Fuller. The building features prominent minarets and horseshoe arches, and was the first shopping center built in Pinellas County. The Jungle Prado is not designated as a Local Historic Landmark,

¹⁹ Arsenault, 190.

²⁰ Hap Hatton, *Tropical Splendor: An Architectural History of Florida* (New York, NY: Alfred A. Knopf, 1987); page 52.

²¹ Rolla L. Queen, "Opa-Locka Thematic Resource Area, Dade County, Florida," National Register of Historic Places Inventory – Nomination Form, 1982, 8-1 through 8-3.

²² City of St. Petersburg, "Coffee Pot Golf Club, Sunset Golf and Country Club Clubhouse," File No. 93.08, 1994, 1.

but was noted as eligible for such during a 1999-2000 assessment of the city's resources and is on St. Petersburg's List of Eligible Properties.²³



Figure 8: Sunset Golf and Country Club Clubhouse (HPC 93-08), constructed 1926



Figure 9: Jungle Prado (on St. Petersburg's List of Eligible Properties), constructed 1925

Like most of the Exotic Revival architecture of the 1920s, the Sunset Clubhouse and Jungle Prado are both examples of larger-scale buildings constructed for public use.²⁴ The Gassman House does not fit into this trend within an already rare style of architecture, making it an even more unusual and noteworthy historic residential resource. Although its construction, which began in 1923 or earlier and was completed in 1924, predated the other local examples of Moorish Revival style discussed above, the Gassman House's unusual fenestration makes clear that the builder was influenced by the trend. Despite the subject property's overall restrained form and lack of additional ornamentation, the striking pattern of its horseshoe fenestration gives a remarkable and distinct appearance to the building as a whole.

The property is not an example of high-style Moorish Revival architecture, but, rather, is significant for its imaginative application of a contemporary aesthetic trend into what might otherwise have been a relatively ordinary Masonry Vernacular building. The subject property serves as an unexpected addition to its surroundings, which are, for the most part, fairly typical for a modest early-twentieth century residential neighborhood. The Gassman House is placed on a double lot, further emphasizing its commanding presence. In the 1930 Census, the subject property's value is listed as \$4,000, which would be roughly \$55,000 in 2016. The neighboring homes listed on the same page of the Census enumeration are noted to have values ranging from approximately \$400 (\$5,500 in 2016) to \$5,000 (\$68,800), with an average of \$3,190 (\$43,900).²⁵ Though this sample is small and unscientific, it highlights the subject property's role as one of the area's finest homes dating to the 1920s.

Character-Defining Features

The Gassman House is an unusual example of a Moorish Revival style single family residence constructed during the early 1920s, which was a period of great growth in St. Petersburg. The subject property's imaginative architecture both sets it apart from the many homes constructed

²³ City of St. Petersburg, "The Jungle Prado," Historic Preservation Commission, Determination of Landmark Eligibility, 1999-2000.

²⁴ City of Los Angeles, 23.

²⁵ Dollar Times Inflation Calculator, <http://www.dollartimes.com/calculators/inflation.htm>.

during the era, and ties it to the period’s spirit of aesthetic experimentation and vision of Florida as a fantasyland. The property’s character-defining features include:

- Two-story form with basement,
- Three-story square corner tower with oxe eye windows,
- Rooftop cupola,
- Flat roof with parapet wall and coping,
- Stucco exterior treatment,
- Open porch with horseshoe arch openings, and
- Horseshoe arch-shaped four-light wood-framed casement windows.

Integrity

Per St. Petersburg’s Code of Ordinances’ Historic and Archaeological Preservation Overlay, Section 16.30.070.2.5, seven factors of integrity shall be considered once a resource is determined to meet one or more of the criteria for historic significance. However, because of their subjective nature, integrity of *feeling* and *association*, without meeting at least one other factor, are insufficient for designation. As shown below, the subject property meets all seven factors of integrity.

<i>Location</i>	<i>Design</i>	<i>Setting</i>	<i>Materials</i>	<i>Workmanship</i>	<i>Feeling</i>	<i>Association</i>
Y	Y	Y	Y	Y	Y	Y

Location: The subject property remains in its historic location.

Design: The subject property retains the character-defining features which convey the significance and uniqueness of its design.

Setting: The area immediately surrounding the subject property was historically, and continues to be, a residential community consisting almost entirely of single-family residences. Another unique resource within the community, the former Coca-Cola Bottling Plant at 633 14th Avenue South, remains in place directly across the street from the subject property, though it has been adaptively reused as a residential property. Additionally, the subject property retains its wide, double parcel lot, which has emphasized its captivating presence on the street since its construction in 1924.

Materials & Workmanship: Despite the alterations discussed above, the subject property retains its historic materials overall, including exterior stucco treatment and its historic wood windows. The current owner is in possession of the original windows that were removed and intends to replace them. The historic workmanship of the building is visible through these well-preserved elements.

Feeling & Association: The subject property successfully conveys its historic character and provides a visual connection to its origin as an early-twentieth century home with Exotic Revival influences.

PROPERTY OWNER CONSENT AND IMPACT OF DESIGNATION

The proposed local landmark designation was submitted and is supported by the subject property’s owner, Coy M. LaSister.

The benefits of designation include increased heritage tourism through the maintenance of the historic character and significance of the city, some relief from the requirements of the Florida

Building Code and FEMA regulations, and tax incentives, such as the local ad valorem tax exemption and federal tax credit for qualified rehabilitation projects. Mr. LaSister intends to take advantage of the ad valorem tax exemption for an upcoming rehabilitation project.

Consistency with Comprehensive Plan

The proposed local landmark designation is consistent with the City's Comprehensive Plan, relating to the protection, use and adaptive reuse of historic buildings. The proposed local landmark designation, will not affect the FLUM or zoning designations, nor will it significantly constrain any existing or future plans for the development of the City. The proposed local landmark designation is consistent with the following:

OBJECTIVE LU10: The historic resources locally designated by the St. Petersburg City Council and the commission designated in the LDRs, shall be incorporated into the Comprehensive Plan map series at the time of original adoption or through the amendment process and protected from development and redevelopment activities consistent with the provisions of the Historic Preservation Element and the Historic Preservation Ordinance.

Policy LU10.1 Decisions regarding the designation of historic resources shall be based on the criteria and policies outlined in the Historic Preservation Ordinance and the Historic Preservation Element of the Comprehensive Plan.

Policy HP2.3 The City shall provide technical assistance to applications for designation of historic structures and districts.

Policy HP2.6 Decisions regarding the designation of historic resources shall be based on National Register eligibility criteria and policies outlined in the Historic Preservation Ordinance and the Comprehensive Plan. The City will use the following selection criteria for City initiated landmark designations as a guideline for staff recommendations to the Community Planning and Preservation Commission and City Council:

- National Register or DOE status
- Prominence/importance related to the City
- Prominence/importance related to the neighborhood
- Degree of threat to the landmark
- Condition of the landmark
- Degree of owner support

Relationship between the Proposed Designation and Existing and Future Plans for City Development

The subject property has a Future Land Use Plan designation of PR-R (Planned Redevelopment Residential) and is zoned NT-2 (Neighborhood Traditional Single Family) on the City's Official Zoning Map. Density is limited to fifteen (15) residential dwelling units per acre, and driveways, garages, and utility uses are limited to the rear of the property. The typical lot here is narrow residential urban with sidewalk and alley connections common. Neighborhoods in the NT districts were generally platted before or during the 1920s, prior to mainstream automobile ownership. The majority of residences in these areas were constructed prior to 1950, which renders a compactness that is atypical of more recent suburban development patterns. As a result, age and service-related improvements to roads, sidewalks, and public infrastructure are expected and

ongoing as part of normal wear and demands on public systems. There are no known plans at the time of this report to change the allowable use(s) of the subject property, or properties contiguous to it. However, ongoing new development and redevelopment of properties within the neighborhood and the nearby downtown area are planned or in process, with new proposals anticipated as part of a currently robust real estate economy.

CONCLUSIONS & STAFF RECOMMENDATION

Staff recommends *approval* of the request to designate the Gassman House, located at 630 14th Avenue South, as a local historic landmark, thereby referring the application to City Council for first and second reading and public hearing.

ATTACHMENTS

Appendix A	Aerial and Street Maps
Appendix B	Designation Application
Appendix C	Additional Photographs
Appendix D	Public Comments
Appendix E	Supporting Information

REFERENCES

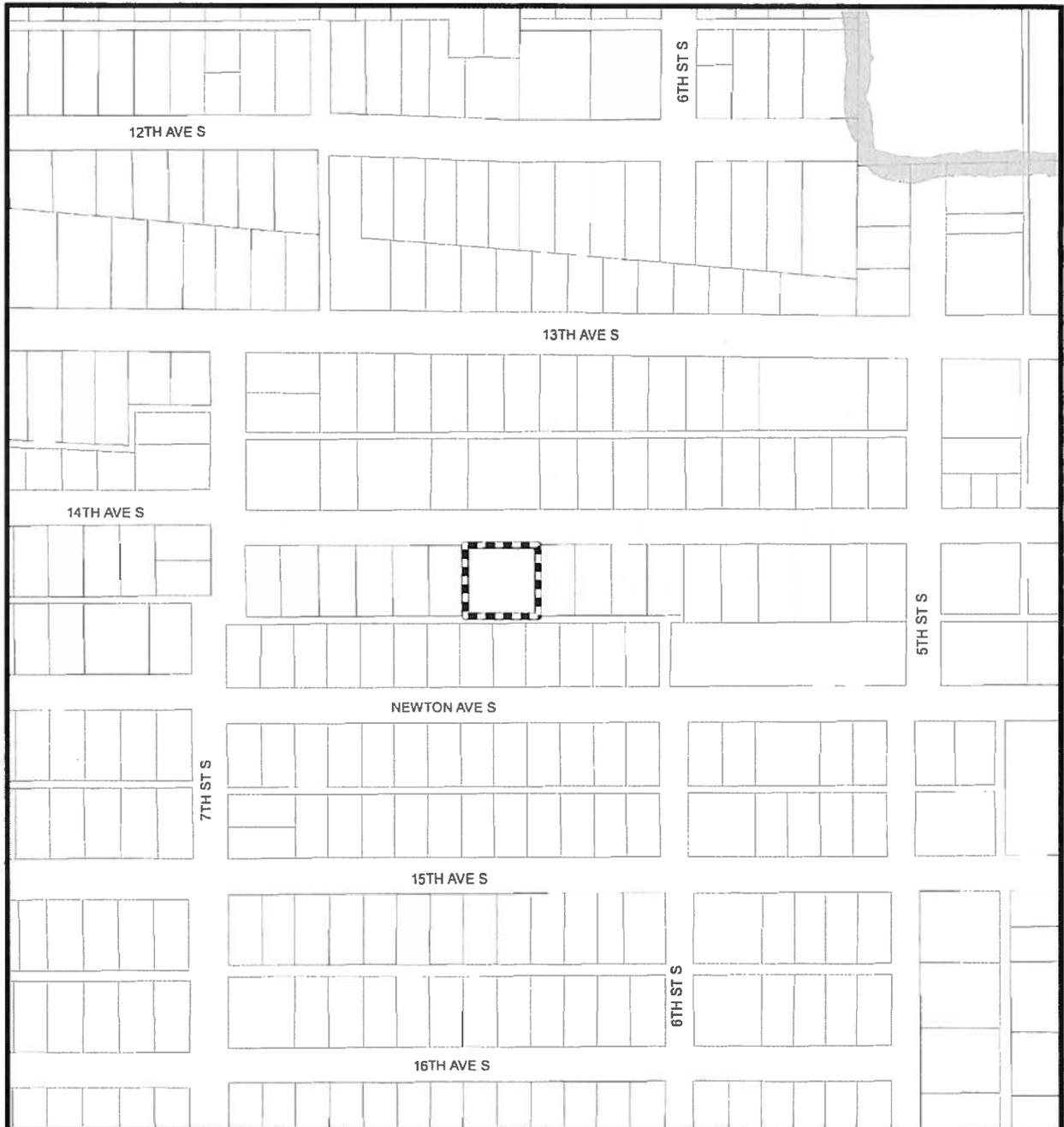
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_____. *Fifteenth Census of the United States: 1930*. St. Petersburg, Pinellas County, Florida, 37th Precinct.

World War I Draft Registration Card for John Gassman. St. Petersburg, Pinellas County, Florida.

Appendix A: Aerial and Street Maps



Community Planning and Preservation Commission

630 14th Avenue South

AREA TO BE APPROVED,

SHOWN IN



CASE NUMBER

16-90300007



N

**SCALE:
1" = 200'**



Community Planning and Preservation Commission

630 14th Avenue South

AREA TO BE APPROVED,

SHOWN IN



CASE NUMBER

16-9030007



N

**SCALE:
1" = 200'**

Appendix B: Designation Application



CITY OF ST. PETERSBURG

NOV 02 2016

PLANNING & ECONOMIC DEVELOPMENT

City of St. Petersburg
Division of Urban Planning, Design,
and Historic Preservation

Local Landmark Designation Application

Type of property nominated (for staff use only)

 building structure site object
 historic district multiple resource

1. NAME AND LOCATION OF PROPERTY

historic name The John Gassman House

other names/site number _____

address 630 14th Avenue South St. Petersburg, Florida 33701-5404

historic address Royal Palms Way

2. PROPERTY OWNER(S) NAME AND ADDRESS

name Mr. Coy Murice LaSister - Coy LaSister

street and number 630 14th Avenue South

city or town St. Petersburg state Florida zip code 33701-5404

phone number (h) 7274099835 (w) 3477493484 e-mail lasoeur55@hotmail.com

3. NOMINATION PREPARED BY

name/title Ms. Laura Duvekot, Historic Preservationist II

organization City of St. Petersburg, Urban Planning & Historic Prerservation

street and number 4th Street North

city or town St. Petersburg state Florida zip code 33701

phone number (h) _____ (w) 7278925451 e-mail laura.duvekot@stpete.org

date prepared _____ signature _____

4. BOUNDARY DESCRIPTION AND JUSTIFICATION

Describe boundary line encompassing all man-made and natural resources to be included in designation (general legal description or survey). Attach map delimiting proposed boundary. (Use continuation sheet if necessary)

SEE ATTACHED PROPERTY SURVEY

5. GEOGRAPHICAL DATA

acreage of property _____

property identification
number 303117774000001450

The John Gassman House

Name of Property

6. FUNCTION OR USE

Historic Functions

Single Family Residential Home

Current Functions

Single Family Residential Home

7. DESCRIPTION

Architectural Classification

(See Appendix A for list)

Moorish Revival/Neo-Morrish Exotic

Moorish Keyhole shaped horseshoe
arched windows

Bell Tower & Rooftop Cupola

Materials

Stucco-Concrete Block

Narrative Description

On one or more continuation sheets describe the historic and existing condition of the property use conveying the following information: original location and setting; natural features; pre-historic man-made features; subdivision design; description of surrounding buildings; major alterations and present appearance; interior appearance;

8. NUMBER OF RESOURCES WITHIN PROPERTY

<u>Contributing</u>	<u>Noncontributing</u>	<u>Resource Type</u>	Contributing resources previously listed on the National Register or Local Register
_____	_____	Buildings	_____
_____	_____	Sites	_____
_____	_____	Structures	_____
_____	_____	Objects	Number of multiple property listings
_____	_____	Total	_____

The John Gassman House

Name of Property

9. STATEMENT OF SIGNIFICANCE

Criteria for Significance

(mark one or more boxes for the appropriate criteria)

- Its value is a significant reminder of the cultural or archaeological heritage of the City, state, or nation.
- Its location is the site of a significant local, state, or national event.
- It is identified with a person or persons who significantly contributed to the development of the City, state, or nation.
- It is identified as the work of a master builder, designer, or architect whose work has influenced the development of the City, state, or nation.
- Its value as a building is recognized for the quality of its architecture, and it retains sufficient elements showing its architectural significance.
- It has distinguishing characteristics of an architectural style valuable for the study of a period, method of construction, or use of indigenous materials.
- Its character is a geographically definable area possessing a significant concentration, or continuity or sites, buildings, objects or structures united in past events or aesthetically by plan or physical development.
- Its character is an established and geographically definable neighborhood, united in culture, architectural style or physical plan and development.
- It has contributed, or is likely to contribute, information important to the prehistory or history of the City, state, or nation.

Areas of Significance

(see Attachment B for detailed list of categories)

1923-1924

Boat/Ship Building & Maritime

Period of Significance

1920s

Significant Dates (date constructed & altered)

Significant Person(s)

Mr. John Gassman

Boat /Ship Builder Carpenter

Cultural Affiliation/Historic Period

Boat Building , Maritime Era

Builder

Architect

Narrative Statement of Significance

(Explain the significance of the property as it relates to the above criteria and information on one or more continuation sheets. Include biographical data on significant person(s), builder and architect, if known. Please use parenthetical notations, footnotes or endnotes for citations of work used.)

10. MAJOR BIBLIOGRAPHICAL REFERENCES

Please list bibliographical references.

St. Petersburg Local Landmark Designation Application

Name of property THE JOHN GASSMAN HOUSE

Continuation Section * See ATTACHED STATEMENT OF SIGNIFICANCE * Pages 1-4

John Gassman Historic House**Local Landmark Designation**

John Gassman Historic House ca. 1923-1924
630 14th Avenue South
St. Petersburg, Florida 33701

Prepared By Coy M. LaSister

Architectural Description and Significance of Historic House

The John Gassman Historic House built in circa 1923-24 is significant as a fine example of Moorish Revival or Neo-Moorish exotic architecture, common to Spain and North Africa from the 13th and 16th centuries characterized by distinctive and elegant multifoil horseshoe shaped arches and window tracery fenestration. The Moorish Revival or Neo-Moorish architecture was adopted by architects of Europe and the Americas in the wake of Romanticist fascination with all things oriental and exotic. It reached the height of its popularity after the mid-nineteenth century, part of the widening vocabulary of articulated decorative ornament drawn from historical sources beyond familiar Classical and Gothic modes. Moorish architecture is a variation of Islamic architecture with many motifs or repeated patterns. Moorish Revival much like Mediterranean Revival structures combining Churrigueresque, Spanish Mission and Italian Revival styles were constructed, particularly in coastal communities throughout the States of Florida and California which fit well with the popular notion that Moorish and Mediterranean architecture goes best with palms, bamboos and brilliant sunshine climate.

The John Gassman House, one of three Moorish Revival buildings in the City of St. Petersburg, is a two-story concrete block and stucco masonry single-family house built with a scale of spacious and gracious proportions. The Gassman historic house built in 1923-24 on what was once known as 12th Avenue South (Royal Palms Way). The 1923 Sanborn Map, sheet 212 shows only the concrete walls construction of the house. The 1951 Sanborn Map, sheet 212 shows the fully constructed house at 600 14th Avenue South with two structures on the property, one a car garage and a smaller building.. The house address was changed to 630 14th Avenue South which remains today situated on a double lots 145-146 in the Royal Poinciana subdivision with a green scenic country style landscape picturesque setting under a canopy of mature royal palm trees and bird of paradise plants to delight the eyes. John Gassman according to the 1930 Census, paid four thousand dollars (\$4,000) to construct the house which was rare on a carpenter's salary in 1920's

The Gassman House is a symmetrical shaped square block construction containing thirty-two (32) finely placed Moorish Keyhole shaped horseshoe arched repeated pattern window fenestration along the façade, east, west, and south elevations of the building. The entire structure is built on a concrete base foundation which allows for a large basement space both rare and unique to homes built during the Real Estate Boom of the 1920's and today in the City of St. Petersburg and many Florida coastal communities.

John Gassman Historic House**Local Landmark Designation**

The entrance of the Gassman House building contains two flowing staircases leading to a porch/patio with intersecting Moorish horseshoe shaped arches along the façade, east and west elevations. This house was built off the ground so cooling air could surround it with lots of windows for cross ventilation to make it comfortable in the Florida heat. The structure contains an imposing bell tower to stand out in both design and composition which rises above the roof line containing two round four light windows at the east elevation and façade. A ornamental cupola structure or commonly known as a "belvedere or widows walk" architectural feature dates back to ancient Rome and 8th century Islamic architecture sits on top of the larger flat roof structure of the house. The cupola which can be reached by climbing a stairway inside the house contains four windows to provide a natural light source to illuminate the interior spaces below and provide ventilation in humid climates. The cupola architectural feature historically and functionally served as a belfry or lantern artistic and creative status symbol over the main roof to provide a commanding vantage point and view over the coastal area to see the movement of ships, boats and maritime activities in Tampa Bay.

In the 1920-30's economy, house construction represented in the John Gassman House favored concrete block and white stucco as a material for simple and inexpensive treatment to provide extraordinary durability and strength against humidity, fire and hurricanes. The concrete blocks made from Portland cement and crushed coquina shells were readily available and poured by hand to hardened enough over 48 hours to pour the next course until the desired height was reached for the house. The masons employed to construct the house used newspaper of the day in the 1920's which some news print can still be seen in the basement of the house. The basement of the house contains a number of windows to provide ventilation. The basement floor contains an interesting channel system built to apparently move any accumulation of water to two sump pump pit hole to remove such water away from the building leaving the basement dry.

John Gassman in 1938 paid three hundred dollars (\$300) to construct a two car garage on the property east of the main house according to the property card. The car garage has since been demolished by a previous owner in 2007 due to its deteriorated conditions.

The exterior of the house has changed very little from the original construction, except the chimney which is shown in a photograph in the Florida Master Site File was removed sometime after the 1970's. A previous owner in 2007, removed an ornate interior ceiling chandelier in the first floor living room and four wood/metal windows at the rear elevation of the property to incorporate three window air conditioner units and a modern bathroom window. The good news is the current owner found some of the historic metal and wood windows for possible restoration and preservation of the missing original windows. However, the majority of the original thirty-two (32) windows are in fair to good condition requiring some restoration and preservation work.

The entrance doorways at the raised foundation porch/patio have undergone some modifications through the succession of owners but retains some original features. The original staircases to the second floor and to the cupola or belvedere, widow walk are still intact and retains their original features. The cupola has four windows to view the

John Gassman Historic House**Local Landmark Designation**

surrounding Bartlett Park neighborhood. The bell tower at the roof level has a doorway which provides access to a small room with light from the two round windows.

The Bartlett Park neighborhood contains a number of conforming and non-conforming residential structures representing historic 1920-30 single family homes and more modern single family residences. The Bottling Works Building at 639 14th Avenue South directly across the street from the John Gassman House was used by the Coco-Cola Bottling Company for its bottling and warehouse distribution operations.

John Gassman Significance to Ship Building and Maritime History

John Gassman is significant for his association and contributions to boat building and maritime history of the City of St. Petersburg and the State of Florida. John Gassman born on October 13, 1880 immigrated in 1914 to the United States from the City of Triengen, Switzerland and took up residency in the City of St. Petersburg, Florida. . In 1917-18, John Gassman, filed a U.S. World War 1 Registration Card showing his residency at 12th Avenue South, St. Petersburg, Florida with employment as a carpenter for the Avery & Roberts Marine Way Company and listing Joseph Gassman as his brother residing in Trenton, New Jersey.

As a young man, John Gassman in 1920 worked as a carpenter using his skills to build and repair sail boats and maritime vessels for the firm of Avery & Roberts Marine Ways Company located according to the City Directory on 12th Avenue South between 5th & 6th Streets South, St. Petersburg. The Avery & Roberts Marine Ways Company like other boatbuilding small businesses contributed to the maritime history of the City of St. Petersburg and the development of Southeast neighborhood by employing John Gassman and other boatbuilding tradesmen in which today traditional contains a number of boat businesses because of its waterfront access for yachtsmen and boat owners along the Bayboro Harbor and Tampa Bay waterfront and shoreline.

In 1927 "Florida Engineers and Consultant" magazine declared that "St. Petersburg now may well be called the yachtsman's paradise." Indeed. In 1930, the St. Petersburg Yacht Club sponsors a race with eleven boats participating from St. Petersburg to Havana, Cuba along a 284-mile course divided into two classes: boats under 50 feet in length and those between 50 and 85 feet.

Obviously, St. Petersburg was becoming a popular vacation stop for private sailing vessels. From 1926 to 1936, many boats owned by the wealthy vacationers were docked here for the winter at docks along the Tampa Bay waterfront.. Boat builders could repair and rebuild these boats in St. Petersburg so wealthy snowbirds from northern states could enjoy sailing during the spring and summer months.

During the wartime period, St. Petersburg waterfront provided a strategic location along the Tampa Bay and Bayboro waterfront allowing maritime and boat building businesses to thrive.

John Gassman Historic House**Local Landmark Designation**

John Gassman, at age 62, continued his work as a carpenter for the Low's Marine Ways Company located in the same vicinity of his residency at 630 14th Avenue South as listed in the 1942 City Directory.

The maritime history of Southeast St. Petersburg was further enhanced by the Maritime Service Training Station now occupied by the University of South Florida's College of Marine Science from 1938 to 1950 trained more than 25,000 men and its financial impact helped shape downtown St. Petersburg as it is today.

It is no wonder that John Gassman's association with boat building and maritime history of the City of St. Petersburg shaped his vision and building of the historic house at 630 14th Avenue South with such unique and rare Moorish arched windows, cupola and bell tower style significant architectural features.

In 1956 according to his obituary, John Gassman died at age 75, but left a towering and stately legacy as represented in the historic house at 630 14th Avenue South for future generations to understand and appreciate the exotic Moorish Revival architecture and his contributions to the boat building trade, maritime history and development of the City of St. Petersburg, Florida.

The John Gassman House, like many significant and distinctive historic residential houses in the words of former Mayor Baker are "Historic Buildings in our city as archives of our character... a link connecting those who came before us to our future generations." The John Gassman House is significant for its quality architecture, method of construction and retained distinguishing characteristics as Moorish Revival architecture valuable to the cultural and architectural heritage of the city, state and nation. John Gassman's work as a carpenter and ship builder influenced the development and importance to the maritime history of St. Petersburg and the State of Florida, thus making this historic building worthy of designation as a local historic landmark in the City of St. Petersburg, Pinellas County, Florida.

TRANSMITTAL MEMORANDUM

TO: Ms. Laura Duvekot
Historic Preservationist II
Urban Planning & Historic Preservation
City of St. Petersburg, Florida

FROM: Mr. Coy M. LaSister 
Property Owner
630 14th Avenue South

RE: John Gassman Historic House – Local Landmark Designation Application

DATE: October 31, 2016

Please see attached the local landmark application, fee check and a draft narrative description of the architectural and historical significance of the John Gassman House for your review, comments and consideration. The challenge to the Urban Planning and Historic Preservation Department is to uncover some of the missing information outlined below to provide a fuller picture of the historical references to the architectural significance and the importance of John Gassman and his association with the two ship/boat building maritime businesses that employed him.

- 1.) The reference to other Moorish Revival architecture and historic buildings of similar or its uniqueness in the City of St. Petersburg;
- 2.) Architect and Builder of the John Gassman House, i.e., location of building plans or earlier photographs;
- 3.) Gassman House in the context of the historic nature and composition of the Bartlett Park Neighborhood and Royal Poinciana Subdivision;
- 4.) Maritime Importance of the ship/boat building work and businesses of Avery & Roberts Marine Ways Company and the Low's Marine Way located on Royal Palms Way.

What puzzles and intrigues me is why John Gassman made the decision to come to America from Switzerland and settle in the City of St. Petersburg, Florida. What made him decide on constructing a Moorish Revival architectural style building? If we are lucky to find this additional information, it would help to tell his story to the residents and visitors as to how life was in the 1920's and add to the cultural heritage and maritime history of the City of St. Petersburg and the State of Florida.

I would like to see a draft of the staff report before you present it to the Community Planning and Preservation Commission to ensure it represents a very good reflection of the architectural/historical significance and its importance to the City of St. Petersburg ship/boat building and maritime history of State of Florida.

Ms. Laura Duvekot
Urban Planning & Historic Preservation Department
Page 2 of 2
October 31, 2016

Should you have any questions or require further clarification, please contact me at (727) 409-9835 or (347) 749-3484 cell. Thank you for your assistance and your important historic preservation work you do for the City of St. Petersburg.

Cc: Mr. Derek S. Kilborn, Manager, Urban Planning & Historic Preservation
Property File



The John Gassman Historic House

Mr. Coy M. LaSister

Property Owner

The John Gassman Historic House

Mr. Coy M. LaSister has been involved with historic preservation since 1977. After graduating from Northeastern University, Boston, Massachusetts, Mr. LaSister's first job out of college was as a Grants Coordinator for the Massachusetts Historic Commission under the Secretary of State's Office administering the United States Department of Interior's Historic Preservation Grant-In-Aid Program. Mr. LaSister was instrumental in completing 35 historic preservation and rehabilitation grant projects consisting of \$35 million dollars in public/private investments on behalf of the citizens and property owners of Boston and the State of Massachusetts.

Upon returning to his birthplace and home town, Harlem, New York City, Coy LaSister was appointed Market Director by the Honorable Edward I. Koch, New York City Mayor, responsible for the management and development of the City's wholesale food markets including the Hunts Point Food Distribution Center, the nation's largest market and food center. Shortly after the election of the Honorable David N. Dinkins, as the first African American New York City Mayor, Coy LaSister was appointed as Assistant Commissioner responsible for small business, neighborhood markets, and street vending program initiatives in twenty city agencies.

Mr. LaSister after leaving government public service started his private sector career in real property management handling a 2.1 million square foot property portfolio involving Class A office buildings in Chicago, Boston and New York owned by Chemical Bank, TIAA-CREF and Calpers public pension funds.

Mr. LaSister left that property management assignment to start his own property development and management firm in Harlem. He was selected by the City of New York as a "Neighborhood Entrepreneur" in 2000. With the support and assistance from his Brother Knox and Mother Myra LaSister, Mr. LaSister was successful in the preservation and rehabilitation of four historic multi-family residential buildings and seven historic brownstone buildings into affordable housing benefiting low-moderate income Central Harlem residents and the citizens of New York City.

Moving to the City of St. Petersburg, Florida provided Mr. LaSister a unique opportunity when he was appointed to serve on the Mayor's Ad hoc South St. Petersburg Planning Committee by the Honorable Mayor Rick Kriseman. Mr. LaSister was then appointed by the Pinellas County Board of Commissioners to continue his public service as a member of the Citizens Advisory Committee for the South St. Petersburg Community Redevelopment Area (CRA).

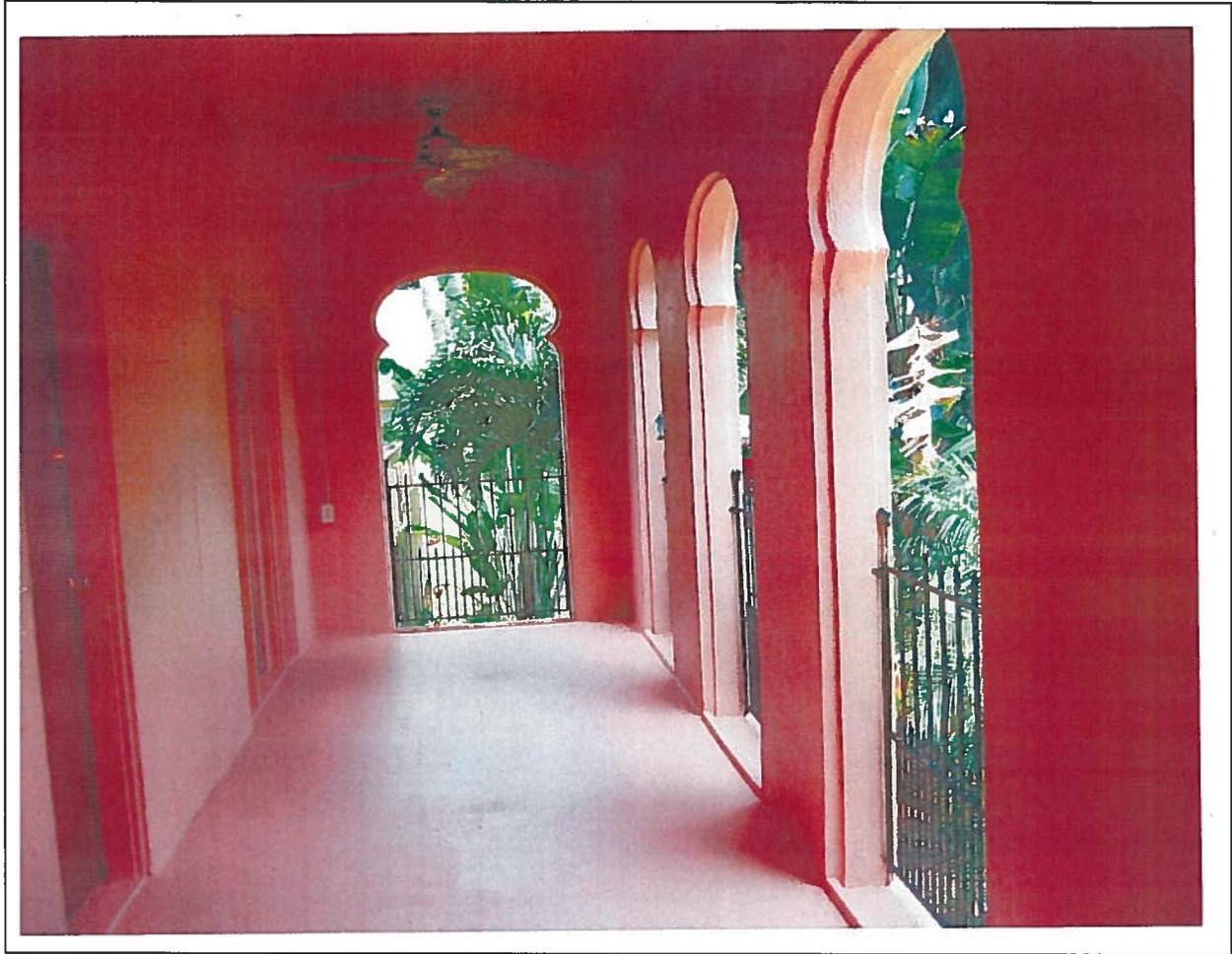
"I am pleased to continue my passion for historic preservation as a homeowner through the local historic landmark designation and preservation of the architectural and historic maritime significance of the John Gassman Historic House in the City of St. Petersburg, Florida."



**PHOTO CREDITS:
ROYAL PALMS CANOPY SCENIC VIEW
630 14TH AVENUE SOUTH
ST. PETERSBURG, FLORIDA 33701
TAKEN BY COY M. LASISTER
PROPERTY OWNER
OCTOBER 2014**



**PHOTO CREDITS:
FRONT PORCH SHOWING MOORISH KEYHOLE HORSESHOE SHAPED ARCHES
630 14TH AVENUE SOUTH
ST. PETERSBURG, FLORIDA 33701
TAKEN BY COY M. LASISTER
PROPERTY OWNER
OCTOBER, 2014**



**PHOTO CREDITS:
FRONT PORCH SHOWING MOORISH KEYHOLE HORSESHOE SHAPED ARCHES
630 14TH AVENUE SOUTH
ST. PETERSBURG, FLORIDA 33701
TAKEN BY COY M. LASISTER
PROPERTY OWNER
OCTOBER, 2014**

Appendix C: Additional Photographs



Photograph 1: Entrance and tower, northeast corner



Photograph 2: North façade (left) and west elevation (right)



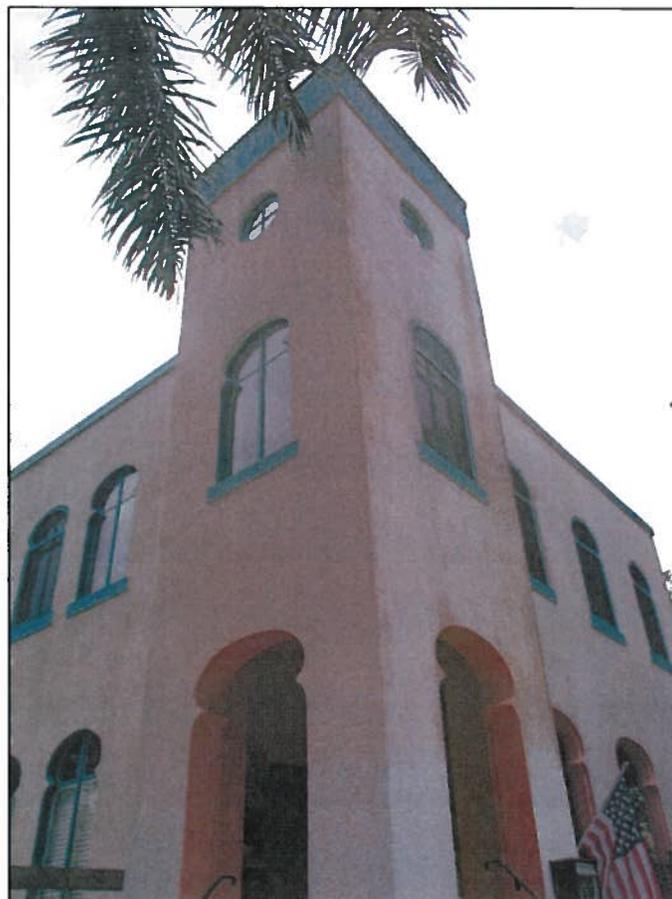
Photograph 3: Porch details, northwest corner



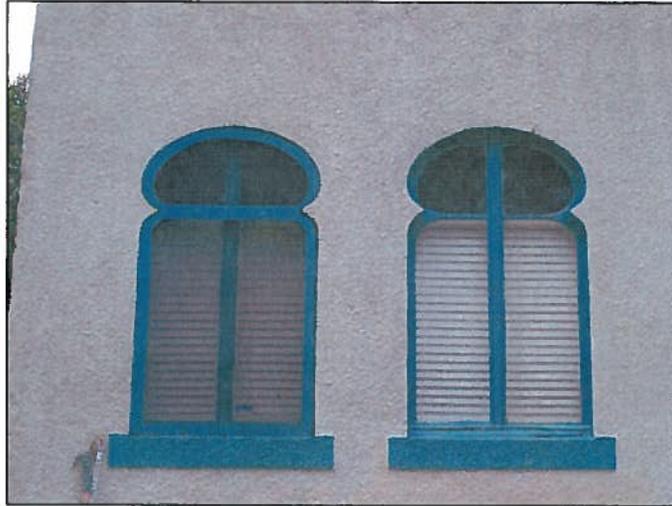
Photograph 4: Entrance steps, northeast corner



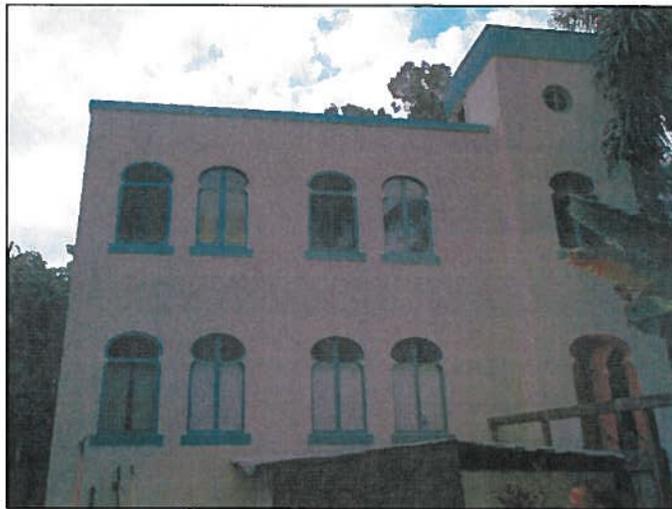
Photograph 5: Entrance Steps, northeast corner



Photograph 6: Northeast tower



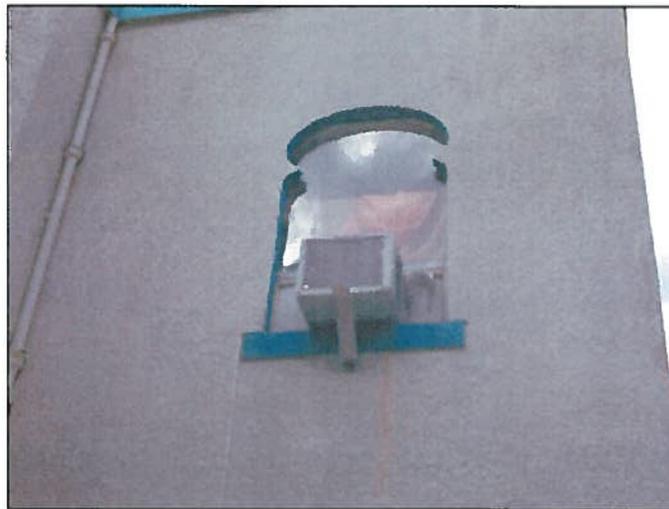
Photograph 7: Detail of historic windows with (left) and without (right) added screens



Photograph 8: East elevation



Photograph 9: Foundation of 1938 garage building, southeast corner of property



Photograph 10: Detail of replaced window at south elevation



Photograph 11: South elevation



Photograph 12: Detail of "bay" windows



Photograph 13: Original windows obtained by owner, to be refurbished and reinstalled in historic location



Photograph 14: Detail of original windows, west elevation

Appendix D: Public Comment

No public comment has been received as of December 5, 2016.

Appendix E: Supporting Information

Property Timeline

October 13, 1880	John Gassman born in Triengen, Switzerland
1891-1920	89,000 Swiss immigrants settle in United States
1905	John Gassman moves to the United States
1910	Per US Census: John Gassman (spelled "Gessman") listed as living alone and operating own farm in Volusia County, FL.
1918	600 block of 12 th Avenue South (subject property) empty on Sanborns. Several small frame dwellings shown on 500 block of 12 th Avenue South.
1918	WWI Registration card lists John Gassman as carpenter w/ Avery Roberts/resident of 12 th Avenue South
1920	John Gassman residing on 12 th Avenue South between Fifth and Sixth Streets and working as carpenter at Avery & Roberts Co per Polk's City Directory
1923-1924	Construction of subject property
1923	Building's footprint visible (marked "concrete walls") but no house number on Sanborn Map. Street is 12 th Av. S. (Royal Palm Av.)
1924	First documentation of John Gassman residing at 524 12 th Avenue South (subject property) in Polk's City Directory
1928	12 th Avenue South between Tampa Bay and Ninth Street South renamed 14 th Avenue South
1930	US Census lists 49-year-old John Gassman as owner and sole occupant of 638 14 th Ave S, valued at \$4,000. Working as motor boat builder, came to USA from Switzerland in 1905
1940	US Census Lists John Gassman as owner and sole occupant of 630 14 th Avenue South
1942	John Gassman noted to reside at 630 14 th Avenue South and work as carpenter at Low's Marine Ways Inc in Polk's City Directory
1951	House shown with concrete block garage and 1-story shed as 630 (600) 14 th Avenue South.
October 6, 1956	October 6 – John Gassman, of 646 Newton Avenue South, dies at local hospital.

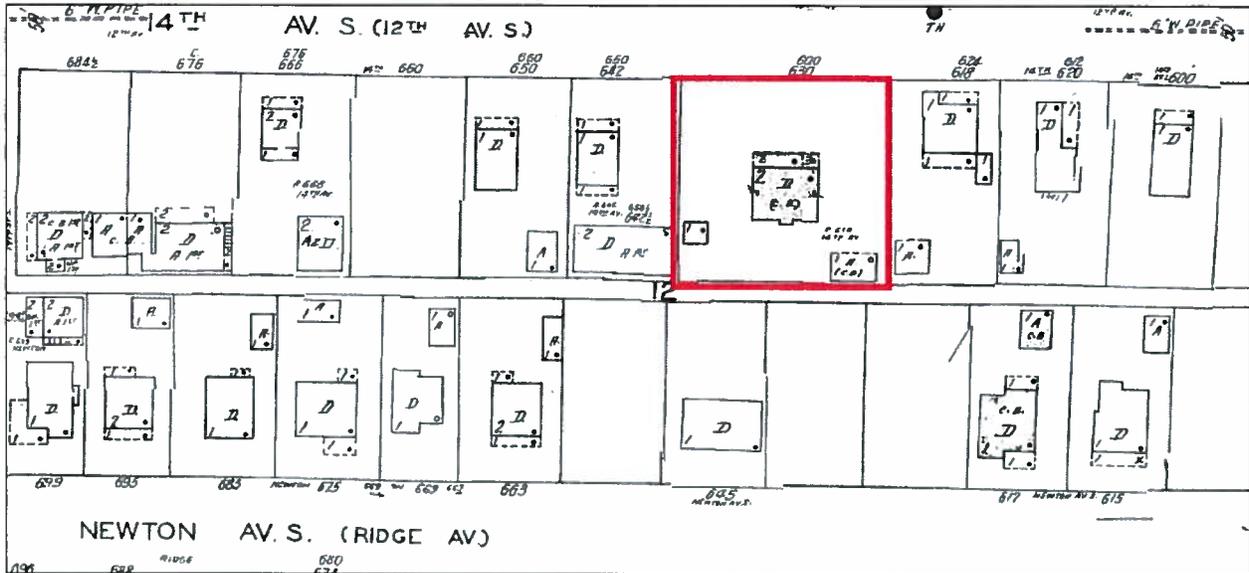
DEPARTMENT OF COMMERCE - BUREAU OF THE CENSUS
FIFTEENTH CENSUS OF THE UNITED STATES: 1930
POPULATION SCHEDULE

Form No. 1
75
4400

Department's Number No. 4
Enumerated by me on April 9, 1930. *John Gassman*

Serial	Name	Sex	Race	Date of Birth	Place of Birth	Citizenship	Marital Status	Occupation and Industry	Value of Real Estate	Value of Personal Property	Total Value	Education	Literacy	Color	Height	Weight	Complexion	Hairs	Eyes	Mental Retardation	Deaf	Blind	Mute	Other	Remarks
1	John Gassman	M	White	1878	Florida	U.S. born	Married																		
2	John Gassman	M	White	1880	Florida	U.S. born	Married																		
3	John Gassman	M	White	1882	Florida	U.S. born	Married																		
4	John Gassman	M	White	1884	Florida	U.S. born	Married																		
5	John Gassman	M	White	1886	Florida	U.S. born	Married																		
6	John Gassman	M	White	1888	Florida	U.S. born	Married																		
7	John Gassman	M	White	1890	Florida	U.S. born	Married																		
8	John Gassman	M	White	1892	Florida	U.S. born	Married																		
9	John Gassman	M	White	1894	Florida	U.S. born	Married																		
10	John Gassman	M	White	1896	Florida	U.S. born	Married																		
11	John Gassman	M	White	1898	Florida	U.S. born	Married																		
12	John Gassman	M	White	1900	Florida	U.S. born	Married																		
13	John Gassman	M	White	1902	Florida	U.S. born	Married																		
14	John Gassman	M	White	1904	Florida	U.S. born	Married																		
15	John Gassman	M	White	1906	Florida	U.S. born	Married																		
16	John Gassman	M	White	1908	Florida	U.S. born	Married																		
17	John Gassman	M	White	1910	Florida	U.S. born	Married																		
18	John Gassman	M	White	1912	Florida	U.S. born	Married																		
19	John Gassman	M	White	1914	Florida	U.S. born	Married																		
20	John Gassman	M	White	1916	Florida	U.S. born	Married																		
21	John Gassman	M	White	1918	Florida	U.S. born	Married																		
22	John Gassman	M	White	1920	Florida	U.S. born	Married																		
23	John Gassman	M	White	1922	Florida	U.S. born	Married																		
24	John Gassman	M	White	1924	Florida	U.S. born	Married																		
25	John Gassman	M	White	1926	Florida	U.S. born	Married																		
26	John Gassman	M	White	1928	Florida	U.S. born	Married																		
27	John Gassman	M	White	1930	Florida	U.S. born	Married																		

Item 2: 1930 Census entry for John Gassman



Item 5: 1951 Sanborn Map, subject property highlighted

John Gassman, 75
 John Gassman, 75, 646 Newton Avenue South, a resident here for 45 years and a native of Triengen, Switzerland, died Saturday in a local hospital.
 Mr. Gassman was a ship builder.
 Surviving are two sisters, Mrs. E. Anginoni, Forest Hills, Long Island, N.Y., and Mrs. Anna Schoch, Winterthur, Switzerland.
 The family requests that flowers be omitted. Wilhelm Funeral Home is in charge of arrangements.

Item 6: Obituary for John Gassman from *St. Petersburg Times*, October 8, 1956

Subject Property Address Chronology

1923-1924	524 12 th Avenue South
Possibly early on	524 Royal Palm South
1925-1928	638 12 th Avenue South
1928-1930 or later	638 14 th Avenue South
1940 or earlier-	630 14 th Avenue South
Present	



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

STAFF REPORT

COMMUNITY PLANNING & PRESERVATION COMMISSION
CERTIFICATE OF APPROPRIATENESS REQUEST (ATF)

For **Public Hearing** and **Executive Action** on **December 13, 2016** beginning at 3:00 P.M.,
City Council Chambers, City Hall, 175 Fifth Street North, St. Petersburg, Florida

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

Case No.:	16-90200038 (related to Code Enforcement Case #16-18185, and Certificate of Appropriateness Case COA #15-90200066)
Address:	2402 Brevard Road Northeast
Legal Description:	GRANADA TERRACE ADD BLK 5, LOT 5
Parcel ID No.:	07-31-17-32562-005-0050
Local Landmark	Contributing to Granada Terrace Historic District, HPC 88-02
Owner(s):	Leah Campen
Request:	Approval of a Certificate of Appropriateness for an after-the-fact installation of a fixed, transparent covering/roof above a previously approved exterior pergola



Corrugated Lexan panels and wood purlins viewable from the street

OVERVIEW

During December 2015, the subject property was approved by City Staff for a ±500 square feet open, semi-attached pergola under COA 15-90200066 with specific conditions of approval. A post-construction inspection by Historic Preservation Staff pursuant to the COA approval revealed a condition of compliance with the approval conditions (without the roof). The pergola, as designed by a local architect, appeared to be compatible with the Mediterranean Revival architecture (existing historic references), the Granada Terrace landscape motif reference (arbors in common areas), and as an acceptable structure favorable to the local *St. Petersburg Design Guidelines for Historic Properties* (new structure on secondary building).

During early September 2016, the Historic Preservation office received notice of a complaint that the open pergola had been subsequently altered by the addition of wood purlins and transparent corrugated panels as a roof structure (approximately 400 square feet). Pursuant to the complaint, the property owner allowed Historic Preservation Staff to re-inspect the pergola on September 15, 2016 based on the conditions of approval from the above-referenced COA. Staff found non-compliance with two approval conditions, as follows:

- 1) Any change to submitted plans shall render this COA null and void and may require, at owner's expense, review and approval by the CPPC.
- 2) The pergola shall remain open and not be enclosed on any side.

The after-the-fact installation was also not properly reviewed and permitted by the Building Department and Zoning Division and is now subject to Code Enforcement Case No. 16-00018185. Upon meeting the property owner on the site, Historic Preservation Staff advised of the original COA conditions of approval and the need for a new COA for the after-the-fact construction; guidance for its submission was also provided to the property owner. It was suggested that input from other neighborhood property owners be provided if possible, to better inform the CPPC. On September 23, 2016, a completed COA application for the current condition was received by the Urban Planning and Historic Preservation Division.

HISTORY AND SIGNIFICANCE

The subject property is a contributing resource to the local Granada Terrace Historic District. It is also a contributing resource to the North Shore Historic District listed on the National Register of Historic Places. Constructed In 1925, the main residence reflects a Spanish Eclectic design of squared geometric planes for massing, broad planes with rough stucco surface treatment for the exterior walls and facade, and decorative fixtures amid limited, yet character-defining openings. Some of the mid-elevation architectural details include what appear to be historic scrolled wood projections (mock joist ends) that the recently constructed pergola references (Appendix D, Rendering). Perhaps the most significant aspect of the house is retained in its physical integrity. Its overall configuration and footprint are relatively intact at least from 1929, including what may be an original rear yard Cuban tile pond. It appears that many of the wood windows are still extant, including some divided frontal fanlights and casements. Cuban tile appears in certain areas that is likely original. The garage exterior retains some original historic fabric as well, though it is not referenced in the original landmark designation application. It must be noted that the current property owner presents a successful model for sensitive preservation/restoration of a historic property.

The residence was custom built for Perry Snell and his wife Lillian, who occupied the residence until the 1930s. Snell is responsible for platting the Granada Terrace subdivision in 1924, requiring development restrictions with a focus on Mediterranean designs. Granada Terrace has one of the most unusual landscapes in the City with its irregular circulation layout that includes a wide,

landscaped boulevard leading to a designed waterfront vista. Pergolas and concrete monuments can still be found along the common areas.

REVIEW OF CERTIFICATE OF APPROPRIATENESS

The evaluation of alterations to a local historic landmark or contributing property to a local landmark district as part of the COA process is important in terms of ensuring compatibility with the historic character of the resource related to design, scale, size, mass, and orientation, relating in part to its appearance and architectural styling. In approving or denying COA applications for an alteration proposal, the CPPC shall consider the *Request for Alterations* criteria below as part of their decision-making process. These criteria are based on the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, the *St. Petersburg Design Guidelines for Historic Properties*, and recognized standards of urban design, cultural landscape, and historic preservation review.

Request for Alterations

General Criteria for Granting Certificates of Appropriateness

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

The installed pergola was constructed per specifications dated "12-14-2015" (Appendix D, Rendering-construction drawings not included herein). Minimal direct physical impacts to the garage were effected, appearing only as a 2x10 ledger attached to the garage header via through-bolt connections. This is a repairable and mostly reversible condition. According to latent submitted documentation by the applicant, the applied corrugated polycarbonate (Lexan) panels are translucent gray. A series of wood 1x4 purlins accept the fastened panels above the pergola joists (Appendix E, Photographs).

It must be noted that the 1987 designation report does not count historic garages separately from the main residential buildings as typically preferred by the National Park Service. For the entire district, only two descriptions of the main houses include references to their associated garages. However, the designation report does clearly indicate that "*most of the homes have a detached garage/quarter set to the rear of the lot.*" This is important in that the garages that were original to the period of significance (1924-1939) are considered to be historic in their own right and are therefore contributing resources as part of each applicable residential site. Historic garages in the district are therefore reviewed for COAs as contributing resources.

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

The subject property is located within the Neighborhood Traditional-3 (NT-3) zoning district. The minimum lot width is 60 feet, whereas the subject property is 70 feet. The minimum lot area requirement for the district of 7,620 square feet is not fully met at approximately 7,300 square feet. Building setbacks for interior side yards are prescribed at six feet.

No character-defining features are destroyed as a result of the added panels, though there is a visual and aesthetic diminution of character. Per the U.S. Secretary of the Interior's Standards, non-historic attachments to secondary buildings are often preferred over primary buildings, with the assumption of a lesser adverse effect to a primary historic resource. In this case, the applied corrugated Lexan panels are not easily evident from the street, public sidewalk, the frontal driveway, or neighboring properties (Appendix E, Photographs). There

was no evident direct line of sight from neighboring properties that would look down onto the top of the pergola. The latter effect is primarily due to lush vegetation that effectively obscures the pergola and its more or less hidden location away from direct neighbor views. However, any significant removal of vegetation would allow more direct visibility between properties. The panels are obviously discernible from the subject property owner's rear second floor terrace and when standing under it (Photo, Page 1, above). **Corrugated panels do not appear in the district historically as roof elements for landscape features or attachments. If approved, the notion of establishing what may be considered a questionable precedent is acknowledged.**

A windshield survey of the district was performed during October 2016 by Staff, and pergola-type structures are found to exist as part of the historic motif. Typically, and as apparent to date, pergola-type features that are found in the district are either open or adorned with climbing vegetation. The applicant's pergola roof is less visible to be sure, and is located on a non-historic structure (the pergola itself), yet even if a roof covering cannot easily be seen by the general public, it is not always appropriate to argue that an inappropriate material is compatible, unless a structural or safety improvement compels such a decision. It does attach to a historic building (garage), which now includes an applied caulking at the horizontal connection, and upon close scrutiny reveals a conspicuous mix of traditional and non-traditional materials that tend to dominate the structural configuration between the main house and garage. While the pergola does tend to obscure the historic garage, the minimal direct attachments, and the protection from rain and other elements such a cover affords, does provide an otherwise beneficial service for the accessory building.

As a arbor/pergola

The City Code identifies the original approved structure as an arbor, which can also be considered to be a pergola. Both are commonly defined as open structures with no enclosures on any side. Arbors are allowable at three feet from the property line in the NT-3 zoning district. Arbors are allowable to the property line (no setback) when associated with a minor alignment of an existing historic building at no more than 80 square feet in area, and no taller than 12 feet. This does not appear to be necessary in this case, though if it is found that part of the pergola structure does encroach into the three-foot setback area, it may have to be corrected.

The open pergola received final inspection (Permit #15-12001207) close-out through the building permitting process as an "open arbor" on February 4, 2016. The specific conditions of approval from building permitting include a fire rated assembly for structures.

As a covered patio

It should be noted that the definition of the now covered structure would not be defined as a covered patio, since the direct relationship to the garage, driveway, and vehicular parking falls more closely to a carport. In any event, a covered patio requires an eight-foot side yard setback meaning its interpretation as such would render it to be an illegal non-conforming structure.

As a carport

Because the pergola is attached to the garage where vehicle parking occurs beneath it, and upon applying a roof structure, its description must now be revised to the more appropriate structure of a carport. In this case, any leading edge of the carport, or its eave in this case, is allowable at no closer than three feet from the property line, which appears to be the case here per submitted plan drawings (no as-built field measurement was taken by Historic Preservation Staff).

Therefore, the result of the after-the-fact alteration from an arbor pergola to a carport also requires a new and separate review and permit for zoning and permitting, for which the modification has not yet received. Any Variance from City Code based on the new structure review would have to be corrected or approved by the CPPC.

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

The incompatible polycarbonate materials (Lexan) on historically significant buildings in the Granada Terrace Historic District appears to lean toward a diminution of historic integrity, or adverse effect. This diminution determination can be supported through proper historic documentation that identifies the commercial use of Lexan panels not beginning until the late 1960s—well after the period of significance (1923-1939) for the district. In fact, polycarbonate processing was not patented until the mid-1950s and differs from Lucite, or acrylic material which began to be developed in 1931, in the decade after the historic building was constructed. This exposed and large plane of non-compatible materials provides the noticeable effect when reviewed in this context (also, see reference to white vinyl fencing, below). Lexan or acrylic materials would also not be historically appropriate for any window or door glazing. The second-floor view (Photo, Page 1, above) of the applied material to the pergola reveals its incompatible character to the general historic craftsmanship of both the wood pergola structure and the historic garage.

It is recognized that newer materials are often incorporated into historic buildings and structures as original materials become unavailable or obsolete. In some cases, the use of new materials and their apparent incompatibility are lessened, and the historic element held more stable when they are not visible or serve an overriding purpose. In this case, this notion can be suggested through preservation of the garage frontal area in that it is protected from direct weather impacts including rain that would otherwise degrade the exterior over time and cause runoff to enter the building due to the historic settling of the concrete foundation and floor sections. Also, from an afar visual perspective, the effect of the change will not likely be easily discernible to the public, and is considered reversible.

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

There is no evidence presented to indicate that denial of this COA (ATF) will deprive the owner of reasonable beneficial use of the property.

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

Not applicable as the alteration is already constructed as an after-the-fact installation.

Additional Guidelines for Alterations

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

The property continues to be used for its historic purpose as a single-family residence and garage, though only a very small car could now be stored in the garage. The scope of this project does not change the historic use.

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

No significant historic materials, qualities, or character-defining features have been removed. Alteration of the garage header is affected through its partial obscuring and where the pergola is attached.

- ***Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings shall not be undertaken.***

No conjectural features have been added. It must be noted that the pergola joist ends mimic the historic main building's decorative wood projections, which was purposeful. The type of wood used for the overall pergola prevent any confusion with regard to its age versus that of the historic materials.

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

Based on Sanborn mapping and a photograph from 1925, the garage is original to the residence, and the mock joists (as suggested by owner) appear to be similarly placed at the east side of the main house where the driveway is. Therefore, the originality of the scrolled wood projections appears to be documented. The second story extension above this side of the residence was added in 1929. It is therefore appropriate to accept the pergola (without cover) as part of the expansion and improvement of the property in that it references the original design, has been sensitively done, and does not physically alter the main house.

However, while modern interpretations of historic details are encouraged, the addition of the polycarbonate panels is questionable since there is no historic precedent, and the advanced acrylic material is out of keeping with the buildings historic construction and design, and therefore, may be considered to be incompatible due to its latent introduction well after the subject property was originally constructed. The 1994 *St. Petersburg Design Guidelines for Historic Properties* identifies two circumstances where roofing materials are inappropriate. This includes:

- The use of multiple roofing materials or different colors of roofing (p. 40), and
- The use of roofing materials that are not architecturally compatible (p. 40)

The addition of exposed polycarbonate in the district could be compared with the general prohibition of white vinyl fencing in the district. While some peripheral properties have white vinyl fencing (or PVC), other properties owners have been required to remove it since its mainstream introduction in the 1980s, which also represents an incompatible material to the rawer hand craftedness of the historic materials and construction relative to the district. With the exception of window and door glass materials advances, the general restriction of large exposed plains of non-historic materials in the district is generally recommended in order to preserve the integrity of the historic character that favorably defines the present setting.

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

No significant amount of historic materials are affected except at attachment points of the pergola. The addition of the polycarbonate panels does not significantly harm the garage exterior, and does not at all cause harm to the main house structure, other than to the general character and compatibility of materials.

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

This is not applicable to this application.

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

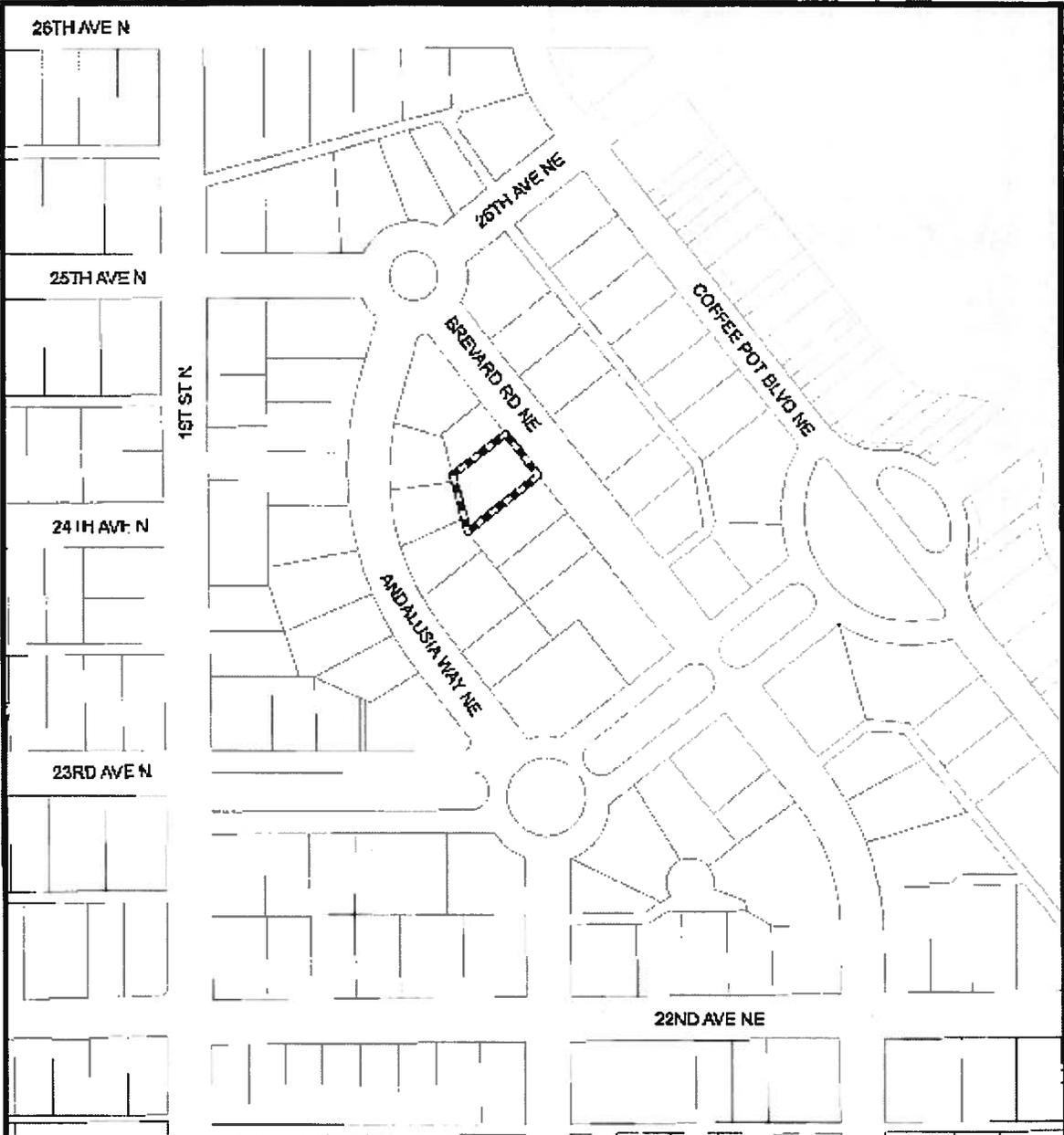
This is not applicable to this application.

RECOMMENDATION

Based on the apparent inconsistency with Chapter 16, City Code of Ordinances, and the St. Petersburg Design Guidelines for Historic Properties, Staff recommends that the Community Planning and Preservation Commission **NOT APPROVE** the Certificate of Appropriateness **COA 16-90200038** request for an after-the-fact installation of a non-historic roof covering material above a garage pergola, and that the covering be removed in its entirety, unless it is determined by the CPPC to be temporary and reversible.

APPENDIX A

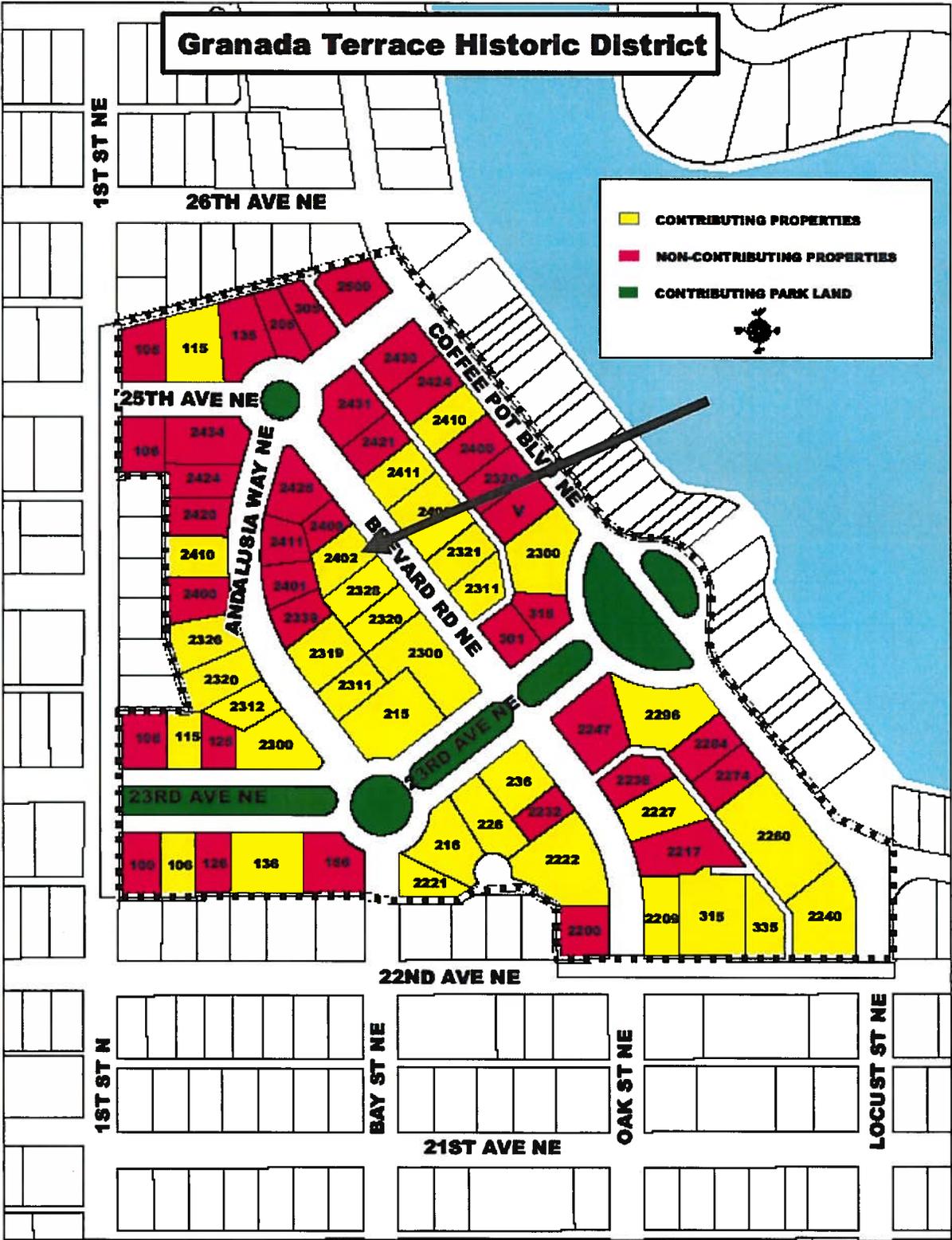
Street/Aerial/Contributing Properties Maps



Community Planning and Preservation Commission		 N SCALE: 1" = 100'
2402 Brevard Road NE		
AREA TO BE APPROVED, SHOWN IN 	CASE NUMBER 16-90200038	



Community Planning and Preservation Commission		 N SCALE: 1" = 190'
2402 Brevard Road NE		
AREA TO BE APPROVED, SHOWN IN 	CASE NUMBER 16-90200038	



APPENDIX B
Original 2015 COA for Pergola



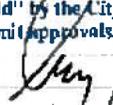
Certificate of Appropriateness
City of St. Petersburg
Urban Planning and Historic Preservation

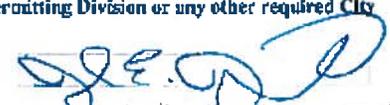
COA Number	15-902000GG		Application Date	12/29/2015	
Applicant	First Name	Ralph	Last Name	Dodziak	
Property Owner	First Name	Leah	Last Name	Campen	
Property Address	2402	Brevard	Road	NE	
	Number	Street	Street Type	Direction	Unit Number
Resource Name	Granada Terrace Historic District		Designation Number	RR-02	
Cost	\$5,000.00		Related File		
Proposed Work:	Add pergola (not to be construed to be a carport) to rear yard with minimal attachments to garage and main house structure (see drawings).				
Type/Review	Staff-LpF	CPC Date			
Approval	Approved with conditions	Action Date	12/29/2015	COA Expiration	2/29/2016

Conditions Of Approval

1. Pergola shall be constructed per drawings dated 12-15-15, as included with COA application and shall meet all required building codes and Land Development Regulations.
2. Applicant shall contact City Historic Preservation at 727-892-5470 to coordinate COA inspection upon completion.
3. Any change to submitted plans shall render this COA null and void and may require, at owner's expense, review and approval by the Community Planning and Preservation Commission.
4. The pergola shall remain open and not be enclosed on any side.
5. This approval does not permit any addition or alteration to the existing driveway surface.

This certifies that the proposed work related to the property listed above has been approved by the Urban Planning and Historic Preservation division of the Planning and Economic Development Department. The approval of this Certificate of Appropriateness in no way constitutes approval of an "Application for Permit to Build" by the City of St. Petersburg's Construction Services and Permitting Division or any other required City permit approvals.

 LpF
Staff Signature


Applicant Signature



APPENDIX C

Applicant Cover Letter/Current COA Application

September 22, 2016

Narrative: 2402 Brevard Rd NE
Homeowner: Leah Campen

Dear members of the Historic Preservation Committee:

I am a resident homeowner that is very cognizant of and concerned about historic preservation. I have worked very hard to save my home, which is the original Parry Snell residence in Granada Terrace, located at 2402 Brevard Rd NE. The house was in terrible disrepair when I purchased it in 2011; it had been a foreclosure, vacant for 3 years, and due to neglect, was slated to be yet another victim of demolition in Granada Terrace. I worked extremely hard to make the residence habitable again, and did everything with the utmost attention to detail and to the historic nature of the property. I have received many compliments from neighbors and others locally in regard to my efforts to restore the property.

That being said, I also understand that we need to be able to achieve a balance between aesthetic sensitivity and functionality. I am applying for approval for the transparent covering that I added to my previously approved and permitted pergola. The pergola is located at the rear of my property, attached to my garage at the rear end of my driveway, please see attached photos. I added a period-appropriate pergola to enable me to safely park my vehicle in front of the garage and off of the street. To me, this is the perfect solution, satisfying aesthetic, historical, and functional criteria.

I carefully worked with my architect to design the structure so it would be in keeping with the historic aesthetic of the neighborhood and also be an appropriate and beautiful addition to the home. Then I carefully selected the transparent covering material so it would be functional and not noticeable, and would not detract from the aesthetic of the structure. From a practical and functional standpoint, I need somewhere to park; my SUV does not fit in the garage, and also I have restored the original historic stable doors of the garage, which are aesthetically pleasing and historically accurate, but non-functional for daily use (because they slide on iron tracks that don't work the best, they don't open all the way, and are just too fragile overall for daily use.)

After renovating the house for a solid year during 2011-2012, I finally moved in November 2012, and I've been parking on the street ever since. During the 4 years I've been parking on the street, my car has been broken into 3 times. It is impossible for me to park in the driveway at all without the transparent covering, because of the hugely excessive amount of destructive tree debris and pollen that continually falls and blankets my car from my neighbor's overgrown trees, and also has actually dented my car several times because of the large "bombs" the size of coconuts that fall on my car. Also I'm highly allergic to pollen and when my car is blanketed in it, I get very ill. In addition, as a single female who previously has been carjacked and kidnapped at gunpoint, I need a secure place to pull in and park which is not on the street. For all of these reasons, it is imperative that I be allowed to keep the transparent cover I have added, which does not detract aesthetically from my carefully crafted and expensive (over \$8,000 total) historically appropriate pergola structure. I really do need the functionality of the covering.

I have discussed this with several neighbors already, and they approve of the transparent covering and are happy to put it in writing if necessary.

Please view the attached rendering and photographs, which show how beautifully the pergola structure turned out and also show that the transparent covering I have added is barely noticeable.

Thank you for taking the time to read this information, and for your consideration.

Sincerely,

Leah Campen
2402 Brevard Rd NE





CERTIFICATE OF APPROPRIATENESS

NARRATIVE (PAGE 1 OF 2)

All applications must provide justification for the requested COA based on the criteria set forth in the Historic and Archaeological Preservation Overlay (City Code Section 16.30.070). These criteria are based upon the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties (available online at www.nps.gov/history/hps/tps/standards_guide.htm). Please type or print clearly. Illegible responses will not be accepted. Please use additional sheets of paper if necessary.

GENERAL INFORMATION

Property Address: 2402 Brevard Rd NE

COA Case No: 16-90200038

Type of Request

- Alteration of building/structure
- New Construction
- Relocation
- Demolition
- Alteration of archaeological site
- Site Work

Proposed Use

- Single-family residence
- Multi-family residence
- Restaurant
- Hotel/Motel
- Office
- Commercial
- Other

Estimated Cost of Work: \$2,100

WRITTEN DESCRIPTION OF PROPOSED WORK

Explain what changes will be made to the following architectural elements and how the changes will be accomplished. Please provide a detailed brochure or samples of new materials.

1. Structural System

Existing previously approved and permitted pergola attached to front of garage in rear of residence, consisting of PT 2x10's spaced 16" on center, constructed on 6x8 PT posts, with footings under posts as permitted. The structure will not change.

2. Roof and Roofing System

Transparent PVC panels are attached to 1x4" PT nailers with #9x 1 1/2" zinc plated galvanized steel hex washer head roofing screws spaced 8" on center at each pergola joint in order to achieve a nearly invisible covering that doesn't detract from the aesthetic of the pergola but delivers the functional benefits of UV protection, protection from extreme levels of falling tree debris, and also helps to keep heavy rain away from the building envelope.



CERTIFICATE OF APPROPRIATENESS

NARRATIVE (PAGE 2 OF 2)

3. Windows

NA

4. Doors

NA

5. Exterior siding

NA

6. Decorative elements

NA

7. Porches, Carriage Porch, Patio, Carport, and Steps

Please see attached.

8. Painting and/or Finishes

NA

9. Outbuildings

NA

10. Landscaping, Parking, Sidewalk, Garden features

NA

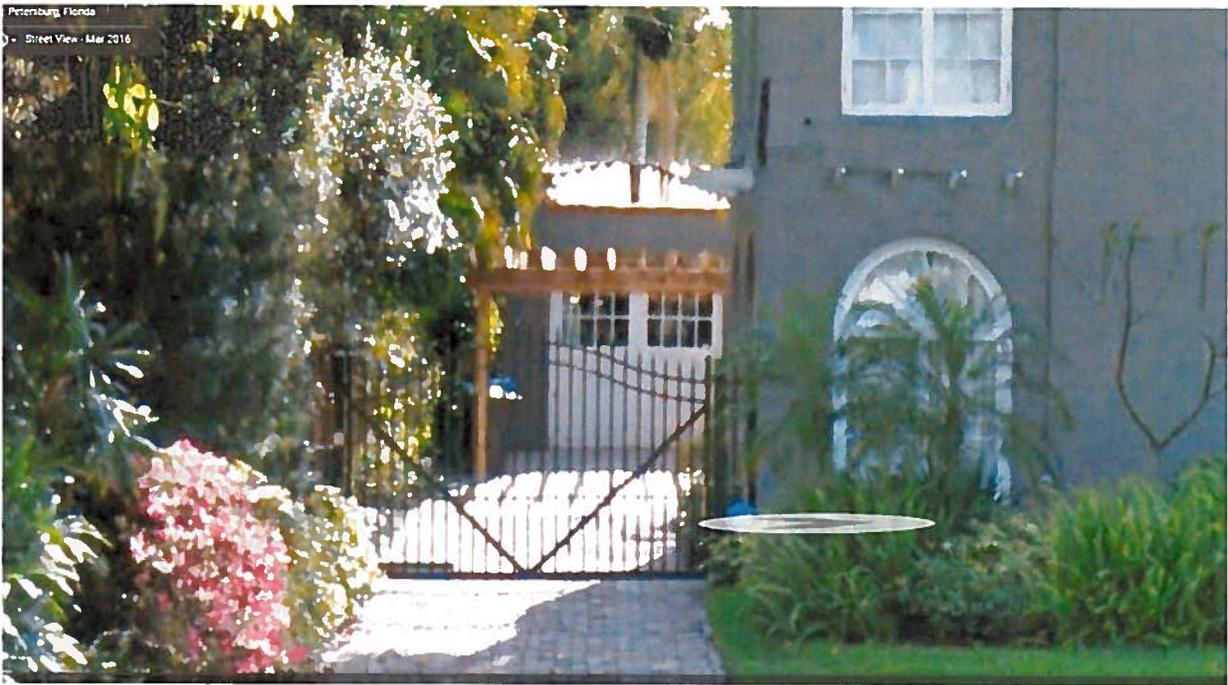
11. Other

NA

APPENDIX D
Rendering



APPENDIX E
Staff Photographs



1. Approved pergola without corrugated roof panels.



2. Approved pergola with after-the-fact corrugated panels.



3. Pergola attached to historic garage.



4. Pergola looking toward Brevard Road.



5. Garage door settling of slab allowing rainwater to collect.

APPENDIX F

Public Comment

The following comments have been received by Staff:

- Original complaint by a property owner within the district
- Petition in favor of the application—29 signatures (23 properties) from residents within Granada Terrace approving of the applicant's request
- Two emails in favor of the applicant's request (one as a Petition signature)
- Of the above non-objecting properties, 11 are contributing, 12 are non-contributing

October 2016

As a resident of Granada Terrace, I approve of the transparent covering added to the previously permitted/approved and historically appropriate pergola structure located at 2402 Brevard Rd NE, St Petersburg, Florida 33704.

page 1

Name	Address	Signature
Susan McGarry Susan McGarry	215 23 rd Ave NE	Susan McGarry
Rowal C. Christ Richard K. Keedy	2222 Brevard Rd 226 23 rd Ave NE	Rowal C. Christ Richard K. Keedy
ERIK MATTHEW	216 25 th Ave NE	Erik M.
Bill Brown	2311 Andalusia Way NE	Bill Brown
JOHN E. MULDER	2408 ANDALUSIA WAY NE	John E. Mulder
Jake Mulligan	2415 Andalusia Way NE	Jake Mulligan
Michael Peltier	2420 Andalusia Way NE	Michael Peltier
Blair Neader	2312 Andalusia Way NE	Blair Neader
Judy Powell	2434 ANDALUSIA WAY NE	Judy Powell
MARLENE BESSLER	205 25 th Ave NE	Marlene Bessler
Mitch Bagen	205 25 th Ave NE	Mitch Bagen
Diana Ward	2000 25 th Ave NE	Diana Ward
RUTH F. THURMAN Ruth Thurman	2411 Brevard Rd NE	Ruth Thurman
Adan Estevz	2320 Brevard Rd NE	Adan Estevz
Kathleen Estevz	2320 Brevard Rd NE	Kathleen Estevz
Robert Knuthoff	301 23 rd Ave NE	Robert Knuthoff
Ryan Ross	301 23 rd Ave NE	Ryan Ross

(18 signatures on p. 1)

October 2016

As a resident of Granada Terrace, I approve of the transparent covering added to the previously permitted/approved and historically appropriate pergola structure located at 2402 Brevard Rd NE, St Petersburg, Florida 33704, *-page 2*

Name	Address	Signature
LINDA DOBBS	2296 Coffee Pt Blvd.	Linda D. Dobbs
ROBERT DOBBS	2296 COFFEE PT BLVD	Robert D. Dobbs
J. E. Steen	2431 Brevard Rd NE	J. E. Steen
Kara S. Davis	2421 Brevard Rd NE	Kara S. Davis
Frank D. ...	2421 Brevard Rd NE	Frank D. ...
Billy ...	2410 Andalusia Way NE	Billy ...
Norothy Richardson	2411 Andalusia Way	Norothy Richardson
BILL RICHARDSON	2411 ANDALUSIA WAY	Bill Richardson
RICHARD POWELL	2434 ANDALUSIA WAY NE	Richard Powell
Charles H. Clusky	2401 Andalusia Way NE	Charles H. Clusky
Synda McCluskey	"	Synda McCluskey
Annette Baesel	2300 Brevard Rd NE	via email - see attached
Nancy Parker	2408 Brevard Rd NE	via email - see attached

(13 signatures p. 2)

Total 31 signatures approving, from Granada Terrace

Larry Frey

From: Richard D Powell <powell1968@aol.com>
Sent: Sunday, November 20, 2016 8:27 AM
To: Larry Frey
Subject: COA #16-90200038

Mr Frey,

Yes, Ms Campen is a Granada Terrace neighbor, and has done a wonderful job in restoring the former Snell home. I certainly have no objection, as the requested transparent cover over the previously approved exterior pergola would be located well to the rear of her driveway, and from the street/sidewalk the transparent covering/roof would be parallel to the driveway and all but invisible! Recommend approval of this COA.

Richard D Powell
2434 Andalusia Way NE

Sent from my iPad

Larry Frey

From: annette baesel <ajbaesel@aol.com>
Sent: Tuesday, November 22, 2016 2:09 PM
To: Larry Frey
Subject: COA #16-90200038

Dear Larry,

I received the COA notice for my neighbor Leah Campen's pergola covering. I would like to express my complete support for the covering.

My reason's are several.

First and foremost, even when told that the plastic covering had been added to the pergola AND I stood in her driveway apron looking directly at the pergola, I don't think the pergola looks any different. When I get closer...in her backyard...yes I can see it then. But as far as how it is viewed from the sidewalk and street there is no impact. It is not out of character with our historic district because it does not change the visual aesthetics of the pergola that was already approved and determined to be compatible with our neighborhood.

Second, I'm not sure what the issue really is with the plastic covering to some of my neighbors. But I think it is a unobtrusive solution for a problem that Leah's neighbor has not been able to rectify which is the dropping of seedpods and flowers from their tree onto Leah's car. We have a similar issue with one of our own palm trees but I can solve it every year by having the seed pods removed before they start to drop. Leah doesn't have the ability to do that with her neighbor's tree. So this seems to be a good solution.

Third, when Leah bought her home it was a wreck. It had been standing empty for over two years. There were moisture issues, roof leak issues, and a myriad of problems associated with a home that was left to sit without airconditioning through several Florida summers. The yard was a wreck. The backyard pool had been a constant issue while the home was vacant. I was so afraid that whoever bought it would find the condition insurmountable and tear down the home. But she didn't. She restored it, inside and out. She did a fabulous job on the old garage bringing it back from what can be best described as in a tacky condition. Her garden is perfection. And all she wants is to be able to park her car in her driveway without it being dented and stained by a neighbor's tree (which is fantastically beautiful in bloom I will say).

The plastic roofing material seems like a good solution...the neighbor and our street can continue to enjoy the big beautiful tree and Leah can park her car without damage.

I urge the staff and CPPC to approve the COA for the After-the-Fact installation.

Thank you for the opportunity to comment.

Annette Baesel
2300 Brevard Rd NE
St Pete, FL
727 895 5310



PHOTOS by APPLICANT



PHOTOS BY APPLICANT



PHOTO BY APPLICANT



PHOTO BY APPLICANT



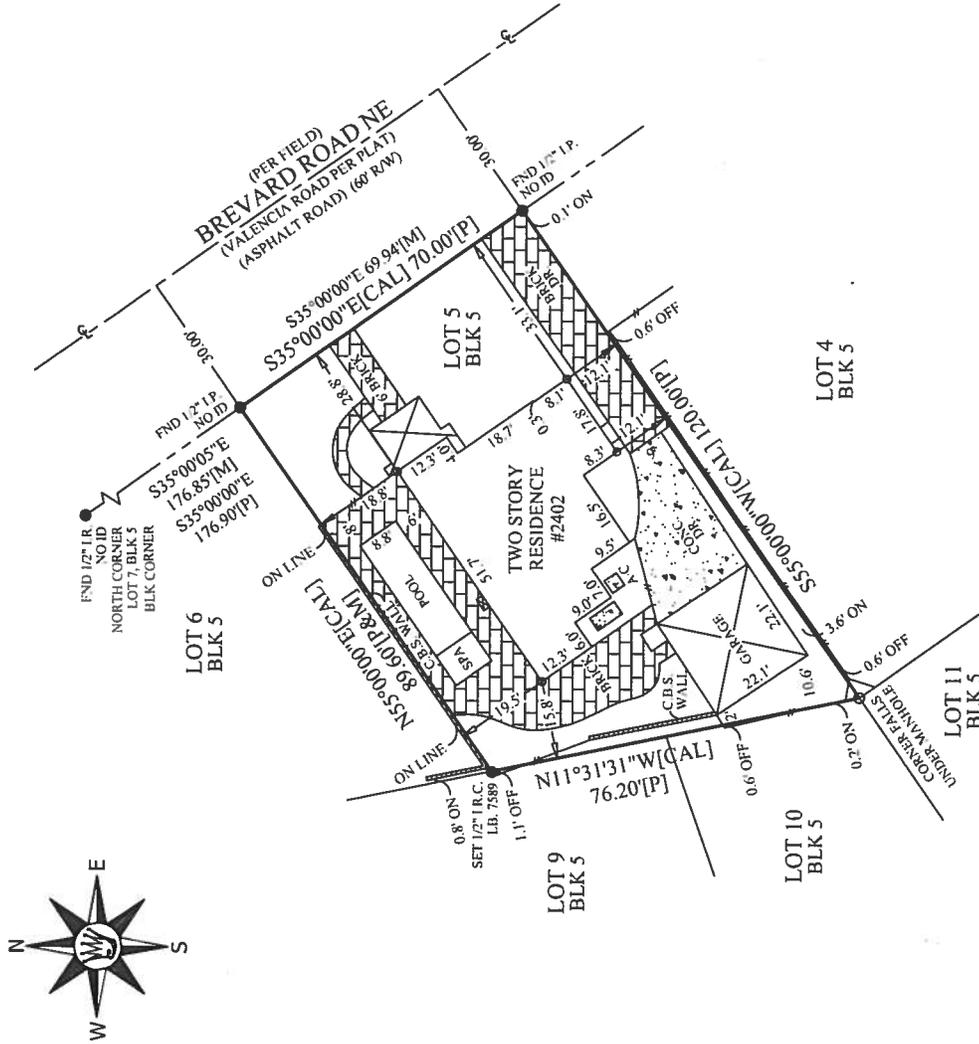
NOTICE
YOUR NAME IS
APPEARING IN
THE PUBLIC RECORDS
OF THE STATE OF
FLORIDA

Photo by Applicant

LEGEND

- A/C - AIR CONDITIONER
- BLK - BLOCK
- BL - BLOCK
- CA - CALCULATED
- CB - CHORD BEARING
- CB.M - CONCRETE MONUMENT
- CB.M - CONCRETE MONUMENT
- CONC - CONCRETE
- D - DEED
- DE - DEWASHE EASEMENT
- F.F.E - FINISHED FLOOR ELEVATION
- FM - FOUND
- IR - IRON ROD
- IR.C - IRON ROD & CAP
- IR - IRON ROD
- LB - LAND SURVEYING BUSINESS
- LS - LAND SURVEYOR
- M - METAL
- M&D - NAIL AND DISK
- PA - PLAT
- P.C. - POINT OF CURVATURE
- P.C.C - POINT OF COMPOUND CURVATURE
- P.C.P - PERMANENT CONTROL POINT
- P.I. - POINT OF INTERSECTION
- P.L. - POINT OF BEGINNING
- P.O.C - POINT OF COMMENCEMENT
- P.O.L - POINT ON LINE
- P.R.M. - PERMANENT REFERENCE MONUMENT
- P.R.C. - PERMANENT REFERENCE CURVE
- P.R.M. - PERMANENT REFERENCE MONUMENT
- P.T. - POINT OF TANGENT
- R - RADIUS
- R.W. - RIGHT OF WAY
- S/W - SIDEWALK
- S - SOUTH
- U.S. - WEST
- W.F.S. - WOOD FRAME STRUCTURE
- X - FOUND PROPERTY CORNER
- - 4" x 4" CONCRETE MONUMENT
- - WELL
- ▨ - COVERED AREA
- ▩ - CONCRETE
- ▩ - SCREEN
- ▩ - WOOD
- - RIGHT-OF-WAY LINE
- - CENTERLINE
- - BUILDING SETBACK LINE
- - CHAIN LINK FENCE
- - WYVIL FENCE
- - WOOD FENCE

BOUNDARY SURVEY
LEGAL DESCRIPTION: LOT 5, BLOCK 5, C. PERRY SNELL'S GRANADA TERRACE ADDITION TO ST. PETERSBURG, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 6, PAGE(S) 45, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.



CERTIFICATIONS
 Leah Campen; Geunty Title, Inc.; Chicago
 Title Insurance Company; BMO Harris
 Bank, N.A., ISAOA/ATIMA

PROPERTY ADDRESS:
 2402 Brevard Road NE
 St. Petersburg, FL, 33704

FLOOD ZONE INFORMATION:

COMMUNITY MAP: 125148
 FLOOD ZONE: 0217 G
 FLOOD ZONE: 09/03/03

SURVEY NO: V3607
 FIELD DATE: 12/07/11

DWG BY: NM
 CHECKED BY: MC

**BEARINGS SHOWN HEREON ARE BASED UPON THE NORTHEASTERLY LINE OF LOT 5, BLOCK 5 BEING CALCULATED S35°00'00\"/>
 SCALE: 1"=30'**

NOTES:
 1) This survey is based on the legal description as provided by the Client
 2) This Surveyor has not abstracted the land shown hereon for assessments, rights of way or restrictions of record which may affect the title or use of the land
 3) Do not reconstruct property lines from building line setting or other measurements unless they have been located except as shown
 4) No improvements or utilities have been located except as shown
 5) This survey is not valid without the signature and the original related seal of a Florida Licensed Surveyor and Mapper
 6) The field data provided is for informational purposes only. The surveyor makes no guarantee as to the accuracy of the information provided.
 7) This Survey was prepared without the benefit of a commitment for Title Insurance.
 Certification: I certify that this survey was made under my direction and that it meets the minimum technical standards set forth in the Florida Statutes, Chapter 472, Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.
 Signature and related seal



Electronic Seal: 2402BREVARDRD02B4710812
 Miguel A. Cortes License No. LS 3620
 Florida Professional Surveyor and Mapper

V.I.P. SURVEYING, INC.
 LB No. 7589
 4034 LAUREL BRANCH LANE
 ORLANDO, FL 32817
 Office 407-810-0838
 Fax 1(866)-856-8920
 WWW.VIPSURVEYING.COM



CITY OF ST. PETERSBURG, FLORIDA
PLANNING & ECONOMIC DEVELOPMENT
DEPARTMENT, URBAN PLANNING & HISTORIC
PRESERVATION DIVISION

STAFF REPORT

COMMUNITY PLANNING AND PRESERVATION COMMISSION - CERTIFICATE OF APPROPRIATENESS (COA) REQUEST

For Public Hearing and Executive Action on December 13, 2016 beginning at 3:00 P.M., Council Chambers, City Hall, 175 Fifth Street North, St. Petersburg, Florida

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

Case No.:	16-90200044
Address:	335 Lang Court N
Legal Description:	LANG'S BUNGALOW COURT LOT 8
Parcel ID No.:	19-31-17-49932-000-0080
Local Landmark	LANG'S Bungalow Court Historic District (HPC #14-90300002)
Owner(s):	Michael Hippert
Request:	Request for a COA for the Demolition of the "main structure structure" designated as a contributing property to the Lang's Bungalow Court Historic District.



335 Lang Court North, looking northeasterly at the frontal façade

Background

The two-story duplex was originally constructed in 1924 and is a contributing property (subject property) to the Lang's Bungalow Court Historic District (HPC #14-90300002), a designated local landmark district. The main building (not including the frontal porch construct or garage), originally permitted as a duplex, contains approximately 2,581 square feet of air-conditioned space and includes a detached, one-story garage of 12x21 dimensions, also built in 1924. The garage was rehabilitated in 2015 under COA 15-90200022mm and AVT 14-90400011.

The applicant/owner is seeking approval to demolish all or a portion of the main building in part due to ongoing deterioration and instability of its primary structural components discovered as part of the physical rehabilitation process. The main building was identified as unfit for occupancy in 2012 under Code Enforcement Case #12-00017913. A first Stipulated Agreement was prepared between the applicant/owner (Hippert) and the City Building Official dated October 6, 2014, with a "to complete" date of November 20, 2014.

Subsequently, a rehabilitation proposal was approved by Staff for the property as a whole (main building, garage, frontal porch, and landscape features) under COA-15-90200022mm approved April 15, 2015, with an expiration of October 15, 2015. Because the building continues to be in a deteriorated state (structural deterioration of the roof structure, walls, and floor joists), the applicant/owner has requested direction from the City with regard to its demolition. This action was approved as part of a renewed Stipulation Agreement (Appendix E) with the City Building Official that requires the submission of a demolition application by November 14, 2016 (pending due to this COA), and the completed demolition of all of the buildings and structures by February 17, 2017.

It is customary for City departments to work in tandem regarding effective actions that may otherwise overlap during decision-making processes, meaning that the actual demolition permit application by the applicant/owner is in process, therefore meeting the intent of the a Stipulation Agreement to obtain such by November 14, 2016, pending then CPPC outcome. However, due to the instability of the building, and the normal procedural requirements for City Code Enforcement-initiated demolitions to meet the general responsibilities of public health, safety, and welfare maintenance, the second part of the Stipulation Agreement requiring a completed demolition by the applicant/owner represents a firm deadline, after which, the City would be compelled to follow through with demolition action if no demolition is completed. Demolition of all of the buildings on the subject property is the preferred Building Department and Code Enforcement action and a requirement of City zoning ordinances.

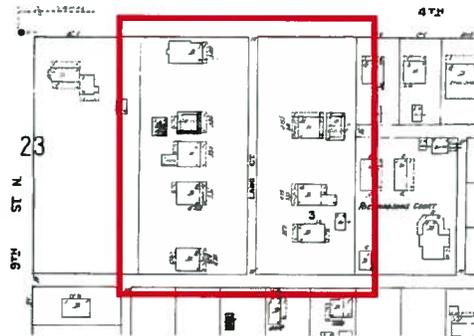
In the interim, the applicant/owner is now required to seek CPPC authorization for a full or partial demolition of the main building, which requires a new Certificate of Appropriateness (COA). The evaluation of new construction that replaces what is proposed for demolition, or restoration of what is proposed for demolition may be considered and conditioned as part of this and future reviews. Responsive evaluation of full or partial demolition compared to a complete new construction is important in terms of compatibility with the date and style of the building's architecture as it relates to design, scale, mass, and orientation, as well as, its historic appearance within the overall district. Notwithstanding its historic designation, the historic importance and relevance of all of the buildings should be re-evaluated as part of the COA process, and should also be carefully considered.

History and Significance

Lang's Bungalow Court began to be developed in 1912 by Al Lang, a former mayor of St. Petersburg, and the person primarily responsible for bringing major league baseball to the City. Lang's inspiration for a small neighborhood was nurtured during his extensive travels, in this case, getting the idea for a court-type of subdivision after returning from a trip to Southern California, where bungalow court subdivisions began appearing around 1909. The subject property was developed during the 1920 real estate boom with one of the last of 13 dwellings to be ultimately constructed as part of the open, narrow court of detached dwellings. The last contributing building was constructed in 1952. There were 14 platted lots originally with two owners creating enlarged lots out of three at the northeast tier. Most of the low rusticated block wall that delineates the small subdivision, including the masonry entry pylons and north decorative metal archway still survive; part of the former along the south property line survives up to the front vertical wall of the main building of the subject property.

The subdivision was designated as a local historic landmark district in 2014 as it was faced with redevelopment activity that would have diminished and encroached into the enclave. While the early layout and buildings are mostly still extant, Lots 6 and 7 at the southwest corner no longer contain historic buildings. Lot 7, currently vacant and used for vehicle parking, is located directly across from the subject property, but was redeveloped with a postal facility during the 1920s that replaced one of the earliest bungalow dwellings constructed by 1913.

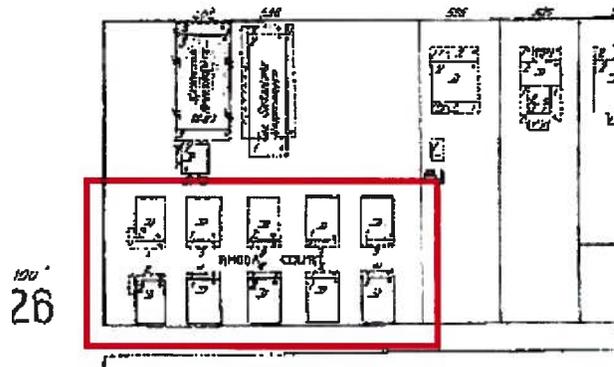
According to the approved historic designation application, the historic district is important for its architectural merit, community development and planning, and its association with Lang, who is significant in St. Petersburg history. Lang himself lived in the small subdivision until about 1917, but was a lifelong St. Petersburg resident after that. Lang's Bungalow Court, as shown on the 1918 Sanborn map, below, is one of only two known bungalow court subdivisions still surviving fairly intact within City limits, though several were speculated as a trendy type of development out of Southern California, where hundreds were built. A second was being planned also in 1912 for the North Shore area by Charles McNabb who favored Lang's development, but it does not appear to have come to fruition. Near 3rd Avenue South and 6th Street South, along Rhoda Court, there is today a strong semblance of a bungalow court that still survives, though several of the dwellings have been significantly altered. The first re-platting of the site shows up in 1913 but not as a distinctive court design, however, the full complement of 10 one- and two-story dwellings with a 15' alley at its east limit is built-out by 1918, as shown in the graphics below.



Lang Court depicted on the 1918 Sanborn Map.

Grey Eagle Court to the west of Rhoda Court also reveals a reference to bungalow court design, as did Miller Court situated west of Lang's subdivision between 10th and Jackson Streets North.

Interestingly enough, there is what appears to be another court that shows up as early as 1913 located perpendicular to Lang's development to the east that was referred to as Richardson's Court. While it appears to have been much less assuming in its court configuration and high-style design, it was likely produced as a layperson's copy to Lang's, but with a large anchoring dwelling leading from a short row of smaller bungalows. The south side has been completely razed and now comprises a vacant lot. Another court that had bungalows along a central axis is also to the east named Moffett Court. Again, the design of this court is not up to the higher



Rhoda Court from the 1918 Sanborn Map, Sheet 14.



Rhoda Court today. Photo by Staff, 2016.

styling standards reminiscent of true bungalow courts in that it allowed side garages and did not have the rear service area for each row of dwellings. Its wide, central axis street was less pedestrian, and it appears to have been developed only for six bungalows. The basic design intent of the bungalow court was likely an influencing factor.

Bungalow courts were also developed throughout Florida. Perhaps the most similar to Lang's is Bungalow Terrace found in Tampa's Hyde Park area. This court is a near match for Lang's in that it was developed in 1913, and includes 19 bungalow dwellings laid out in a similar fashion. Like Lang Court, the dwellings are located along a narrow pedestrian axis and include stone entry pylons. It is apparent from this bungalow court, as well as, others developed during the second decade of the twentieth century, that those remaining intact are important early contributions to small, intimate subdivision designs that emphasized an orientation to a central pedestrian thoroughfare.

Architectural Significance

Of the 13 original dwellings built at Lang's Bungalow Court, the subject property's architecture distinguishes itself as more of a Prairie style-influenced construct with a recognizable vertical appearance held in-check by the flat/stepped and capped roof that reveals a distinctive stepped parapet along its frontal façade (Appendix C, Photo 1). One other dwelling constructed earlier along the court also exhibits a Prairie influence, though not as readily as the subject property. In addition to the features already mentioned above, character is found in the prominent, vertical squared columns that divide the frontal façade into three distinct bays, though two distinct voluminous masses are apparent behind white stucco exteriors. These columns and their modernizing placement are perhaps the most character-defining features of the building. The

upper level porch, while open, becomes an adornment to the dominant lower story in that the columns terminate midway, where narrow porch roof supports are vertically broken by the roof hood with exposed eave rafters running along its entire open side runs. Bold knee brackets appear to support the hood (Appendix C, Photo 2). This type of treatment suggests a Craftsman design element that blends with the Prairie, though not expressively common to the style, since their wide eaves usually negate such a need and the hood would create a redundancy.

The only windows at the frontal elevation are two sets of triple wood casements with two small upper panes above a large single pane. These may not be original to the building but have become historic over time. The windows add to the vertical character of the front façade. The low, three riser frontal entry stoop with cement capped cheeks appears only as a minor utility with courses of red brick coping providing any decorative flair and allowing some visual emphasis. Brick strands are also found as window sills (Appendix C, Photo 3) on all elevations, and are sloped slightly according to their function.



a. Front and south side.

b. South side, rear, & garage.

c. Garage rear and north side.

The photographs above reveal the rather bland character of the north, east, and west elevations, with their matching stucco finishes. The east, or rear elevation is partly obscured by the garage that was also constructed in 1924, and attached via an adjoining concrete step/landing system shown in the photo at below right.

Not surprisingly, and likely due to the building's reduced property line setbacks (Appendix B, Survey), the north and south building elevations are fairly unremarkable suggesting no strong sense of purposeful decorative design intent other than the minimum need for window and door openings. For example, the main structural block of the south elevation along the alley reveals a single, door opening at both levels toward the center of each elevation; the upper metal door appears as a later addition to what was a fire escape stair system (Appendix C, Photo 4). The upper story is punctured by an irregular array of three openings containing double-hung windows, while the lower floor has four openings with double-hung sashes. Interesting cement vents run along the crawl space, creating one of the only decorative features at the otherwise non-descript side elevations. The frontal porch, as the most character-defining feature, creates an indented extension at the west elevation from the building structure, continuing the three-system casement window sets at each run, with the overall attachment appearing out of place with the main part of the building, though providing some redeeming architectural quality here, however slight. The main block of the south elevation then, appears abandoned as is, devoid of decorative features and missing certain elements. The stepped parapet roof does provide a pleasing break to what would be just a large, unimpressive building wall with an irregularly-punctured plane (Appendix C, Photo 5). The north side elevation has eight window sets and reveals a truer historic fenestration package than its south counterpart.



This elevation is very close to the neighboring property's roof eave, with just less than a two-foot setback surveyed here.

The rear garage viewable in the middle and right photographs above, and also constructed in 1924, creates an odd relationship between its own blankness and the main building's rear fenestration. The narrow space between the two buildings is hardened via an elevated concrete step and landing that forms an adhesive between the two, though it appears original to the site. It appears that the garage's outer vertical wall encroaches slightly onto the property line to the north, creating an uncomfortable offset and spatial relationship, though even the early bungalows appeared to have been sited on or close to at least one property line. The starkness of the light stucco exterior adds to the irregularity of the building against the other properties which are either more fairly articulated with masonry, or assembled of wood components.

Alterations

Some early and recent alterations have affected the subject property. Originally permitted as a two-family building, original closets were converted into bathrooms in 1947 (lower floor), and in 1957 for the second floor (included a window). In 1955, a fire escape and steel egress door were added to the second story of the south elevation (Appendix C, Photo 6). The fire escape system has been removed. At some point, and based on the historic configuration, the lower porch was enclosed with its casement windows; however, no documentation can be found to determine this date. It is also unknown when the missing part of the perimeter masonry wall was removed.

As part of AVT application #14-90400011, and COA #15-90200022, approved by Staff in 2015, a full gamut of exterior rehabilitation was scheduled, most of which has not come to fruition, or contradicting what was approved. The interior has been nearly completely gutted except for the deteriorating structural wood frame, and the now exposed tile of the outer walls. A pitched roof was placed above the frontal second floor porch, apparently as a temporary protective measure, and the historic beaded board ceiling removed; this type of roof is not otherwise compatible with the historic character of the building. The frontal entry door opening was repaired. Additional elements of the porch and the west elevation wall have been treated minimally. In 2015, the garage was fully rehabilitated with a new roof and stabilization/reconstruction of the concrete block walls.

Historic Implications of Demolition

The priority for the CPPC with regard to the review of this COA then, is not to determine if demolition is allowable, since some demolition is required, but instead to determine the appropriate degree of demolition and follow-up, including but not limited to the following:

The first option is to demolish everything. If the CPPC approves total demolition, then the applicant/owner would be obligated to complete it by the Stipulation Agreement date of February 17, 2017. However, the applicant/owner's request to retain the garage without any reciprocal development plan is problematic in that such practice is not typically permitted by City Code. If the applicant/owner does not meet the above deadline to correct the structural deficiencies or obtain the proper permitting approval and actual demolition, then all of the buildings and structures on the site would likely be demolished under the direction of the City. Under this scenario, there is no apparent allowance for enacting historic preservation treatment of individual components or storage units without primary dwellings concurrently designed and approved in direct association with the demolition. In this case, the applicant owner must return to the CPPC with new construction plans.

The second option is to demolish only the interior and preserve the exterior shell. The building would require stabilization and remain vacant until a design is permitted. It is

acknowledged that the interior of the building is in an extreme state of disrepair and that some demolition of the structural elements, including the roof structure is necessary. A duplex would have to be redesigned for the interior space. It is possible that a large percentage of the exterior is able to be repaired with proper structural stabilization and interior demolition/replacement. However, given the time-certain deadline for producing a permit pursuant to the official City Stipulation Agreement, this may not be practicable unless the applicant/owner is willing to do so immediately. The cost to rehabilitate the building under this option becomes less feasible overall. The applicant/owner does not necessarily have to return to the CPPC since most of the building's exterior would remain intact or appear the same.

A third option is to demolish only a section of the main building, most likely the rear half or so. The frontal porch, frontal elevation wall, and the front half of the main building, along with the garage would remain intact and stabilized, while a design for the demolished section is approved by the CPPC or Staff at a later date, as determined by the CPPC. This is also a confusing and perhaps infeasible option that creates an interim preserved oddity in place, until a compatible build-out is completed.

Historic Importance Relative to the Subject Property

In choosing one of the above options, or a hybrid option, there are additional considerations that attempt to clarify the importance of the building to the historic district. The obvious intended physical design and layout of Lang's Bungalow Court, is still fairly evident, though the two east parcels that now make up the northeast section of the subdivision were never developed with the four dwellings originally intended. Instead, only two were constructed on three lots that had been combined into two large lots. This does tend to create a detrimental effect to historic integrity of the original court design from a spatial perspective. The loss of the subject property through demolition then does not necessarily render a critical loss since the intended form of the bungalow does not appear to have come to a designed fruition of the founder. This is reinforced also by the 1920s demolition and replacement of the southwest corner dwelling with a non-residential building early on, and which is now vacant. The building at the northeast corner, while still a residential use, has been encroached slightly with non-residential parking at its east side yard. Due to the above circumstances, it can be argued that there are certainly more intact examples of a bungalow court design found elsewhere; however, the historic district designation for Lang's Bungalow Court does allow both recognition and limited protection of the City's most intact bungalow court design that has reached over 100 years of age.

The characteristic center sidewalk (Appendix C, Photo 7), originally eight feet wide, as well as, the real alleys behind each of the two rows of bungalows all survive and help to retain the intended form of the planned subdivision. According to Lang, the alleys were designed to open up onto public streets in order to allow a single, efficient circuit for utilities and deliveries. Remnants of the 2½-foot high peripheral wall and masonry bollards (Appendix C, Photo 8) are partially intact to provide a recognizable spatial limit of the original design.

Of course, while intending to build 14 separate dwellings, the subdivision was never realized under a complete buildout. Only eight of the fourteen were constructed by the time Lang moved out of the subdivision, though 12 were completed by the end of the 1920s, and one of those was demolished in 1927. The 13th and last historic dwelling was not completed until 1952. Another original 1912 dwelling was demolished by 2005 and replaced with a condominium. The historic dwellings themselves did not appear to favor the interactive compatibility between bungalow architecture typically scheduled for truer bungalow courts.

The apparent spread of the timeline contributed to a mix of architectural styles that seems to have veered away from Lang's original vision, which was to have close scrutiny of all construction in order that they all have nearly the "same style." Documentation is available that

suggests Lang, as the developer, envisioned small bungalows with six rooms for living, a single bath, and an upper screened porch. Each bungalow lot was to have up to 10 citrus trees. His marketing campaign boasted of completing a bungalow within 15 days, and that some of the materials such as the concrete blocks would be made on-site, thusly reducing the overall cost of each building. It is obvious that his intent to supervise and craft each dwelling according to this vision was replaced with random development during the real estate boom. Therefore, the importance of the subject property's building as a critical, or character-defining example of this vision seems to fail close scrutiny, though the underlying lot upon which it is built still retains its historic configuration and value.

The above context allows a more informed perspective of the significance of the subject property's building and structures proposed for demolition. The following evaluations should then be considered when answering the criteria that follow in this report:

1. While acknowledging the historic character of the subject property as having only limited architectural importance by itself, how does its architecture meet the original vision and intent of the subdivision's designer (Al Lang), and then similarly does the collective architecture meet that intent?
2. Would demolition of the subject property, as a contributing historic building, diminish the historic integrity of the subdivision to such an adverse degree that the current district designation would be lost or somehow in jeopardy?
3. If demolished, how would the new building be designed?

PROJECT OVERVIEW

The applicant/owner is seeking approval to demolish the main building in whole or in part due to ongoing deterioration and instability of the primary structural components. Previous condemnations by the City's Building Official, and the challenges of rehabilitating a building in such disrepair have resulted in an unstable and unsightly contributing resource in one of only three local historic landmark districts. However, it is import to note that the building was in an advanced state of decline prior to local landmark designation and prior to the applicant/owner's acquisition of it.

The unusual architectural styling of the two *Parairie-esque* buildings is not uncommon for the diverse neighborhood architecture found in St. Petersburg, but it may be unusual for the bungalow court design intended by Al Lang. In this case, such architectural diversity seems to be less common than truer forms of bungalow courts popular during the 1910s. However, the building and its garage represent a place in time for St. Petersburg where the separate real estate booms fostered a mix of architecture based on individual tastes where deed restrictions were not required or enforced. In some cases, a lapse of time resulted in development that veered away from the original vision of a development's designer or founder, who may have passed on, moved away, or simply allowed later property purchasers to develop at will. This is compounded by the suggestion that the vacant building has become a nuisance to some, and perhaps a danger to the general public, and is not appropriate for rehabilitation to its historic design.

The challenge for this COA in regard to demolition then is to balance the need for preservation of a contributing property whose demolition could cause a diminution of historic integrity of the wider landmark district, with the need for alternatively stabilizing the building. The issue of a dwindling timeframe that favors public safety and welfare also compounds historic preservation treatment with effective, timely remedial action. If the applicant/owner does nothing, or at some point in the future fails to comply with a partial demolition and stabilization condition, then it is likely that the City would be forced to demolish the property in its entirety, whereby a type of lien

would be applied against it. However, several options as part of the COA public hearing and approval process appear to be available, as follows:

1. Allow the applicant/owner to demolish the entire building, including the garage, and require a new CPPC hearing for new construction.
2. Do not approve demolition of the exterior elements, and preserve the building's exterior shell as practicable, and require the applicant/owner to stabilize the structure and repair it according to its historic aesthetic. No CPPC re-hearing is required.
3. Approve a phasing plan that preserves only a portion of the building such as the front porch in its entirety, and perhaps up to one-half of the existing building shell adjoining it, and eventually reconstruct the rear section to its historic aesthetic at a later date requiring CPPC or Staff approval. The graphic below reveals such an option.



Potential option for phasing plan of 335 Lang Court North

REVIEW OF CERTIFICATE OF APPROPRIATENESS

The evaluation of demolition as part of the COA process is important in terms of ensuring compatibility through preservation of contributing historic character, as well as, strengthening local historic district character as individual and collective historic buildings relate to design, scale, size, mass, and orientation, also relating in part to appearance and architectural styling. In approving or denying COA applications for demolition, the CPPC shall consider the *Request for Demolition Assessment* criteria below as part of their decision-making process. These criteria are based on the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, as well as, recognized standards of urban design, and cultural landscape and historic preservation review.

Request for Demolition and New Construction Assessment

General Criteria for Granting Certificates of Appropriateness

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

There are variations of adverse effects to the historic landmark district. Demolition of the entire property would eliminate the contributing status of the building to the historic district. If the entire main building, or 51% or more of its exterior structure (not including the porch or garage), as sectioned to the rear is demolished, then the positive argument for retaining its contributing status to the historic district due to a lack of historic integrity is severely diminished. Even if the frontal porch is preserved in situ, the loss of historic integrity is too significant to continue to support it as contributing. However, in spite of a diminished

integrity, the historic district would survive overall, while still retaining 10 of the 11 contributing properties (10 of 13 originally constructed). A new building would have to be compatible with the historic character of the district and not necessarily with the building that it is replacing.

If 51% or more of the building's exterior main structure is preserved and repaired, in addition to the frontal porch and rear garage, then it could be argued that the building is still contributing, and therefore, does not diminish the overall integrity of the district. The design of the new structure would have to be kept fairly intact to suggest that the deteriorated building was repaired rather than replaced, though it would not have to match it exactly.

If only the interior space is gutted, and the outer shell repaired as is, and the frontal porch and rear garage with its concrete step attachment preserved, then it could be argued that no significant diminution of integrity of exterior, character-defining elements has occurred, thusly allowing the subject property to remain as a contributing property to the historic district.

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

Lang's Bungalow Court was designated with 11 of 13, or 85% of the original historic buildings still extant. The full demolition of the subject property would result in 10 of 13 historic buildings, or 77% of them, intact. It must be stated that while the subject property's main building setback from the center sidewalk seems historically appropriate, the provision of dual reduced side setbacks appear to overwhelm the site and the property to the north, where the latter's roof eave is nearly touching. Therefore, if demolition takes place, then consideration must be given to a replacement that increases the north setback and meets the more historic building placement on their lots, as well as, Lang's original intent. As such, a complete demolition of the building achieves merit when considering the existing setback issue and its nearly untenable relationship to the adjacent property to the north, which would not be approved under current City Code.

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

A full demolition would change the status of the subject property from contributing to non-contributing, which chips away at the south end of the historic district. It must be noted that it is a distinctive building architecturally, with limited examples found within City limits. Its current deteriorated condition does not seem to outweigh a requirement to continually preserve it. However, a compatible building that is not as dominating on the site, and perhaps better achieves a bungalow styling, could be developed. To assist with any future compatibility framework, the Landmark Designation application of Lang's Bungalow Court describes the subject property as a

Two story, rectangular plan, duplex, on continuous footing and foundation wall, terra cotta block (hollow tile) clad in sand finish conc. stucco. Two story front porch faces west entrance steps are brick, porch supported by 4 stuccoed masonry piers, ornamented with 6 wood knee braces, 1st floor enclosed with casement windows (original) 2nd floor open, wood ceiling, flat roof with parapet walls. Windows; wood casement 2/1, brick window sills. Roof; flat with, built-up surface (low pitched shed that drains east), parapet walls (except east). Interior central chimney. Detached one story masonry clad in stucco garage with flat roof, door faces south. Front yard contains; original hexblock walkway and small patio adjacent to south side of front porch, a perimeter wall of 2 courses of rusticated conc. blocks with cast cap and a corner pier

flanking central walkway, the wall extends east to the front porch of house. Style; Craftsman. Condition; fair. Exterior alterations; none visible.

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

Some demolition of the structural framework is required regardless of the decision to approve or not approve total demolition. So, denial of all demolition would likely cause a deprivation of reasonable use in that the building could not be successfully repaired. However, and again as a matter of degree, there is no evidence presented to indicate that partial denial of this COA will deprive the applicant/owner of reasonable beneficial use of the property, since the property can be developed through stabilization and repair.

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

There is no evidence provided to date that either full demolition or full repair as is of the subject property present any major obstacles at this time for being carried out by the applicant/owner. However, the time that the building has been under scrutiny for code enforcement should be carefully considered, along with the feasibility of successfully rehabilitating the building under a partial demolition approval condition. It may be prudent to require complete demolition based on considerations found elsewhere in this report.

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

This criterion is not applicable at this time. However, new construction requires CPPC approval under a COA. That could be accomplished through an extension of the COA herein, or through a totally new application.

Additional Guidelines for Demolition

1. *The purpose and intent of these additional requirements is to determine that no other feasible alternative to demolition of the local landmark can be found.*

The existing contributing building could conceivably be preserved in total; however, the feasibility of total preservation may not be warranted due to overriding factors of an advanced state of deterioration, lack of significance of secondary elevation walls, and ultimate façade preservation. Perhaps feasibility, that is, the economics, efficiency, and effectiveness of preserving the extant side and rear walls, floors, and roof are not as important as preserving the primary character-defining feature of the frontal elevation and its fenestration, which may also not be feasible in comparison to complete demolition. The side and rear walls proposed for demolition, as well as, the frontal half of the existing building, except for the rear roofline which has a characteristic offset, are eligible for re-creation using current materials and building practices. In this case, compatibility with the historic intent and design of the district appears to override compatibility with the building proposed for demolition, and its relationship and orientation to the central sidewalk.

2. *No COA for demolition shall be issued by the CPPC until the applicant has demonstrated that there is no reasonable beneficial use of the property or the*

applicant cannot receive a reasonable return on a commercial or income-producing property. The CPPC may solicit expert testimony and should request that the applicant furnish such additional information believed to be necessary and relevant in the determination of whether there is a reasonable beneficial use or a reasonable return. The information to be submitted by a property owner should include, but not be limited to, the following information:

a. A report from a licensed architect or engineer who shall have demonstrated experience in structural rehabilitation concerning the structural soundness of the building and its suitability for rehabilitation including an estimated cost to rehabilitate the property.

The subject property has been condemned on two separate occasions by the City Building Official. Staff has not received any documentation from a Registered Architect or Professional Engineer.

b. A report from a qualified architect, real estate professional, or developer, with demonstrated experience in rehabilitation, or the owner as to the economic feasibility of rehabilitation or reuse of the property. The report should explore various alternative uses for the property and include, but not be limited to, the following information:

i. The amount paid for the property, date of purchase, remaining mortgage amount (including other existing liens) and the party from whom purchased, including a description of the relationship, if any, between the owner of record or applicant and the person from whom the property was purchased, and any terms of financing between the seller and buyer.

Staff has not received this information from the applicant/owner.

ii. The most recent assessed value of the property.

\$73,939 per the Pinellas County Property Appraiser 2016 assessment.

iii. Photographs of the property and description of its condition.

See Appendix C.

iv. Annual debt service or mortgage payment.

Staff has not received this information from the applicant/owner.

v. Real estate property taxes for the current year and the previous two years.

2016=\$1,650.41 (\$1,584.39 due)
2015=\$1,589.32 (\$1,834.14 due)
2014=\$597.94 (\$703.10 due)

vi. An appraisal of the property conducted within the last two years. The City may hire an appraiser to evaluate any appraisals. All appraisals shall include the professional credentials of the appraiser.

Staff has not received this information from the applicant/owner.

vii. Estimated market value of the property in its current condition; estimated market value after completion of the proposed demolition; and estimated market value after rehabilitation of the existing local landmark for continued use.

Staff has not received this information from the applicant/owner.

viii. Evidence of attempts to sell or rent the property, including the price asked within the last two years and any offers received.

Staff has not received this information from the applicant/owner.

ix. Cost of rehabilitation for various use alternatives. Provide specific examples of the infeasibility of rehabilitation or alternative uses which could earn a reasonable return for the property.

Staff has not received this information from the applicant/owner.

x. If the property is income-producing, submit the annual gross income from the property for the previous two years as well as annual cash flow before and after debt service and expenses, itemized operating and maintenance expenses for the previous two years, and depreciation deduction and projected five-year cash flow after rehabilitation.

Staff has not received this information from the applicant/owner; however, the property has been vacant during the tenure of the applicant/owner's ownership. No income appears to have been produced.

xi. If the property is not income-producing, projections of the annual gross income which could be obtained from the property in its current condition.

Staff has not received this information from the applicant/owner.

xii. Evidence that the building can or cannot be relocated.

As a contributing property, there is no compelling reason for relocation, as the building likely does not qualify for individual historic designation, and does not appear to rise to a suitable level of significance by itself. In addition, the current condition of the building renders relocation as infeasible and economically impractical.

c. The CPPC may request that the applicant provide additional information to be used in making the determinations of reasonable beneficial use and reasonable return.

In its current condition, there is no reasonable use of the property. Reasonable beneficial use is likely only through complete demolition, or a successful, feasible rehabilitation, which likely includes partial demolition of deteriorated structural components and a timeframe and responsive City Code that provides certain exceptions to a phasing plan. Replacement with new materials does not necessarily change or alter the original design aesthetic, but does alter the original design since new methods and materials will be incorporated into the historic footprint of the building. Therefore, reasonable beneficial use, after rehabilitation, does not change the residential aspect of the property or district—it only sustains it. It must be noted that two properties are no longer residential in character.

d. If the applicant does not provide the requested information, the applicant shall submit a statement to the CPPC detailing the reasons why the requested information was not provided.

Staff has not received this information from the applicant/owner. The CPPC must consider the lack of supporting information that may be important to rendering its decision. It is important to note that the timing of this COA application, in relation to the potential for a deferral, would likely only be available for the January or February 2017 meetings.

3. The CPPC may ask interested individuals and organizations for assistance in seeking an alternative to demolition.

Other interested parties who purchase the subject property could provide such assistance through a more conservative rehabilitation that stabilizes the building in situ; however, the associated costs with such a rehabilitation that requires immediate stabilization, architectural design, and eventual construction improvements as part of a CPPC process is on its face, not economically feasible given the deteriorated condition of the main building, and its questionable value when considered by itself as separate from the larger collective of the historic district. Also, the given timeframe for required demolition constrains third party assistance.

4. The CPPC shall review the evidence provided and shall determine whether the property can be put to a reasonable beneficial use or the applicant can receive a reasonable return without the approval of the demolition application. The applicant has the burden of proving that there is no reasonable beneficial use of the property or that the owner cannot receive a reasonable return. If the applicant fails to establish the lack of a reasonable beneficial use or the lack of a reasonable return, the CPPC shall deny the demolition application except as provided below.

The potential of the subject property to be successfully rehabilitated without significant exterior modification is a matter of degree. Certainly, all or part of the main building could be stabilized to satisfy any condemnation and safety issues currently outstanding and imminent. Returning the deteriorated structural components, which for the east half of the building appear to require complete replacement of materials. The exterior shell could

conceivably be preserved with careful deconstruction and reconstruction, which is not practical or economically wise. In this case, planned new construction that is compatible appears to make the best sense, economically, and from an overall preservation standpoint.

5. The CPPC may condition any demolition approval upon the receipt of plans and building permits for any new structure and submission of evidence of financing in order to ensure that the site does not remain vacant after demolition.

Staff has not received this information from the applicant/owner.

6. The CPPC may grant a COA for demolition even though the local landmark, or property within a local historic district has reasonable beneficial use or receives a reasonable return if:

a. The CPPC determines that the property no longer contributes to a local historic district or no longer has significance as a historic, architectural or archaeological local landmark; or

b. The CPPC determines that the demolition of the designated property is necessary to achieve the purposes of a community redevelopment plan or the Comprehensive Plan.

The subject property continues to be a contributing property to the historic district in spite of its deteriorated condition. In preserving certain structural and architectural elements such as the façade and part of the side walls, the building can remain contributing. The alternative to complete or partial demolition could unfold as part of two scenarios: 1) The total failure of the building and its character-defining features through collapse or unmitigated degradation and vandalism; 2) A costly, economically non-viable rehabilitation according to exact original specifications that would likely not be realized.

7. The CPPC may, at the owner's expense, require the recording of the property for archival purposes prior to demolition. The recording may include, but shall not be limited to, video recording, photographic documentation with negatives and measured architectural drawings.

The applicant/owner has provided some documentation through a photographic inventory and elevation and interior space drawings. Additional documentation of architectural details, and building dimensions for the entire building or area of partial demolition shall be required prior to demolition (Approval Condition #3).

RECOMMENDATION

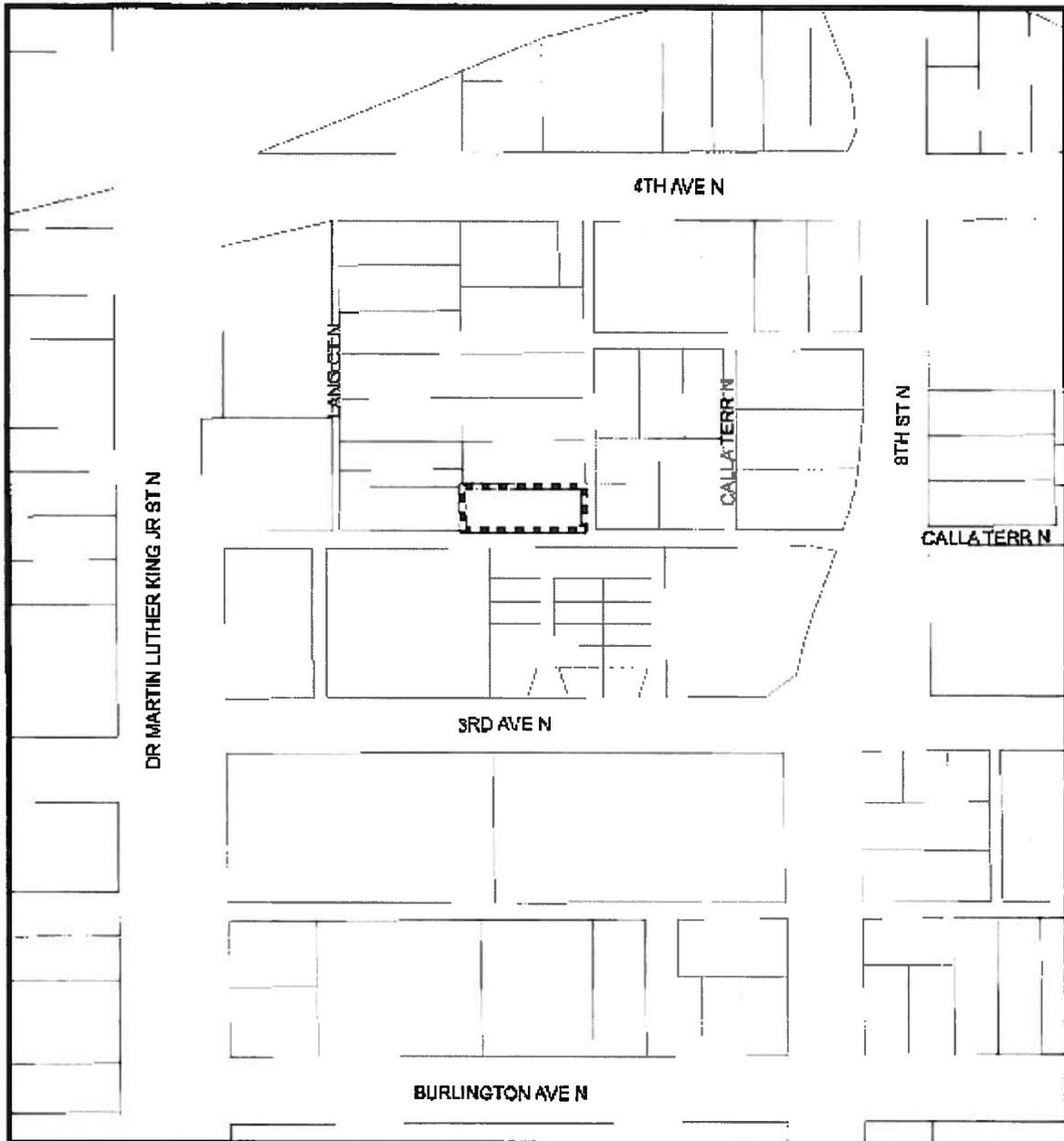
COA 16-90200044: City staff recommends that the Community Planning and Preservation Commission **Approve** the Certificate of Appropriateness request for the full or partial demolition of the buildings located at 335 Lang Court North, subject to **#1 or #2, and #s 3 and 4 of the following Conditions of Approval:**

1. If demolition of all buildings and structures is approved, then a plan and architectural drawings for new construction shall be submitted to the City for CPPC review and approval under a new COA application on or before June 13, 2017, or other time as determined by

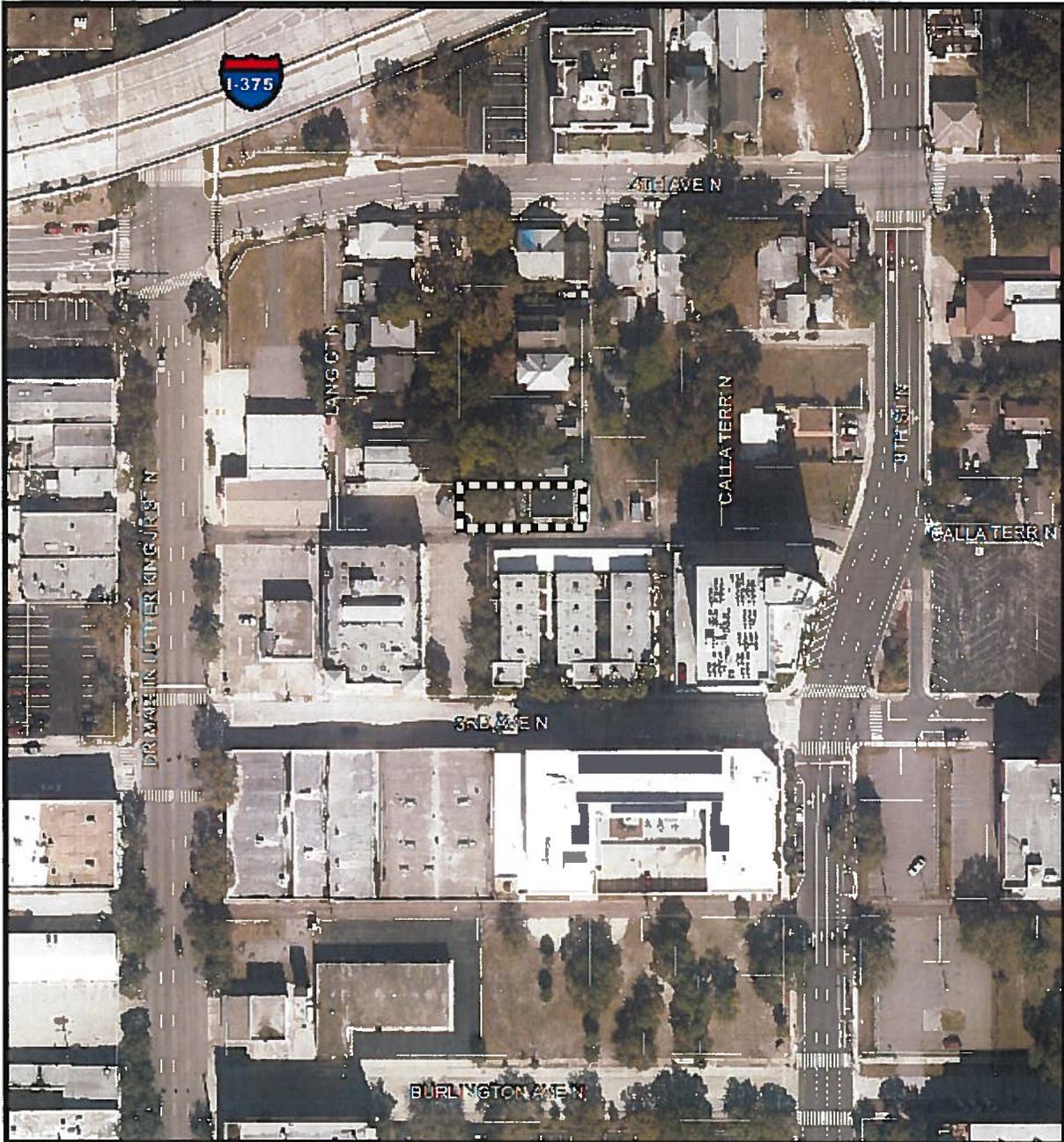
the CPPC. This shall include a restoration of the historic south subdivision perimeter knee wall.

2. If partial demolition is approved, then a plan and architectural drawings for new construction and rehabilitation shall be provided as part of this COA for Staff approval in association with the applicable Demolition Permit by the applicant/owner on or before February 17, 2017. The basic form, detailing, and fenestration of the existing building will be retained. This shall include restoration of the south subdivision perimeter knee wall. City Staff may refer the plan and architectural drawings for new construction and rehabilitation to the CPPC for review and approval
3. Complete or 51% demolition of the main building and preservation of the frontal porch and rear garage, if approved, shall require professional documentation of the building by City Staff or the applicant/owner.
4. If approved for more than 51% demolition or a loss of its most character-defining features, or both, the contributing status of the property shall be changed to non-contributing according to the applicable process.

Appendix A Maps



Community Planning and Preservation Commission		 N SCALE: 1" = 130'
335 Lang Ct N		
AREA TO BE APPROVED, SHOWN IN 	CASE NUMBER 16-90200044	

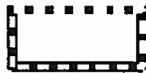


Community Planning and Preservation Commission

335 Lang Ct N

AREA TO BE APPROVED,

SHOWN IN



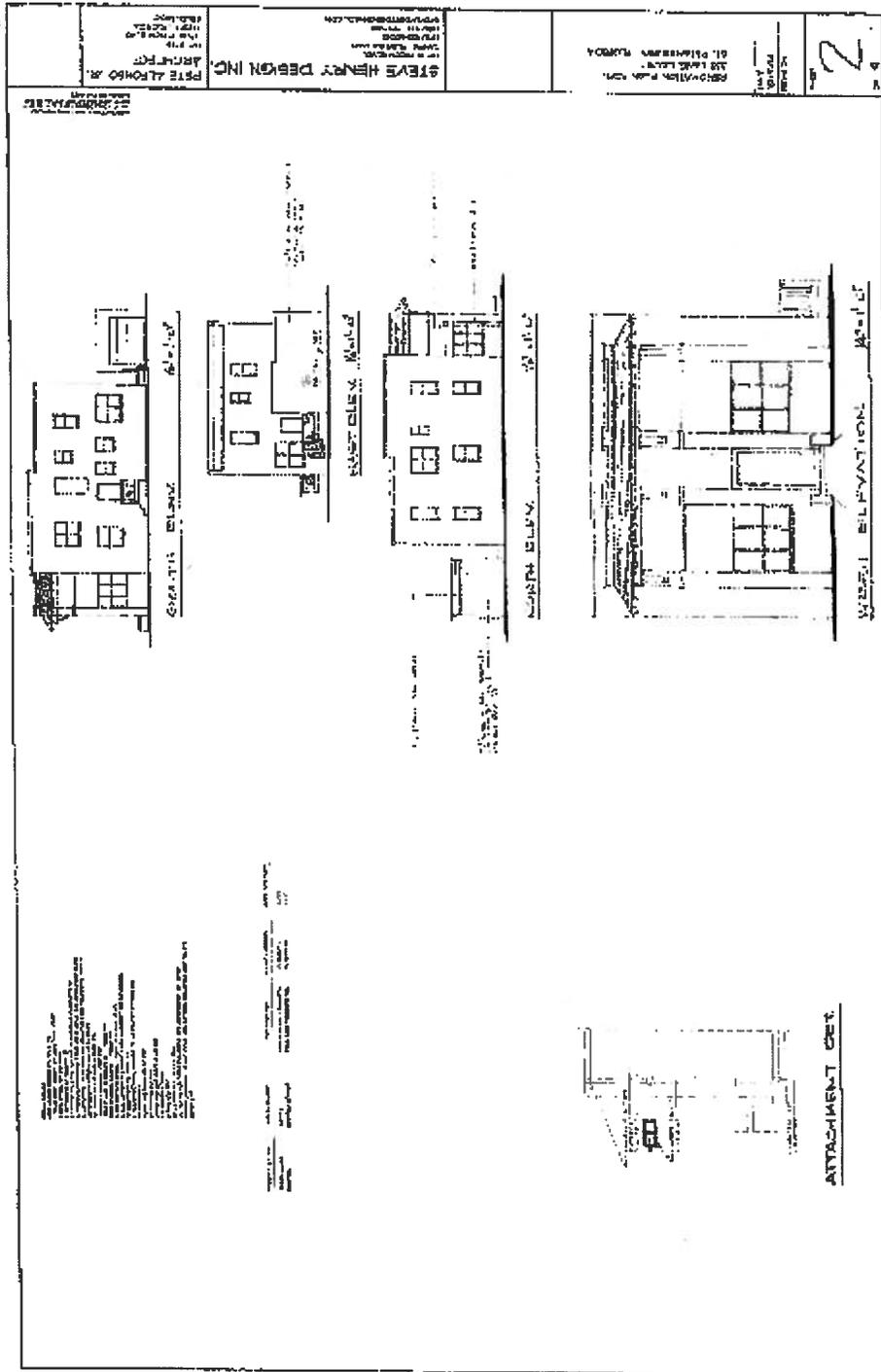
CASE NUMBER

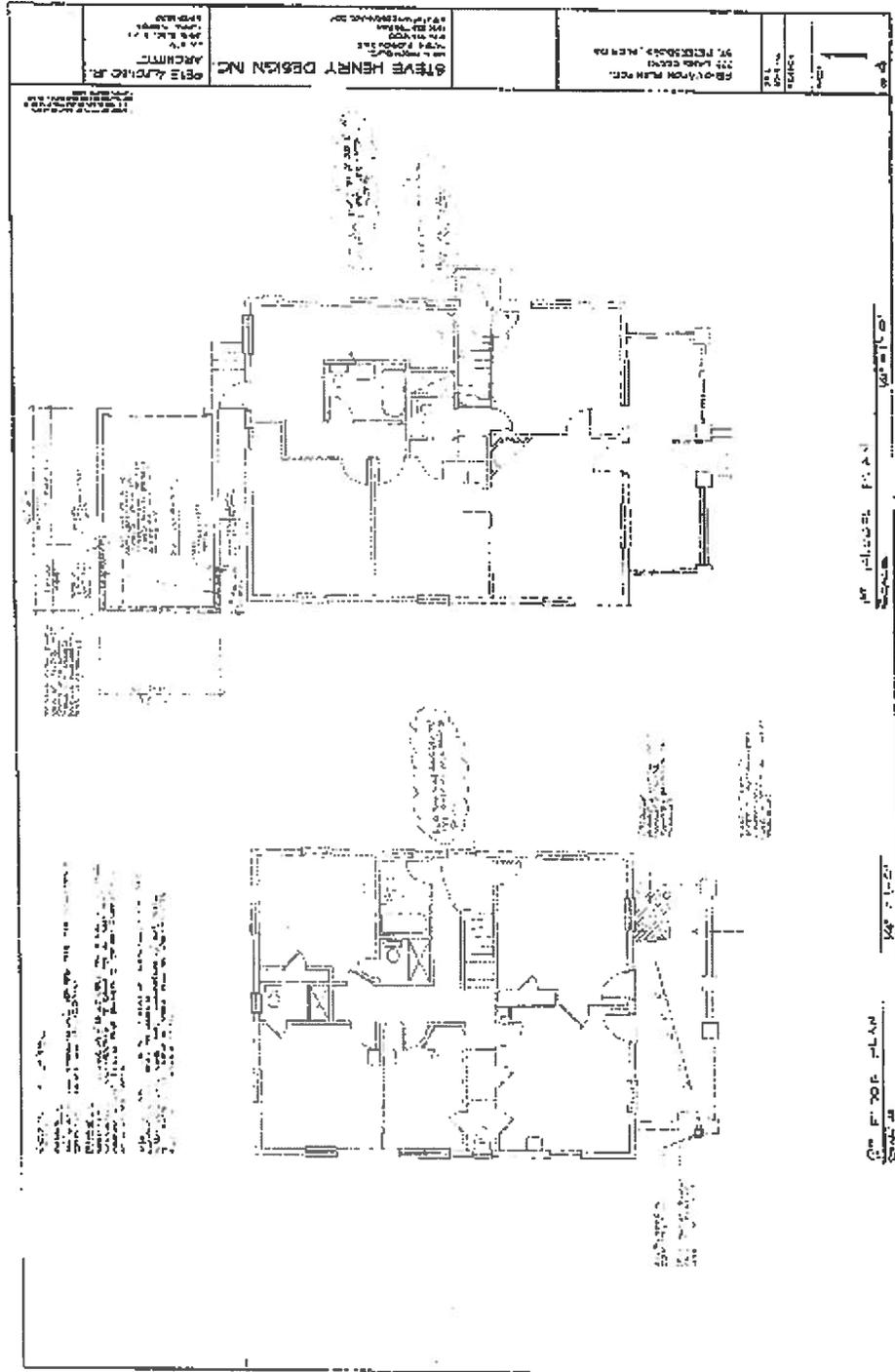
16-90200044



N
SCALE:
1" = 130'

Appendix B Building Drawings





Appendix C
Photographs (all photographs by City Staff, 2016)



Photo 1: Frontal facade facing east.



Photo 2: Decorative knee bracket supports at porch roof eave.



Photo 3: Brick window sill (typ.).



Photo 4: Window patten at south elevation.



Photo 5: Frontal porch stepped parapet.



Photo 6: South elevation upper steel door without fire escape.



Photo 7: Concrete step system between main building and garage.



Photo 7: Perimeter knee wall along south property line.

Appendix D Activity Timeline of Subject Property 2012-present

- 2010, 6/17; 2012 Plan to repair by previous owner not formalized
Code Enf Case 12-00017913
- 2012, 9/17: Demo permit not closed
- 2014, June: Historic LM District designation
- 2014, 6/25: Condemned by City BO
- 2014, 8/20: First Hearing order for Stipulation Agreement to expire Oct 20, 2014.
- 2014, 10/6: Owner request to enter into stipulation agreement to repair building
- 2014, 10/8: *Executed hearing order dated August 20, 2014 for the property located at 335 Lang Court N with an expiration date of October 20, 2014 shall be extended to November 20, 2014. All required documentation required to execute a stipulation agreement for the rehabilitation of said structure must be submitted prior to that date so the agreement may be prepared and executed by November 20, 2014. Those conditions are;*
- Complete and detailed inspection report of the structure from a licensed design professional identifying all conditions and disrepair*
 - Preliminary rehabilitation/construction plans for rehabilitation of the structure prepared by a licensed design professional*
 - Detailed written cost estimate based on the design professional's report prepared by a licensed contractor*
 - Time schedule for all phases of the rehabilitation work to be completed*
 - Evidence of financing*
 - Performance bond equal to cost estimate provided by the contractor may be required at the discretion of the Building Official (not required at this time)*
- 2014/11/17: AVT (14-90400011) Part 1 signed by Hippert
- 2014, 11/20: Hearing Order extended to this date
- 2014/11/24: AVT emailed to staff by Hippert
- 2014/11/24: AVT sent to PA
- 2014, 12/1: Hippert prepares work proposal for main house at \$47k; Received by City 12/19
- 2014, 12/22: staff inquiry sent to Hippert re: proposed work
- 2014 Bldg permit (14-12000993) for main house repair
- 2015 Bldg permit (15-03000352) for garage
- 2015/1/5: Response from Hippert re: scope of work for main house
- 2015/3/3: COA application 15-90200022mm submitted by Hippert
- 2015, 4/15: AVT (14-90400011) staff approved—retain interior railing/stair, repair windows/doors or match
- 2015, 4/15: COA (15-90200022) staff approved for rehab of main bldg—condition applies to any change in materials requiring staff approval
- 2015, 10/15: COA #15-90200022mm expired.
- 2015, 12/18: Extension request to 3/31/16 for Bldg permit (14-12000993) for main house repair—already repaired (added) non-appropriate roof above porch, replaced deteriorated wood trim, porch floor and wall repaired at front; garage nearly complete
- 2016, 4/11: Connor (eng) suggesting demo of side/rear walls and retain porch
- 2016, 4/19: Connors contact Frey for on-site mtg
- 2016, 4/21: Met at property with owner & eng

- 2016, 4/25: Post-site visit email to owner—“...reciprocal plan of preservation for retaining/salvaging historic features also be provided per our on-site discussion. I understand that preserving the 2-story front porch and the existing fireplace/chimney, and windows are preliminary suggestions. In addition, the exterior elevations of the new building must be designed so they match the existing exterior per the Secretary of Interior's Standards for New Construction.”
“...if the emergency status of the building structure is somehow imminent, requiring a quicker action than would otherwise be granted through the normal COA/CPPC process, then I would suggest coordinating a partial demo through the Building Department with supporting evidence by a licensed engineer/architect and the Building Official as to the building's potential for failure as a safety hazard. If the emergency demo and/or stabilization is routed through the historic preservation division, then I would review and sign off according to the appropriate procedure, with conditions requiring the above plans.”
- 2016, 4/29: Neighbor complaint: “We've become quite concerned about the state of No. 335, next door to us. Today we noticed swarms of insects at the south facing windows (as you know, the house is open, with most windows missing or broken. Six or seven cats live in there). The rotten window sills nearest to us are right now alive with termites carrying their goods. One sill on the second floor seems itself to be alive. Are we able to make an appeal to the city for a speedier resolution to this derelict?”---forwarded to Mike Connors (eng)
- 2016, 6/10: Frey emails Connors-status update—responded 6/13 that “The owner is soliciting temporary bracing and partial demo bids.”
- 2016, 7/12: Bldg permit 14-12000993 expired (voided Oct 7, 2016)
- 2016, 9/16: Owner (Hippert) requests 6-month extension to complete work pursuant to COA 15-90200022, and bldg permits for house (14-12000993) and garage (15-03000352)
- 2016, 9/28: Dunn suggests closing out garage permit and reapplying for demo permit
- 2016, 9/30: Letter from Hippert requesting demolition of main building
- 2016, 10/28: Deadline authorized by BO to submit revised work plan for rehab
- 2016, 10/11: **BO terminates Stipulation Agreement—requires owner to submit DEMO appl by Nov 14, 2016 to be completed by Feb 17, 2017-notified of COA/CPPC requirement**
- 2016, 10/26: Hippert applies for COA to demo main bldg (COA 16-90200044)—renders AVT null and void
- 2016, 11/1: On-site visit with Hippert to discuss demo/rehab
- 2016, 11/3: Frey emailed phasing idea to Hippert
- 2016, 12/13: CPPC hearing
- 2017, 4/15: AVT expiration

Appendix E
Stipulation Agreement



codes compliance assistance department
post office box 2842 st. petersburg, florida 33731-2842

Termination of Stipulation Agreement and Final Notice of Demolition

October 11, 2016

Michael Hippert
955 Central Avenue
St. Petersburg, FL 33705

Re: City Demolition Case No. 12-17913
335 Lang Court North – Duplex & Garage

Mr. Hippert:

This is to inform you that the conditional approval of the demolition appeal for 335 Lang Court North has been terminated, the appeal is considered denied. The owner, Michael Hippert, has until November 14, 2016 to have a licensed contractor submit applications for demolition permits for both structures. Demolition of the structures must be completed no later than February 17, 2017. Pursuant to Paragraph 12 of the stipulation agreement dated December 10, 2014, the City intends to proceed with demolition of the structures located on the subject property unless the aforementioned conditions are met. Demolitions must be performed in accordance with the City Historic Preservation Requirements. Please contact Larry Frey, Historic Preservationist (727)892-5470, for further information.

The conditional approval of your appeal of the Building Official's decision to demolish the subject property was contingent on performance under the stipulation agreement. You agreed to certain provisions and certain due dates, and as part of this agreement stipulated that if any of the terms of the agreement were not met, the appeal would be considered denied and the City would proceed with the demolition of the condemned structures.

The termination of the stipulation agreement is based on your failure to meet the requirements and deadlines set forth in Paragraph 9 – Performance Completion Date (June 19, 2015). Two extensions to the Performance Completion Date were granted, final expiration date was June 29, 2016. Further, building permit #14-12000993 expired on July 12, 2016 with no significant work completed (permit voided October 7, 2016).

If you have any questions regarding this notice, please contact the Building Demolition Coordinator, Dennis Weber, at (727) 892-5549.

Sincerely

A handwritten signature in black ink, appearing to read "Rick Dunn".

Rick Dunn
City Building Official

cc: Heather Judd, Assistant City Attorney
Rob Geides, Director - Codes Compliance Assistance Dept.
Dennis Weber, Building Demolition Coordinator

CHALLENGE WITH COMPLIANCE & EXPIRED STIPULATION

9/30/2016

RE: Permit #14-12000993

Address: 335 Lang Ct. N – St Petersburg, FL 33701

Attention: Mr. Rick Dunn

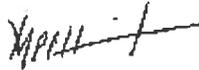
Mr. Dunn,

This letter is to inform you that there is a challenge with compliance with the expired stipulation agreement regarding permit #14-12000993 (The Main Structure) located at 335 Lang Ct N.

Also to acknowledge that the stipulation agreement and permit number #14-12000993 is terminated due to the brittle condition of the main structure which is beyond repair as determined by our engineer and prior city inspections. To close out this parcel we would have to request and obtain a demolition permit through the demolition contractor and provide you with a completion schedule.

Thank you for your professional help and trying to preserve this structure along the way.

Best Regards,



Michael Hippert

727-367-2512 mike@cpcci.com

Appendix F
COA Application

See following sheets



CERTIFICATE OF APPROPRIATENESS

Application No. 16-902000 4A

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

GENERAL INFORMATION	
NAME of APPLICANT (Property Owner): Michael Hippert	
Street Address:	335 Lang Ct N
City, State, Zip:	St Petersburg, FL 33701
Telephone No:	727-224-7602 & 727-367-2512
Email Address:	mike@otxi.com
NAME of AGENT or REPRESENTATIVE: N/A	
Street Address:	N/A
City, State, Zip:	N/A
Telephone No:	N/A
Email Address:	N/A
PROPERTY INFORMATION:	
Street Address:	335 Lang Ct N, St Petersburg FL 33701
Parcel ID or Tract Number:	19-31-17-49932-000-0080
General Location:	Lang's Bungalow Ct.
Designation Number:	<u>HPC 14-90300002</u>

AUTHORIZATION

City staff and the designated Commission will visit the subject property during review of the requested COA. Any code violations on the property that are noted during the inspections will be referred to the city's Codes Compliance Assistance Department.

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

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

Signature of Owner / Agent: Michael P. Hippert Date: 10-26-16



CERTIFICATE OF APPROPRIATENESS

NARRATIVE (PAGE 1 OF 2)

All applications must provide justification for the requested COA based on the criteria set forth in the Historic and Archaeological Preservation Overlay (City Code Section 16.30.070). These criteria are based upon the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties (available on-line at www.nps.gov/history/hps/tps/standards_guidelines.htm). Please type or print clearly. Illegible responses will not be accepted. Please use additional sheets of paper if necessary.

GENERAL INFORMATION

Property Address: 335 Lang CT N. St Petersburg, FL 33701 COA Case No: 16-9020044

Type of Request

- Alteration of building/structure
- New Construction
- Relocation
- Demolition
- Alteration of archaeological site
- Site Work

Proposed Use

- Single-family residence
- Multi-family residence
- Restaurant
- Hotel/Motel
- Office
- Commercial
- Other

Estimated Cost of Work: 10,000.00

WRITTEN DESCRIPTION OF PROPOSED WORK

Explain what changes will be made to the following architectural elements and how the changes will be accomplished. Please provide a detailed brochure or samples of new materials.

1. Structural System

Demo of Main Structure Structure

2. Roof and Roofing System

Demo of Main Structure Roofing



CERTIFICATE OF APPROPRIATENESS

NARRATIVE (PAGE 2 OF 2)

3. Windows

~~Demo Main Structure~~

4. Doors

~~Demo Main Structure~~

5. Exterior siding

~~Demo Main Structure~~

6. Decorative elements

~~Demo Main Structure No Decoratives~~

7. Porches, Carriage Porch, Patio, Carport, and Steps

~~Demo Main Structure - Not Garage - keeping garage.~~

8. Painting and/or Finishes

~~Demo Main Structure~~

9. Outbuildings

~~NA - Keeping Garage~~

10. Landscaping, Parking, Sidewalk, Garden features

~~Clean up yard~~

11. Other

~~Demo Main Structure & keeping existing repaired garage.~~



**CITY OF ST. PETERSBURG, FLORIDA
PLANNING & ECONOMIC DEVELOPMENT
DEPARTMENT, URBAN PLANNING & HISTORIC
PRESERVATION DIVISION**

STAFF REPORT

COMMUNITY PLANNING AND PRESERVATION COMMISSION - CERTIFICATE OF APPROPRIATENESS (COA) REQUEST

For **Public Hearing** and **Executive Action** on **December 13, 2016** beginning at 3:00 P.M., Council Chambers, City Hall, 175 Fifth Street North, St. Petersburg, Florida

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

Case No.:	16-90200045
Address:	123 Fourth Street South
Legal Description:	TIMES PUBLISHING CO BLK 38 PARTIAL REPLAT BLK 1, THAT PART OF LOT 2 DESC BEG NE COR OF SD LOT 2 TH S00D04'16"E 220.02FT TO SE LOT COR TH S89D55'25"W 136.48FT TH N00D04'16"W 34.34FT TH N89D25'25"E 25.50FT TH N00D04'16"W 185.70FT TO N LOT LINE TH N89D56'03"E 110.98FT TO POB
Parcel ID No.:	19-31-17-90995-001-0021
Local Landmark	Tramor Cafeteria (HPC #90-04)
Owner(s):	Second City Properties, LLC
Request:	Request for a Certificate of Appropriateness for the construction of an ADDITION to a Local Historic Landmark building.



Hofbrauhaus (Tramor Cafeteria), 123 Fourth Street North, looking Westerly. Photo by Staff 2016.



Proposed addition; drawing submitted by architect for applicant, 2016.

PROJECT OVERVIEW

The Tramor Cafeteria was designated a local landmark in 1991 under HPC #90-04. As such, exterior alterations or additions to the building require a COA. The evaluation of alterations and additions are important in terms of compatibility with the date and style of historic architecture as it relates to design, scale, mass, and orientation, as well as its historic appearance and relationship to the site upon which it was constructed. The building, though altered in 1985, was recognized as part of its 1991 historic landmark designation for having significance related to its association with Elliot Hadley as the architect of record, its architectural design quality, and its unique Mediterranean Revival architectural styling.

The property owner is requesting a Certificate of Appropriateness (COA) for the construction of an attached, 1,070 square-foot, 25/30.9-foot tall building to be used as a microbrewery facility to allow customers to visually experience the brewing process and the associated equipment for creating craft beers on-site. The existing parking facility lying immediately north and now legally described as part of the overall property, is proposed to be enlarged as part of the overall project. According to City Code, and to assist with the land use implications for this review, the most appropriate use descriptor resulting from the function of the addition in association with the existing restaurant appears to be as a *brewpub*, compared as follows:

***Brewpub:** Establishments that are primarily a restaurant and bar, but which include the brewing of beer as an accessory use. A brew pub produces only enough beer for consumption on the premises or for retail carryout sale in containers commonly referred to as growlers. [permitted principal use]*

***Microbrewery:** Establishments that are primarily a brewery, which produce no more than 15,000 barrels (465,000 US gallons/17,602.16 hectoliters) of beer per year. Microbreweries sell to the general public by one or more of the following methods: the traditional three-tier system (brewer to wholesaler to retailer to consumer); the two-tier system (brewer acting as wholesaler to retailer to consumer); and, directly to the consumer for consumption on the premises or for retail carryout sale. [requires special exception]*

The overall dimensional footprint of the proposed addition at ground level is 30' x 39', representing approximately 1,070 square feet. The proposed building design reveals it being attached via a single 30-foot length of wall rising at the northwest corner of the existing historic building to a beginning roofline of 25 feet, with a peak ridge height of 30'9". According to early Sanborn Maps, the tallest point of the beginning roofline of the historic building was 26 feet, which appears to have been measured to the first horizontal run a couple of feet below the eaves of turret towers, with the latter rising to approximately 28 feet. It is likely that the 26-foot line marked the beginning of the main central roof formed by large trusses.

The side elevations revealed an odd formation, whereas the entire south elevation between the turret towers did indeed run as a single height parapet wall to 26 feet in height having been historically open on its sides for the westernmost 35 feet or so. The north elevation had originally faced an alley (now vacated) and another building (now demolished) and revealed an odd configuration with its parapet wall stepping down as it extended westward from the turret tower at approximately 26 feet in height for approximately 38 feet, further stepping down to what had been an open section of approximately 12 feet in height, reaching today to 14'4".

Today, the northwest tower, which is actually a return wall, originally served as a flat-roofed boiler stack/utility feature with dimensions of approximately 20' x 16', and did not historically

have a pyramidal roof. Its height is approximately 26 feet, with the open extension wall extending to its east achieving a height of approximately 22'8". This return wall is a later, non-historic 1985 addition that is 3'2" wide that in part, was redesigned when the original rear section of the building and the larger corner tower was replaced. This north elevation thusly reveals a remarkably altered condition from its pre-1985 appearance.

There is no proposed internal passage between the existing historic building and the proposed addition, which is specified for a single door entry at its east elevation, and a loading door at its north. While the proposed addition would connect to the altered, but historic building wall and its 1985 alterations, which triggers this COA process, it is important to note that it occurs mostly outside of the original designation legal description building footprint of 100' x 130', more or less. The proposed addition therefore, mostly affects the existing parking area, which was originally an alley area facing a separate building to the north. In addition, the north elevation wall historically revealed piping, mechanical equipment, and electrical conduits exposed along much of the exterior. Also, chain link fencing appears to have been placed along the open areas of the rear areas of the north and west elevations. On-site measurements and 1985 construction drawings confirm some of these dimensions.

Certain Variances to the Land Development Regulations are also being considered herein, as they pertain to: 1) minimum parking required as a result of increased square footage; 2) parking perimeter wall triggered by an the increased parking area; 3) wall composition and transparency [30%]; and 4) loading door visibility along a public street. The submitted site plans appear to have incorrect or missing height measurements that do not allow a good comparison of proposed heights versus existing, and are otherwise incomplete for a thorough analysis, yet the impact of the proposed project and the application materials submitted to date are deemed reviewable. It is anticipated that the applicant/owner will provide the necessary plans and documentation in the future regarding the perimeter wall for the parking area, necessary tree removal permits, avoidance of the existing 10-foot wide street easement and 25-foot radius, a landscape/irrigation plan, wall composition and fenestration redesign, and other information that may be necessary for a complete review. In addition, a precise zoning review should provide an official determination that the existing open space at the proposed parking area is not a required condition pursuant to a previous approval (Approval Condition 6).

History and Significance

Historical Context

First developed as Bob's Cafeteria by restaurateur Robert Ely in 1929, the building's Mediterranean Revival architecture was designed by the firm of Hadley and Nordstrum, Architects and Engineers. The cafeteria first opened on January 17, 1930. Ely is acknowledged by some as the first person to open a cafeteria-style restaurant in the City beginning in 1913, operating cafeteria establishments in the Snell Building (Bob's Spanish Village) and the Alexander Hotel. It became the Holsum Cafeteria in 1931 when leased by Holsum Cafeteria, Inc., and operated by Miami entrepreneur J.S. Dumas, who managed the Miami business of the same name.

In 1937, the building was purchased by Landar Haige and his three brothers who renamed it the Tramor Cafeteria in 1939 after extensive renovations. Tramor Cafeteria served thousands of soldiers during World War II, which helped to sustain its success when local patronage and tourism declined as a result of the war. In 1981, it was purchased by the St. Petersburg Times Publishing Company, who also made substantial renovations, and used the building for an employee cafeteria, and subsequently under various leases until 2014 when it was purchased by Second City Properties, LLC and became the Hofbrauhaus.



Former Tramor Cafeteria façade in 1984, just prior to extensive renovations by the St. Petersburg Times. (City file)

Architectural Significance and Description

The architect for the original building was Elliott Hadley, a local, prominent architect who designed several buildings in St. Petersburg. The cost of \$65,000 to construct the building in 1929 would calculate today to approximately \$900,000. The original masonry and steel building with exterior stucco was designed to have a Mediterranean Revival styling outside, while patrons inside could have the sense of dining in an outdoor, open hacienda patio. The building features a symmetrically massed frontal façade consisting of a central horizontal block bracketed by two-story end towers, referred to as turrets. According to Sanborn Maps and early photographs, each corner of the building appears to have been originally designed with these corner elements. The northwest corner, where the addition is proposed, appears to have been different from the other three corners in that it served as a mechanical conduit for the earlier restaurants and has always retained a flat roof.

Three different roof systems were originally incorporated into the building's design. Low-pitch Spanish-tiled, pyramidal roof systems cap each of the three existing towers, as well as, the front roof pitch. The main building roof consists of a built-up adhered membrane covering its multiple pitch system to accommodate the unusual curved trusses that provide the underlying form. These steel airport hangar trusses were purchased by Robert Ely from administrators at what was then known as the Grand Central Airport located at Weedon Island (later known as Sky Harbor). A ballasted membrane accommodated the flat roofs along the sides and above the frontal canopy, though it is unclear if this system type is used today. Generous eaves reveal continuous runs of decorative wood support brackets.

An array of windows and transoms puncture the buildings' east, north, and south elevations revealing alterations over time, though a pattern of 6/1 and 3/1 window sashes in singles, pairs, and triples appear consistently at the upper and lower stories, respectively. The frontal façade at the east reveals a distinctive window and fenestration package. A band of large, single, fixed plate windows ($\pm 57'' \times 70''$ each) comprise each tower's lower front and side elevations, while 6/1 double hung window pairs grace the upper plane of each tower behind a balconette. These windows today only reference the earlier configuration at the lower story corners that formerly served the separate businesses behind them; the corner end windows replaced what were originally entries, with the southeast corner having been recessed up to 1985. A lower frontal arcade of windows between the end turrets, reveal rounded upper fanlights that strengthen the Mediterranean flair. These seven-light divided fans complete the lower casement window sets, which occur in three panels each with four lights, with the end windows having narrow, distinctive fixed light surrounds, unlike the other single fixed plate sets. Also at the frontal façade, the arched windows reveal tile inlay surrounds as a matte trim, which is also referenced

at the lower bulkhead beneath each window, and around the single, centered upper window and at the upper sills. The main entry here reveals a surround of glazed, colored tile reminiscent of Cuban derivation. Heavy concrete sills occur at the north and south windows.

Decorative wrought iron balconettes project slightly from the upper windows of the three main corner turrets today, providing decoration and protection for the 6/1 double-hung window pairs behind them. Each balconette is adorned with a tiled hood supported on thick wood frames that are likely made of cypress; carved brackets repeat along the roof eaves around the building. A rebuilt, distinctive, wood canopy projects from the main entry for a generous cover along the 4th Street South elevation. The main entry doors here are from 1985. Newer entry doors appear at all of the three other elevations, as well.

As referenced above, the central interior seating area is perhaps one of its most distinguishing features, though also heavily altered. It was intended to convey a feeling of outdoor patio seating with its large, arched ceiling painted to resemble the sky. Internal rough cypress structural beams are markedly present, and were decoratively painted later in 1937 under the Haige ownership.

Previous Alterations

Extensive alterations have been made to the building since its original 1929-1930 construction. Due to excessive damage during the first few years of restaurant use, the first renovations were completed by the Haige brothers in 1939 after their purchase of the building in 1937. This included redesigning the side mezzanines, adding the rear mezzanine, changing the rest rooms, and re-plastering the interior walls. The Haige's also added ornate light fixtures at this time, while adding four striped, retractable awnings over the 4th Street and 2nd Avenue South elevations in 1949, the latter which are no longer extant. Additional interior renovations took place in 1963, 1979, and 1985.

Extensive renovations occurring as part of the Times Publishing purchase in 1985 resulted in the most dramatic changes to the building and site. The former rear area kitchen area that encompassed the rear 28'6" x 85' feet of the building, including the northwest turret were completely demolished and not replaced. The southwest turret was partly demolished and reconstructed into its present configuration, including the addition of a knee wall at its west elevation. The removal of the northwest tower resulted in a 3½-wide return wall. New balconettes were added to the west and north elevations of the southwest turret and to the north elevation of the northeast turret. The original metal of the balconettes were repaired, and the roof eaves were also extensively repaired. The upper exposed space above the first floor at the rear north elevation was redesigned as an outdoor deck for dining that included the 8x8 framing and header and railing that today gives it a modernized aesthetic. Wood screens were added to the large wall openings at the south elevation. None of the historic signage is present today.

Frontal façade

The early building revealed a clipped, or recessed first story recess with entry at the southeast corner, which has been altered to a simple perpendicular corner with no entry. This important alteration was not documented as part of the 1991 designation application. The former store entry at the northeast corner of the façade was also removed in 1985 and replaced with a fixed plate window resulting in a symmetry of the façade that was not historically present. Both of these fixed-plate window configurations, including their respective north and south "wraps" were reconstructed in 1985, when some of the decorative ceramic wall tiles were also removed. Each end along the frontal façade then, appears as a ribbon of three fixed plates today. Historically, one "store room" each was located at the north and south corners along 4th Street South, which were occupied by separate commercial businesses.

The aluminum awning windows at the frontal and south elevations were restored to more historic double-hung configurations. This included restoring the 6/1 double hung window to the centered upper story window at the frontal façade. At that time, the soffit and fascia of the main entry wood canopy was also rebuilt, and the front entry doors were removed.

In 2015, the conversion to the Hofbrauhaus authorized exterior changes/additions to the signage under COA 15-90200024. Additional alterations to two side elevation windows under COA 15-90200033 appear to have been applied for but not processed fully, though they appear to have been completed under separate building permits. New restrooms and a redesigned kitchen were also completed under approved building permits.

REVIEW OF CERTIFICATE OF APPROPRIATENESS

The evaluation of new construction as part of the COA process is important in terms of ensuring compatibility with the historic character of local historic landmark buildings as it relates to design, scale, size, mass, and orientation, relating in part to its appearance and architectural styling. In approving or denying COA applications for new construction, the CPPC shall consider the *Request for New Construction Assessment* criteria below as part of their decision-making process. These criteria are based on the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, as well as, recognized standards of urban design, cultural landscape, and historic preservation review. The guidance provided by U.S. Secretary of the Interior is intended to assist reviewers and decision-makers in considering how additions can be made compatible with local approved historic buildings, in part by recommending that:

A new addition should be simple and unobtrusive in design, and should be distinguished from the historic building—a recessed connector can help to differentiate the new from the old;

A new addition should not be highly visible from the public right of way; a rear or other secondary elevation is usually the best location for a new addition;

The construction materials and the color of the new addition should be harmonious with the historic building materials; and

The new addition should be smaller than the historic building—it should be subordinate in both size and design to the historic building.

Request for New Construction Assessment

General Criteria for Granting Certificates of Appropriateness

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

For a proper evaluation, it is important to assess the impact to the physical materials of the historic building, and how inconspicuous or not the proposed addition is in relation to the historic building according to two points. First, the proposed addition suggests a direct physical attachment of approximately 30 feet in length, and upward extending at or above the height of the historic roofline of the north wall of the main building inside of the semi-open deck. The total lower story impact to historic materials is approximately 360 square feet. This includes the removal of five historic 3/1 windows, all of which are now paired, leaving one single double-hung intact out of the three pairs. One first floor window was

removed in 1985 that was part of a triple set (now a pair). A lesser physical impact occurs to the semi-open wall plane above the 12-foot line of the lower parapet wall at approximately 300 square feet. Much of this exterior element reveals an existing open extension now serving as a terrace or open balcony that was also altered extensively in 1985 and was formerly part of what was the most utilitarian elevation of the building. Much of the former mechanical equipment here was relocated to the south elevation open area. With additions, a modicum of material loss is expected, and in this case, the amount of affected material loss is minimal, especially considering that no internal connection will displace what remains of the altered historic wall.

Second, according to the U.S. Secretary of the Interior's guidelines referenced above, the proposed addition does not appear to be inconspicuous given its relative scale and the proposed elimination of open space vegetation that would otherwise obscure and soften the building from the north and east visual fields of view from the public rights-of-way. However, its location along the rear corner of the north elevation makes use of what is considered to be a secondary elevation apart from the frontal façade, and is set back from that portion of the north elevation nearer to 4th Street, as well as, a fair distance from 1st Avenue South. It must also be considered that historically, this elevation had limited public exposure, facing what had been an alley earlier, as well as, the side of a separate building, and was not intended for public appeal. In considering this location for the addition, it tends to better preserve the more prominent historic architectural integrity of the landmark building's intended frontage along 4th Street South. It must also be noted that there are no other available sides for the proposed addition, given existing walkways, space between buildings, internal functions, etc.

While the addition is indeed smaller than the overall historic building, its prominence does not appear to be subordinate to it, but is nevertheless compatible (see north elevation comparative drawing below). In this case, the proposed building addition's roofline and fenestration runs are fairly compatible if differentiated from the historic. Mitigation of the above factors should at least include a redesign of the fenestration package to include: 1) articulated offsets that separate the historic from the new; 2) elimination of the balconette at the north elevation; and 3) preservation of the historic windows (Approval Condition 1).

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

Though it references the stylistic character of the historic building, the proposed addition does tend to overwhelm the historic building, creating a heavy corner architectural element that contrasts recognized standards. Much of this overwhelming character is complicated by the proposed building's bulk, and there does appear to be a disconnect between the horizontal flow of the proposed addition, as designed, against its counterpart historic elevation walls where historic windows are more sporadic and less contrived (Approval Condition 5).

The addition may be made more sensitive to the above factors if consideration is given to increasing the horizontal and window references without exact matching, and perhaps reducing the structure's overall size, the latter which does not seem a viable option given the nature of the spatial requirement for the proposed brewing process. In addition, articulated offsets strategically placed as part of the elevation walls may help improve referential flow, and soften the big-box effect than currently designed (Approval Condition 1).

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

The designation of the Tramor Cafeteria as a local historic landmark is based mostly on criteria related to its characteristic architecture. Historic records indicate that the building, especially its frontal façade, has maintained much of its original form and materials that would likely be recognized today in comparison. Interim alterations are acknowledged as a layering of communication between designers, owners, and users over time. With the proposed addition, only a small percentage of the total character-defining features of the historic building will be directly affected. This also includes a secondary wall area set back a fair distance from the street, and an already altered upper wall area that would be otherwise improved from its historic intent. The exterior stucco, though likely resurfaced from its original application, should be slightly different from that of the main building.

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

There is no evidence presented to indicate that denial of this COA and implied variances will deprive the owner of reasonable beneficial use of the property, though it is suggested that the purpose of the addition is to lower operational costs of this particular business. In some cases, the ability to revitalize a historic building should be balanced with its continuing operation and success, including the ability of the owner to remain competitive and meet customer demand. However, unlike many other downtown businesses, the subject property does already have off-street parking for which any enlargement and variance should not necessarily be linked to the proposed addition.

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

The proposed plan for an addition and parking area improvements are reasonably designed and do not appear to present any major obstacles at this time for being carried out by the applicant/owner.

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

The proposed addition, if designed effectively, could be a positive addition to the historic building with further exploration between the applicant and City Staff. Without such discussion, a concern remains that the addition's size, and the impact to the north elevation outweighs the benefit of its permanence. In other words, what becomes of the addition if the building changes ownership within a relatively brief amount of time, or if the use changes or is minimized? While adding a brewery facility is a common adaptive reuse for many historic buildings, such new additions should be clearly reversible, or allow a continuous, compatible feature to the historic character of the resource. In this case, it is important to preserve the affected windows to meet the opportunity of reversibility of the effect.

Additional Guidelines for New Construction

1. *The height of the proposed building shall be visually compatible with contributing resources in the district.*

The height of the proposed building reaches 25 feet to its beginning roofline and a maximum of 30'9" above grade to its roof ridge. This height, for a two-story accessory structure is not uncommon, but is less common for what is really a one-story use. This height, in direct relation to its bulk, while lower than the corner turret eaves, still appears to overwhelm the historic building. However, in this case, in thinking out of the normal references to a more subordinate addition, and in spite of the larger size, the purpose of the addition may benefit the historical narrative behind the building leading up to its current use as a quality adaptation that nurtures its economically viable use. The "simple drawing #1" (pg. 11) allows a basic comparison of the existing mass of the building with the proposed.

The proposed hipped roof does reference the roof planes and shapes of the historic building that are visible. In this case, the pyramid shape is evident in comparison to the historic turrets. The plane of the hipped roof references the horizontal roof plane above the frontal façade. The rectangular shape of the addition creates the need for the roof shape, which if eliminated may actually help to establish a more subordinate visual compatibility with the existing, historic roofline. The "simple drawing #2" (pg. 12), allows a simple comparison of the existing mass of the building with a flat roof. However, this existing roofline at this corner is not wholly historic in that nearly 30 feet of it was removed previously that eliminated the former corner tower (1960 Photo, below). Part of it was fully open above the first story with no apparent side wall. It may be appropriate to reference the more historic tiled roof elements found on the other elevations, but without the hipped roof, and perhaps with a flat parapet hood design that also references the hooded balconettes (Approval Condition 4).

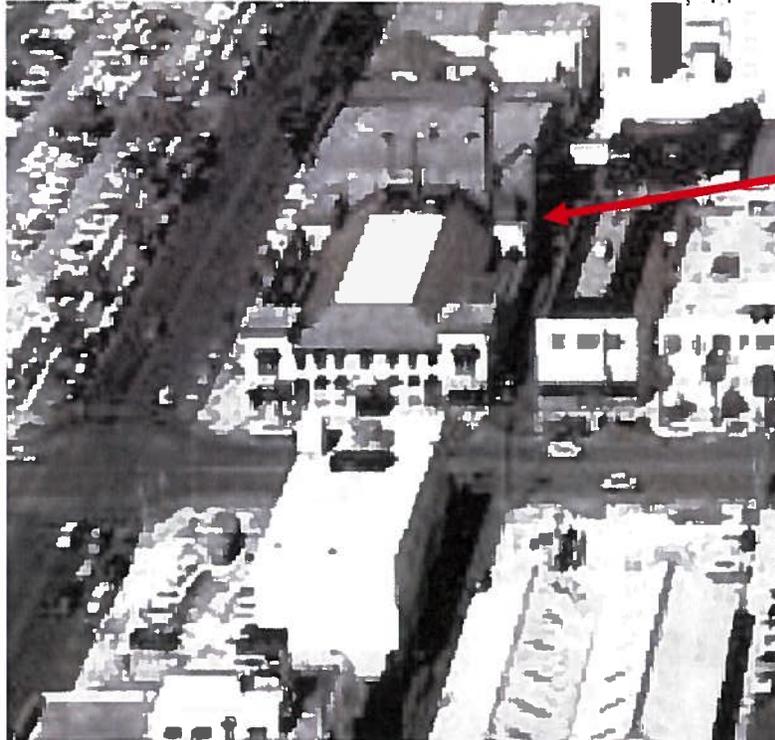


Photo reveals rear and NW corner tower and open area along north elevation. Photo 1960, City File.

2. *The relationship of the width to height of the frontal elevation shall be visually compatible with contributing resources in the district.*

There is no perceived frontal elevation in regard to the proposed addition in that it serves as a type of attached "outbuilding" with no internal connectivity between spaces. Though larger in scale, the proposed addition references the three historic corner turrets, while creating a new one where one had been historically absent. However, the two most visible elevations

(east and north), with changes as proposed herein, would be more compatible with and less overwhelming to the historic configuration of square and rectangular masses. In this case, the north wall reveals a squared mass referencing the historic upper turrets, and the east and west walls tend to reference the central mass of the historic facade.

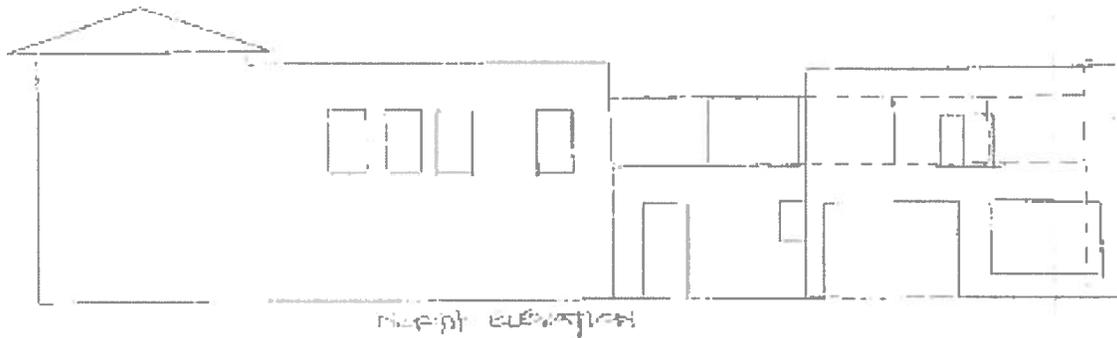


Simple drawing #1 comparing proposed addition with existing north elevation mass, fenestration. By L. Frey 2016.

3. *The relationship of width of the windows to height of windows in a building shall be visually compatible with contributing resources in the district.*

The windows are proposed at a 12-light fixed treatment for an upper band of two groupings of three sashes at the east elevation, with a lower elevation set of three large fixed plates. This configuration appears somewhat strong at the upper level in that they over-reference to the individual sets of triple bands of upper sashes on the historic building. Alternatively, the proposed windows would be more appropriate with divided lights that are changed to a 6/1 or single plate configuration. The windows at the east lower level also appear strong in that they overwhelm the historic character of the main building with too much transparency. While the three fixed plates to the right are appropriate, and are subordinate to the former store front open window design, the two at left adjoining the single door entry should be eliminated and replaced with one or two smaller units that perhaps reference the irregularity of the historic building. The door transom is appropriate but does not have to be divided.

The north elevation should retain the paired window set, but not include the proposed balconette feature since it attempts to copy the functional design of the turrets, is not subordinate to the main building, and is merely decorative. The proposed large fixed plates to the right of the garage opening also appear inappropriate given the function of the elevation and instead, should reference smaller window sets of the historic pattern along the side elevations. Alternatively, the loading door could be moved to the right and the large fixed plates better reference the later design of the historic towers. The west elevation is proposed as a solid, blank wall, which does not meet City Code and typically requires at least 30% transparency. This elevation should incorporate at least a pair of windows at the upper level, while articulating the lower and upper walls. (Approval Conditions 1, 5)



Simple drawing #2: Proposed addition with existing north elevation mass, fenestration and without proposed roof.
By L. Frey 2016.

4. *The relationship of solids and voids (which is the pattern or rhythm created by wall recesses, projections, and openings) in the front façade of a building shall be visually compatible with contributing resources in the district.*

The proposed addition is not intended to carry a distinctive frontal façade, though nationally-recognized standards recommend that it be designed in such a way as to be subordinate to the historic building. As such, the proposed window and door sets are not required to be recessed to the degree included on the historic building; they should not be perfectly flush either and should have at least a distinguishable reveal to provide a sense of textured relief to the observer (Approval Condition 5). The window hood at the north elevation is appropriate without the balconette, though its design can vary somewhat from the original.

While no additional solid to void changes appear necessary along the east elevation, additional articulation is needed along the west elevation where it appears to be a large, blank, unarticulated wall of approximately 975 square feet (refer to Criterion 3, above). This wall faces a pedestrian walkway and entry for the neighboring building and should include at least some upper windows and perhaps arched or square recesses and surficial indentations that reference either window groupings or the open wells along the north and south elevations of the historic building along the lower elevation since there is a pedestrian character to this area (Approval Conditions 1, 5). Also, a flat roof with a running parapet hood should be considered as a more compatible effect that lessens the dominance of the proposed addition (Approval Condition 4).

5. *The relationship of buildings to open space between it and adjoining buildings shall be visually compatible with contributing resources in the district.*

The DC-1 zoning district is the second-most intensive zoning district in the City's downtown. The existing parking lot along its north side requires prescribed minimum open space of five percent of the entire site, which exists currently, as well as, with the proposed enlargement of the parking area. The proposed enlargement of the existing parking lot includes adding a drive aisle and five new spaces, and a reconfiguration of its flow. Three spaces would be removed to accommodate the proposed addition, while 15 spaces would be redesigned that eliminate existing open space and/or pedestrian amenities. Three specimen trees would be removed to accommodate the proposed addition, while six specimen trees would be removed to accommodate the parking redesign. A 36-inch high solid knee wall would have

to be constructed to shield the new parking area from 4th Street South and 1st Avenue South (Approval Condition 6).

There is perhaps an improved benefit to preserving the existing open space while not approving the parking enlargement, which has a correlation to the visual effect of the proposed addition. However, the nexus between approving the addition and the prohibition of an enlarged parking area to provide a buffer does not seem to sufficiently exist. This is especially narrowed when considering the conditions of approval for rendering a more compatible building, which may nurture an effective remedy. Also, it seems clear that the applicant could construct an enlarged parking area based on its own merit and in meeting the City Code provisions, apart from the proposed addition.

6. *The relationship of entrance and porch projections to sidewalks of a building shall be visually compatible with contributing resources in the district.*

There are no porch projections directly related to sidewalks for the proposed building since it is an accessory structure. However, the applicant proposes a balconette along the upper north elevation that references the design of the historic building. In order to maintain the building's subordinate relationship to the historic building, the proposed balconette should be eliminated (Approval Condition 1).

7. *The relationship of the materials, texture, and color of the façade of a building shall be visually compatible with the predominant materials used in contributing resources in the district.*

The proposed building will closely match the historic stucco materials and texturing but with a slight variation in order to properly differentiate as is currently evident at the existing tower connection at the northwest corner (Approval Condition 2). However, the windows materials will change from wood to metal in order to accommodate current building codes.

8. *The roof shape of a building shall be visually compatible with contributing resources in the district.*

The historic reference is evaluated based on the pyramidal roof of the historic towers, and the hipped roof plane above the frontal façade. The proposed roof shape strongly refers to the roof form of the historic building but is exceedingly larger in scale than the historic towers. However, due to the large scale of the addition in relation to the historic composure, the elimination of the full hipped roof may better serve the issue of compatibility in that a scaled-down version would render a more subordinate building that does not overwhelm. In this case, a flat roofline that extends appropriately in reference to the existing building may be more suitable (see simple drawings, above). Part of this option could include a tiled hood parapet (Approval Condition 4).

8. *Appurtenances of a building such as walls, wrought iron, fences, evergreen, landscape masses, building facades, shall, if necessary, form cohesive walls of enclosures along a street, to insure visual compatibility of the building with contributing resources in the district.*

Due to the parking area enlargement, the applicant would be required to construct a 36-inch high knee wall around the parking area as it faces both 1st Avenue South and 4th Street South. However, the need for this wall may be offset by preserving more of the existing open space in that it mitigates at least some of the enormity of the proposed building addition (Approval Condition 6).

- 10. The size of a building, the mass of a building in relation to open spaces, the windows, door openings, porches and balconies shall be visually compatible with contributing resources in the district.**

The size and mass of the proposed building in relation to the windows, doors, openings, and balcony features are somewhat compatible with the historic building, but upon close scrutiny creates a dominating effect from the new due to its height and size in relation to the architectural nuances of the historic proportions. Making the addition appear to be subordinate through design modifications is strongly recommended.

- 11. A building shall be visually compatible with contributing resources in the district in its directional character, whether this be vertical character, horizontal character or non-directional character.**

The proposed addition has a distinct vertical direction. In a way, the vertical character complements the vertical corners of the historic building, yet there is no softening from horizontal flow that is also found on the historic building. This is evident in that the historic building's vertical corners serve as terminating ends to lengthy horizontal wall elements that keep the building as a whole anchored to the site. When viewing from this perspective, the addition seems to overpower the smaller corner towers, creating a historically present mass, yet one that is much larger than occurred historically.

- 12. New construction shall not destroy historic materials that characterize the property. The new construction should be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment;**

The proposed addition adjoins the northwest wall of the historic building and limits the adverse effect of destroying character-defining historic materials because of its northwest location. There is also a limited adverse effect in that it has been previously altered, is located a distance from the character-defining frontal facade, and is currently obscured by existing overstory trees (which would be removed). The removal of historic windows, though not preferred, also does not significantly destroy historic materials that are central to the character of the building since they do not reflect a distinctive characteristic pattern that is part of the building's strongest historic appeal overall. The historic character of the building is derived mainly from its frontal façade. It must be reiterated that the north elevation was not historically highly visible, formerly fronting an alley and facing another building.

While the proposed building is scheduled to refer to the character of the existing local landmark building, its overall design, materials, method of construction, and approval conditions will cause it to be differentiated from the historic landmark through appropriate treatments that create strategic offsets, texture differences, and referential, but not duplicated voids and openings.

- 13. New construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.**

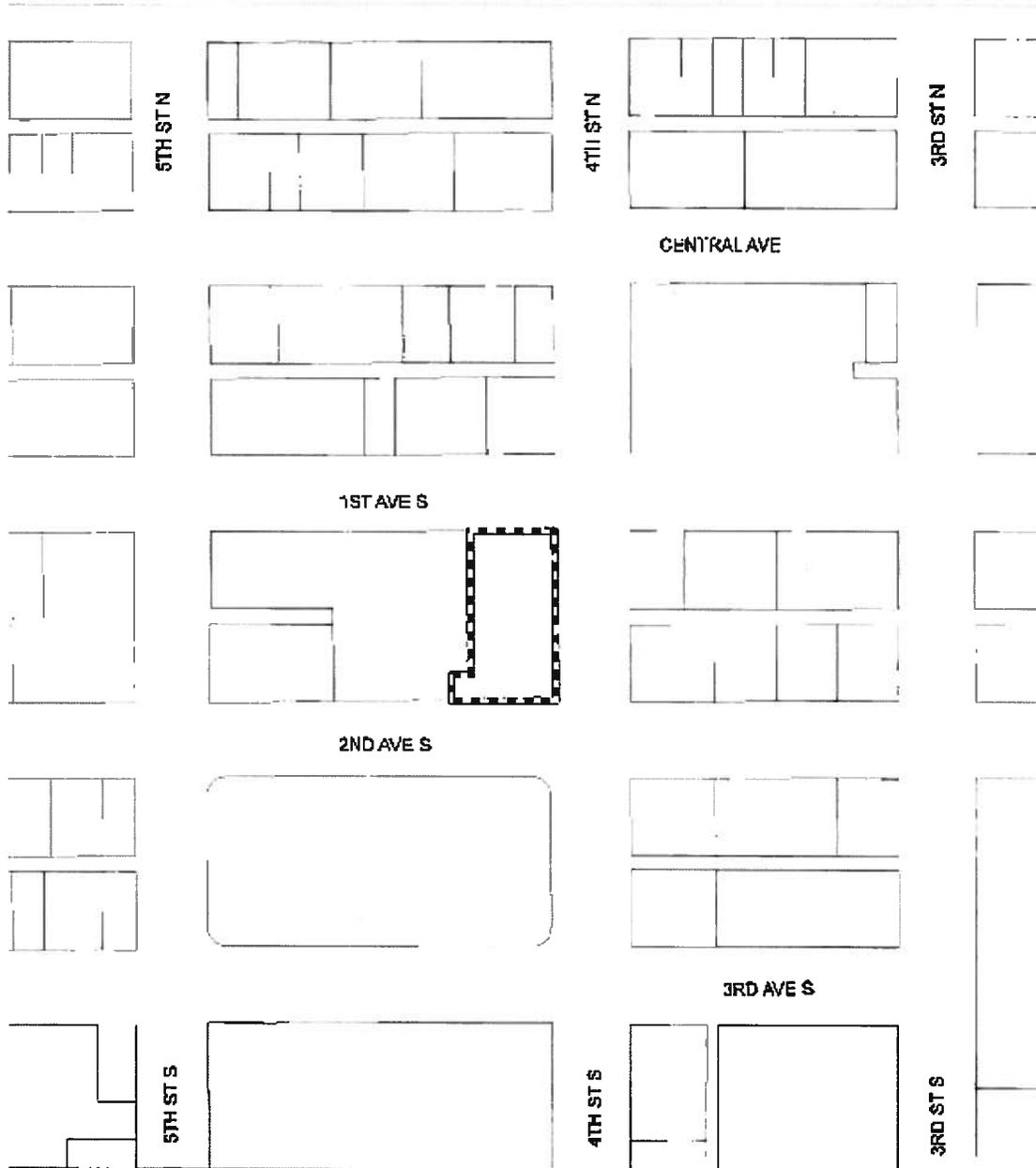
Removal of the proposed addition after its construction would cause some impairment to the historic landmark building, however, this effect would be limited to an already disturbed area in a remote corner. However, the historic windows proposed for removal should be preserved for future use (Approval Condition 1).

RECOMMENDATION

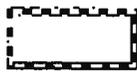
COA 16-90200045: City staff recommends that the Community Planning and Preservation Commission **Approve with Conditions** the Certificate of Appropriateness request for the construction of the proposed addition located at 123-4th Street South, subject to the following Approval Conditions:

1. A revised fenestration package including articulated offsets, an appropriately fenestrated west elevation, and the elimination of the balconette at the north elevation, all as mutually agreed to between the applicant and City Staff, to also include preservation of the historic windows proposed for removal to allow future reuse on the main historic building.
2. The new stucco exterior shall be slightly different than the main historic building.
3. An official zoning determination is required to determine if the existing open space at the proposed parking area is not a required condition pursuant to a previous approval.
4. Consider a flat roof design that includes a tiled parapet hood to reference the historic building, as mutually agreed to between the applicant and City Staff.
5. Provide a revised window design and configuration, as mutually agreed to between the applicant and City Staff.
6. The perimeter parking wall must be included on the revised site plan, unless a mutually agreeable parking/open space preservation design can be agreed between the applicant and City Staff.
7. Revise the design of the loading door including its exterior aesthetic, and locate it to the right; redesign the large fixed windows to continue from the east elevation to better reference the historic towers, as mutually agreed to between the applicant and City Staff.
8. Any revisions pursuant to this Staff Report and these Approval Conditions, or architectural details not mutually agreed upon pursuant to these Approval Conditions, shall require a follow-up public hearing by the CPPC for review and approval.

Appendix A
Maps



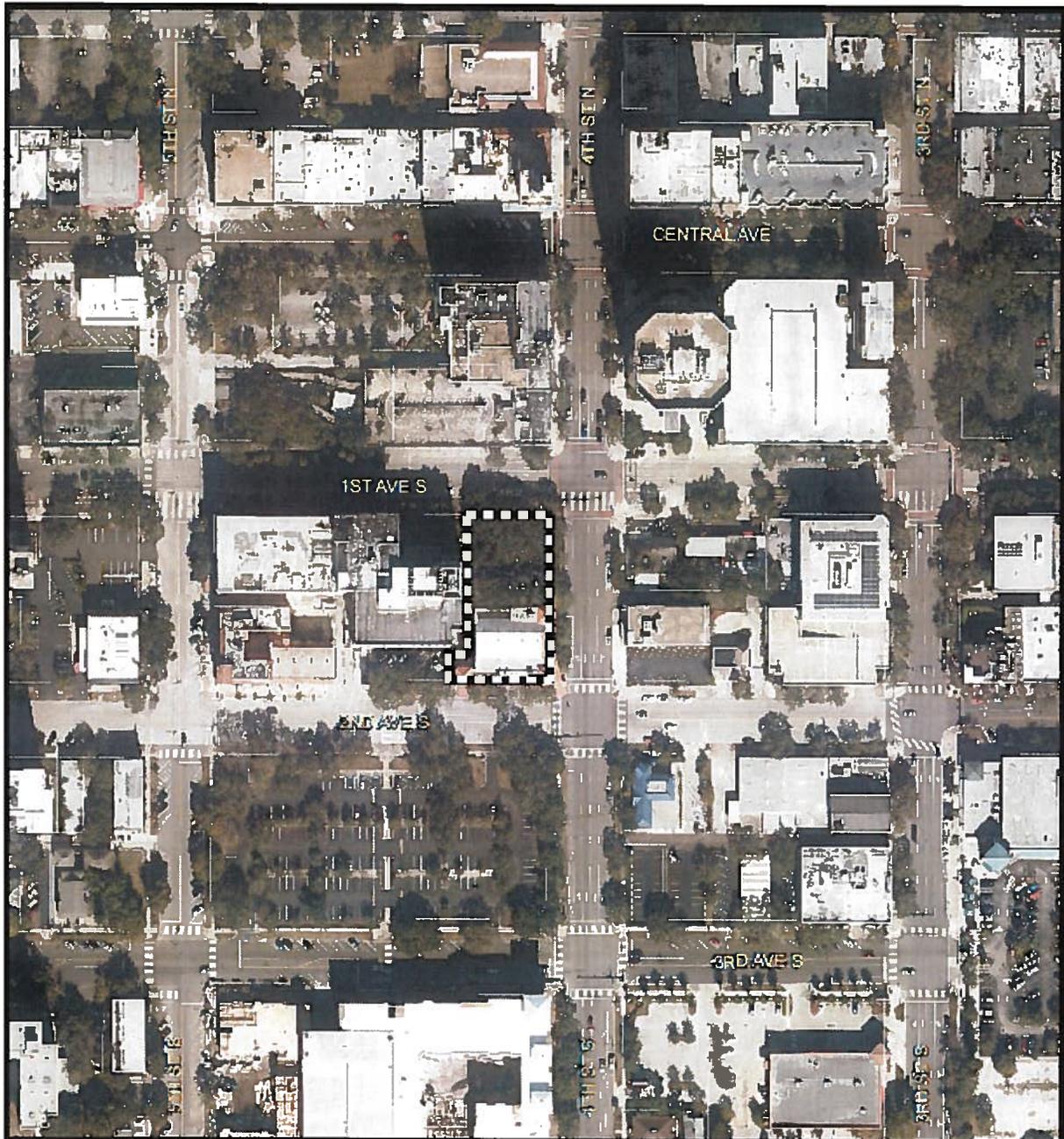
Community Planning and Preservation Commission
123 4th Street S

AREA TO BE APPROVED,
SHOWN IN 

CASE NUMBER
16-90200045



N
SCALE
1" = 18'



Community Planning and Preservation Commission

123 4th Street S

AREA TO BE APPROVED,

SHOWN IN



CASE NUMBER

16-90200045



N

**SCALE:
1" = 190'**

Appendix B
Public Input

No public input has been received by the Urban Planning and Historic Preservation Office as of December 7, 2016.

Appendix C
Photographs



Photo 1: Looking southwesterly (east and north elevations. Photo by Staff, 2016.



Photo 2: Frontal view looking southwesterly. Photo by Staff, 2016.



Photo 3: View of proposed addition area at right corner. Photo by Staff, 2016.



Photo 4: Proposed addition area closer up. Photo by Staff, 2016.



Photo 5: Rear of existing building revealing altered elevation (west). Photo by Staff, 2016.



Photo 6: Typical lower story window set. Photo by Staff, 2016.

Appendix D
COA Application



CERTIFICATE OF APPROPRIATENESS

Application No. 16-01020045

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

GENERAL INFORMATION	
NAME of APPLICANT (Property Owner): SECOND CITY PROPERTIES, LLC	
Street Address:	3000 N. IRVING RD.
City, State, Zip:	CHICAGO, IL 60618
Telephone No:	CONTACT AGENT
Email Address:	CONTACT AGENT
NAME of AGENT or REPRESENTATIVE: JOHN A. BODZIAK	
Street Address:	2325 ULMERTON RD. SUITE 21
City, State, Zip:	CLEARWATER, FL 33762
Telephone No:	727-327-1966
Email Address:	JACK@JABODZIAK.COM
PROPERTY INFORMATION:	
Street Address:	123 FOURTH STREET S.
Parcel ID or Tract Number:	121030286003
General Location:	FOURTH STREET S AND FIRST AVENUE S
Designation Number:	

AUTHORIZATION

City staff and the designated Commission will visit the subject property during review of the requested COA. Any code violations on the property that are noted during the inspections will be referred to the city's Codes Compliance Assistance Department.

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

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

Signature of Owner / Agent:

Date:

10-27-16



CERTIFICATE OF APPROPRIATENESS

NARRATIVE (PAGE 1 OF 2)

All applications must provide justification for the requested COA based on the criteria set forth in the Historic and Archaeological Preservation Overlay (City Code Section 16.30.070). These criteria are based upon the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties (available online at www.nps.gov/history/hps/tps/standards_guidelines.htm). Please type or print clearly. Illegible responses will not be accepted. Please use additional sheets of paper if necessary.

GENERAL INFORMATION

Property Address: 123 FOURTH STREET S COA Case No: _____

Type of Request

- Alteration of building/structure
- New Construction
- Relocation
- Demolition
- Alteration of archaeological site
- Site Work

Proposed Use

- Single-family residence
- Multi-family residence
- Restaurant
- Hotel/Motel
- Office
- Commercial
- Other

Estimated Cost of Work: _____

WRITTEN DESCRIPTION OF PROPOSED WORK

Explain what changes will be made to the following architectural elements and how the changes will be accomplished. Please provide a detailed brochure or samples of new materials.

1. Structural System

NEW ONE STORY SHELL BUILDING ADDITION CONSISTING OF MASONRY LOAD BEARING WALLS WITH STUCCO FINISH AND ROOF MATERIALS MATCHING EXISTING

2. Roof and Roofing System

PRE-ENGINEERED ROOF TRUSSES WITH SPANISH TILE MATCHING EXISTING HISTORICAL CONTEXT



CERTIFICATE OF APPROPRIATENESS

NARRATIVE (PAGE 2 OF 2)

3. Windows

~~OLDCASTLE IMPACT, INSULATED LOW-E STOREFRONT & FIXED WITH FRAMES AND FORM MATCHING EXISTING BUILDING~~

4. Doors

~~OLD CASTLE METAL WITH GLASS, LOW-E
METAL ROLL UP WITH GLASS, LOW-E~~

5. Exterior siding

~~3/4" 3 COAT STUCCO FINISH~~

6. Decorative elements

~~BRICK SILLS UNDER WINDOWS
EXPOSED TRUSS END WITH SCALLOPED FORM UNDER SOFFIT~~

7. Porches, Carriage Porch, Patio, Carport, and Steps

~~JULIET BALCONY ON NORTH FACE WITH SHED ROOF ABOVE~~

8. Painting and/or Finishes

~~ALASTAMERICA~~

9. Outbuildings

~~NONE~~

10. Landscaping, Parking, Sidewalk, Garden features

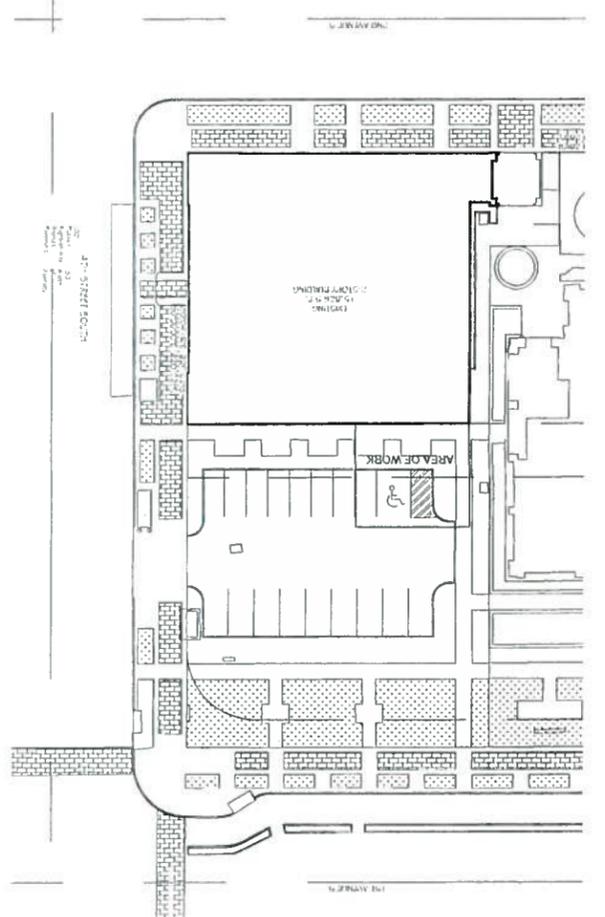
~~SEE PLANS ATTACHED~~

11. Other

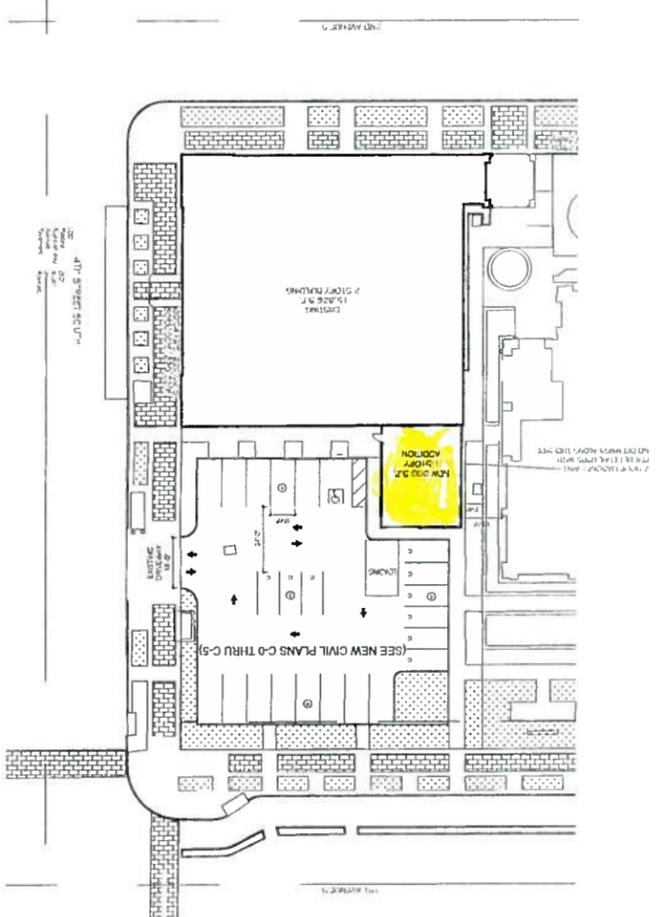
~~THIS ADDITION IS PROPOSED TO CREATE A MICRO-BREMERY THAT CAN HAVE WINDOW FENESTRATION MATCHING THAT FOUND ON THE EXISTING BUILDING TO ALLOW PATRONS TO OBSERVE THE PROCESING OF THE SPECIALIZED BEER~~

Appendix E
Plans and Drawings

EXISTING SITE PLAN
SCALE: 1" = 20'-0"
DATE: 11-18-2014



NEW SITE PLAN
SCALE: 1" = 20'-0"
DATE: 11-18-2014



SP-1.0

JOHN A. BODZIAK
ARCHITECT AIA, PA
ARCHITECT, 183 4TH STREET S
ST. PETERSBURG, FL 33701
TEL: 727.424.4228
WWW.JOHNABODZIAK.COM

HOBBAUHAUS BREWERY ADDITION
PIN# 13-31-17-90995-001-0001
183 4TH STREET S
ST. PETERSBURG, FL 33701

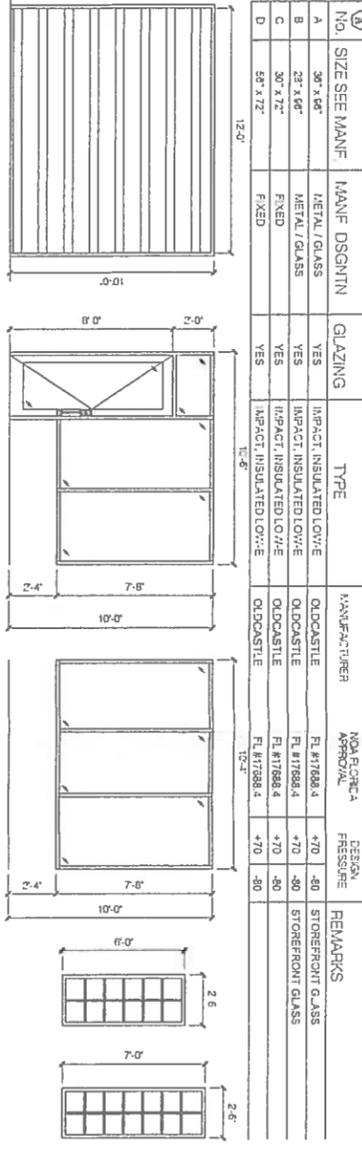
EXISTING & NEW SITE PLANS

NO.	DATE	REVISION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

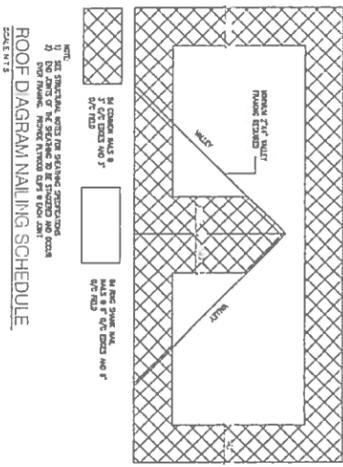
HARDWARE SCHEDULE & NOTES

- HANGES SET OUTSIDE. ADA FULL ON EXTERIOR SIDE. LOCK DOWNING BASSIS HOURS. PRE-ENGINEERED WINDOW LOCKS SET FOR EACH TRUSS SPACING.
 - HANGES SET OUTSIDE. ADA ELEVATION EACH SIDE. LOCK ON EXTERIOR SIDE.
- GENERAL NOTES:
- ALL HARDWARE TO HAVE ADA APPROVED LEVER HANDLES & INTERIOR CLOSERS SHALL OPEN IN 90° MAX. PAUL. BE DOORS AT STAIRWAYS SHALL BE EQUIPPED WITH FACILE SIGNS STANDING 80" ELEVATION FROM FLOOR TO TOP OF SIGN. 3.4 ADA ACCESSIBILITY GUIDELINES SECTION 4.03.1.1 AND AMERICAN NATIONAL STANDARD (ANSI) A117.1 (2003) SECTION 7.03.3.1
 - KNOWLEDGE OF THE PROJECT.
 - VERIFY ALL HARDWARE DIMENSIONS WITH MANUFACTURER BEFORE PROCEEDING TO FRAMING.
 - REFER TO ACCESSIBILITY NOTES FOR ADDITIONAL REQUIREMENTS.
 - REFER TO ENERGY COMPLIANCE FORMS FOR ADDITIONAL REQUIREMENTS.
 - COORDINATE WITH ARCHITECT FOR ANY CHANGES TO HARDWARE SCHEDULE.
 - GUESSES SHALL BE EOW TYPE.

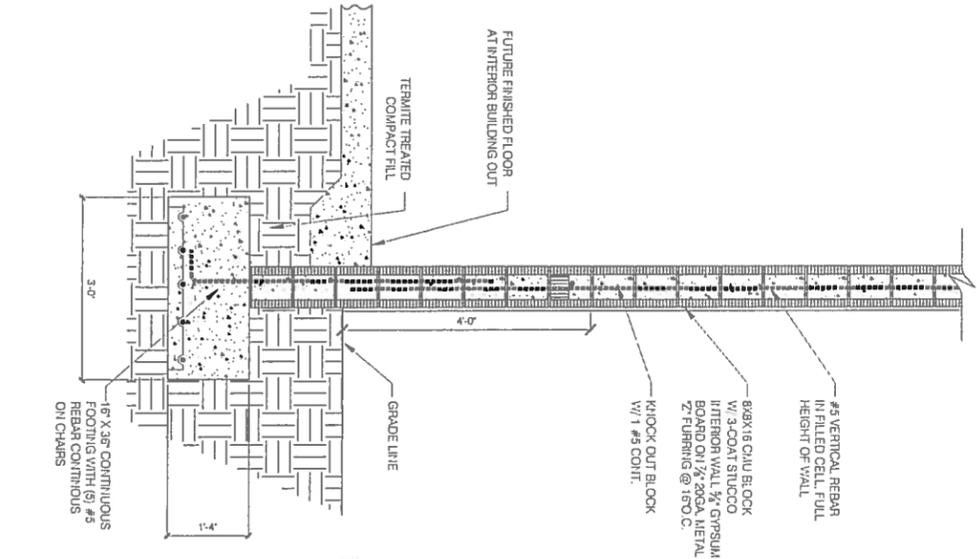
DOOR SCHEDULE		WINDOW SCHEDULE									
DOOR NUMBER	SIZE	DOOR TYPE	FRAME TYPE	GLAZING TYPE	TYPE	MANUFACTURER	NOA PORTAL APPROVAL	DESIGN PRESSURE	WIND SPEED	REMARKS	
1	3'-0" X 8'-0"	METAL / GLASS	METAL / GLASS	LOW-E	IMPACT INSULATED LOW-E	FL #17888.4	FL #17888.4	+70	-80	1	WEATHER STRIPPING
2	15'-0" X 10'-0"	METAL / GLASS	METAL / GLASS	LOW-E	IMPACT INSULATED LOW-E	FL #17888.4	FL #17888.4	+70	-80	1	WEATHER STRIPPING



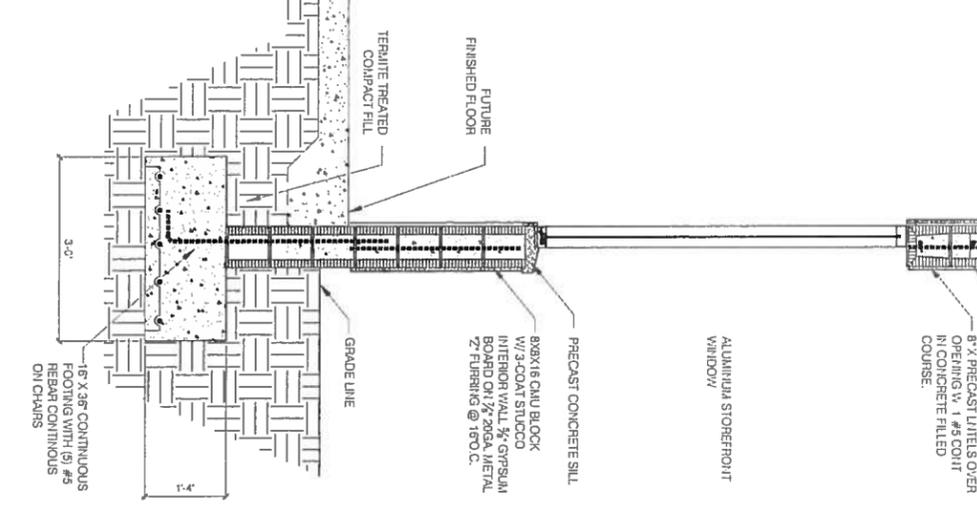
DOOR AND WINDOW FRAME DIMENSIONS AND WEIGHTS TO BE SUPPLIED BY THE MANUFACTURER. VERIFY ALL DIMENSIONS AND WEIGHTS WITH THE MANUFACTURER BEFORE PROCEEDING TO FRAMING.



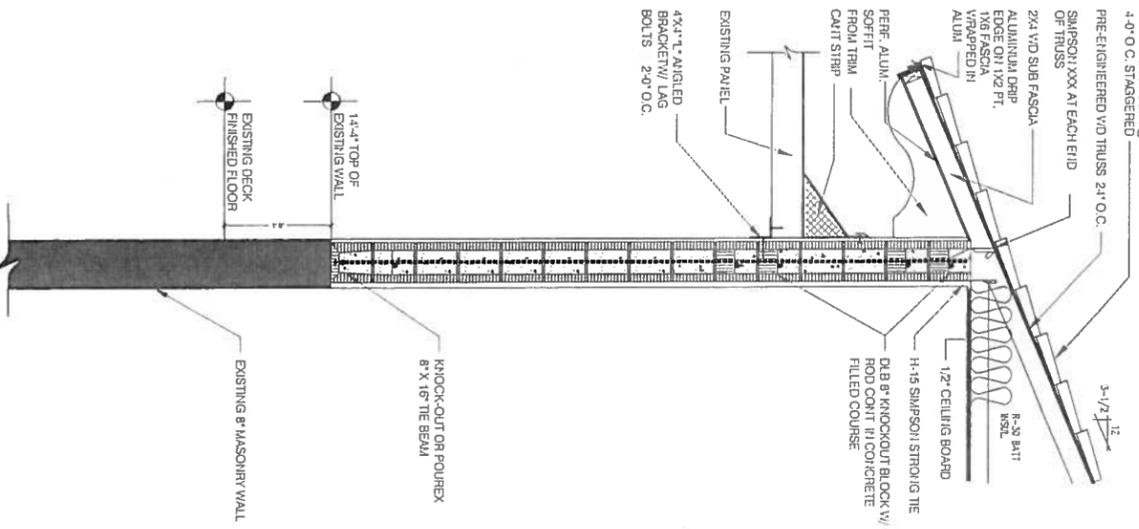
ROOF DIAGRAM NAILING SCHEDULE



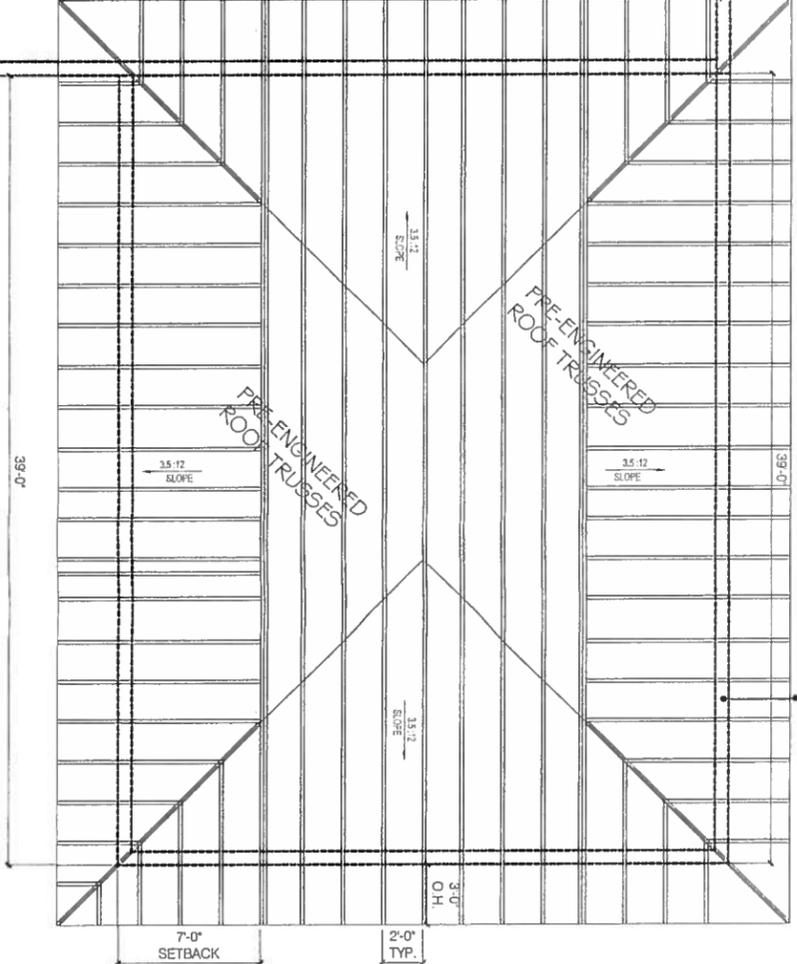
4 TYPICAL WALL SECTION
SCALE: 3/4" = 1'-0"
A-2.0



3 TYPICAL WALL SECTION
SCALE: 3/4" = 1'-0"
A-2.0



2 TYPICAL SECTION AT EXISTING WALL
SCALE: 3/4" = 1'-0"
A-2.0



1 ROOF FRAMING PLAN
SCALE: 1/4" = 1'-0"
A-2.0

REVISIONS		
NO.	DATE	DESCRIPTION

HOFBRAUHAUS BREWERY ADDITION
 PIN#: 19-31-17-90895-001-0021
 123 4TH STREET S
 ST PETERSBURG, FL 33701

ROOF PLAN, WALL SECTIONS & DOOR/WINDOW

JOHN A. BODZIAK
 ARCHITECT, AIA, PA
 ARCHITECTURE, DESIGN, AND CONSTRUCTION MANAGEMENT
 11000 N. W. 11TH STREET, SUITE 200
 MIAMI, FL 33192
 TEL: (772) 327-1056 FAX: (772) 328-0066

DATE: 08/26/16
 DRAWN BY: AAC
 SHEET: A-2.0

ST. PETERSBURG COMMUNITY PLANNING & PRESERVATION COMMISSION
Meeting of December 13, 2016

TO: Members of the Community Planning & Preservation Commission

SUBJECT: Inventory of Signs of Historic Significance to accompany Section 16.40.120.3.6, which establishes a procedure through which certain historic signs may be recognized and preserved.

An initial inventory of St. Petersburg's most iconic signs is included in the enclosed report.

REQUEST: The request is to approve the inventory as a basis for the application of the Signs of Historic Significance regulations established by Section 16.40.120.3.6. This section of City Code does not limit owners' ability to alter or remove identified signs, but creates an avenue by which they may choose the preservation of historically significant but nonconforming signs.

The initial inventory is not comprehensive, but is meant to be expanded upon as additional signs of significance are identified. A request to be included in the inventory may be initiated by a business owner, CPPC, or City Staff. To be included in the inventory, and, therefore, eligible for its benefits, signs must meet the eligibility requirements set forth by Section 16.40.120.3.6.

RECOMMENDATION:

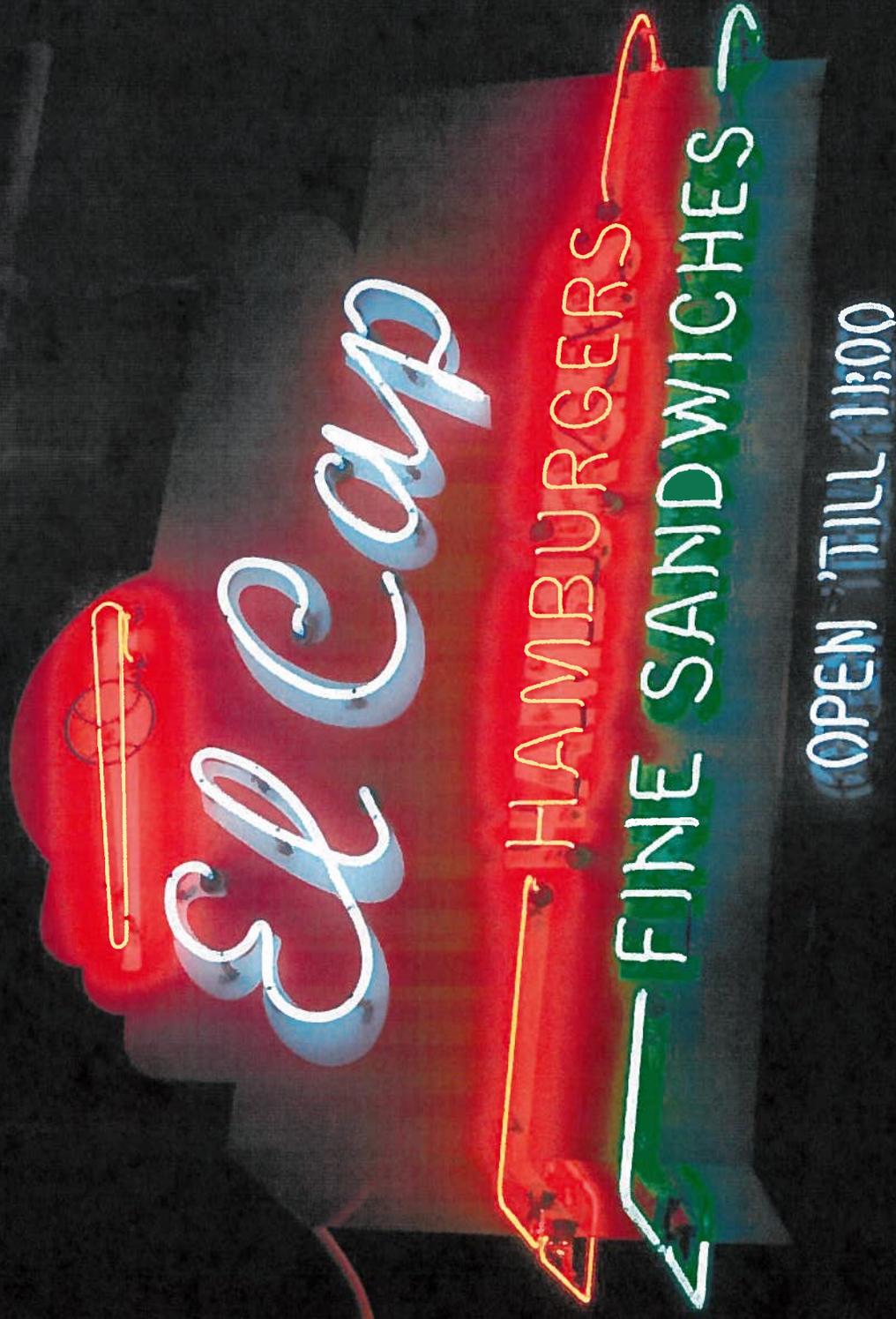
Owner Support: Owners of the signs contained in the inventory have been notified. As of December 6, 2016, responses have been received from owners or management of three (3) businesses, of which two (2) were in support and one (1) was neutral.

Recommended City Council Action: 1) CONDUCT a reading of the initial Inventory of Historic Signs; AND 2) APPROVE the inventory for use in interpreting the Signs of Historic Significance regulations.

Attachments: Section 16.40.120.3.6, Inventory of St. Petersburg's Historic Signs.

St. Petersburg, Florida's

INVENTORY OF HISTORIC SIGNS



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The Evolution of Signage in St. Petersburg

The evolution of signage has closely followed that of both commercial architecture and of transportation; changes to buildings' form and the speed at which we pass them have necessitated differing types of graphics to advertise the structures' uses. Advertising styles and preferences have evolved significantly over time, and, just as social, architectural, and technological movements have influenced the buildings we now consider landmarks, historic signage can represent the business and material culture of its era. Historic signs, when appropriately preserved, restored, or reused, can invoke memories of a community's evolution and strengthen a sense of place, even when owners, uses, or even entire buildings have changed. In addition to addressing the preservation needs of historic architecture, the National Park Service encourages the identification and preservation of historically significant signs as part of a comprehensive historic preservation program.

Many of the earliest commercial buildings in America were essentially domestic in form but adapted for commercial uses.¹ An early-nineteenth century store, inn, or tavern might only have been distinguishable from a residence, therefore, by signage, as in Figure 1. Late-nineteenth century businesses often used numerous small signs in concert to identify themselves to potential customers both at street level and further away.² As St. Petersburg was beginning to develop during the 1880s, some of the young city's earliest commercial buildings were constructed with wood frames and gabled roofs. However, by the time of St. Petersburg's first major development boom, which occurred during the early twentieth century, the "Main Street commercial" building had become more popular for new structures. The photograph in Figure 2, taken circa 1925, shows a mixture of gable- and flat-roofed buildings along St. Petersburg's historic commercial corridor of

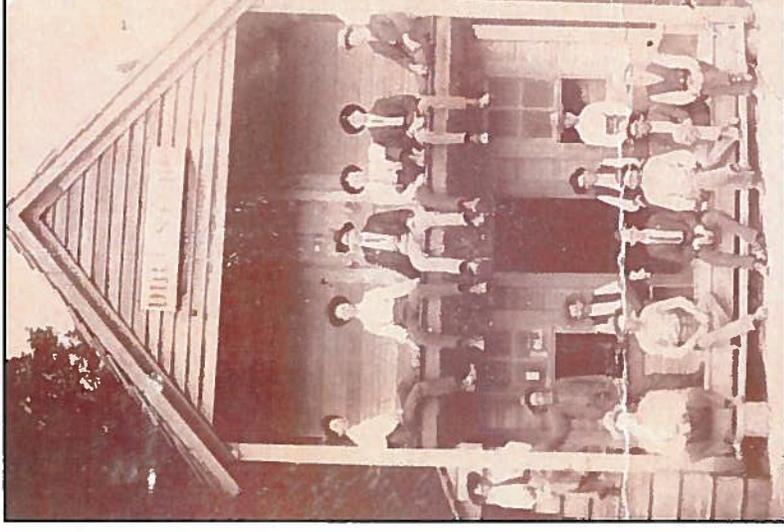


Figure 1: Early commercial building in St. Petersburg, circa 1890.

Photograph courtesy of the St. Petersburg Museum of History

¹ Martin Treu, *Signs, Streets, and Storefronts*, (Baltimore: Johns Hopkins University Press, 2012). 27

² Auer, Michael J., "Preservation Brief 25: The Preservation of Historic Signs," National Park Service, October 1991. 4.

Central Avenue. Both projecting and fascia signs can be seen along the buildings. The visible signs appear to be primarily simple rectangular boards with utilitarian lettering.

Purpose-built commercial buildings featuring flat roofs hidden by parapet walls became prevalent in American downtowns by the mid-to-late nineteenth century. Speculative building practices, combined with a nearly ubiquitous grid system creating lots 25 feet wide by 100 feet deep in American towns, made the incredibly functional and versatile “Main Street commercial” form the most efficient and economical choice for development in towns across the US. Flat-roofed commercial buildings could be constructed at varying heights and about similar structures to form a unified streetscape without appearing disproportionate. Their flat roofs gently sloped toward the rear elevation, draining water away from the sidewalk and neighboring buildings. Parapets highlighted by varying degrees of ornamentation could easily hide the utilitarian nature of flat roofs.³

To maximize natural light entering storefronts that were often bordered on two sides by other buildings, and therefore, lacked windows at their side elevations, large display windows were topped by transom lights. Transom windows generally opened to provide much-needed ventilation in the days before air conditioning. The blank spaces between and above windows were used by competing business owners for the application of jumbles of mismatched signs; messages were often painted directly on glass surfaces as well (Figure 3). As commercial buildings became more ornate, the amount of space available for surface-mounted signage decreased.⁴ Images from the early twentieth century of St. Petersburg, and most American cities, show storefronts with signs competing for the attention of two businesses, each struggling to maximize the space made available to them for passersby.

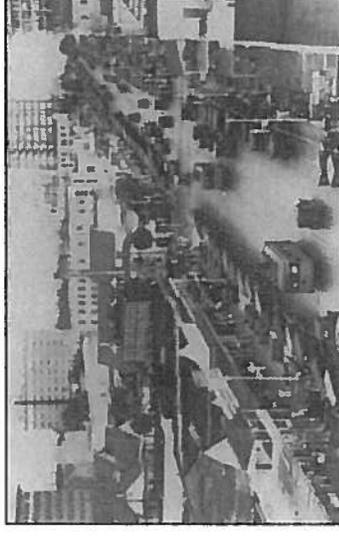


Figure 2: Central Avenue's 600 block circa 1925
Photograph courtesy of the St. Petersburg Museum of History



Figure 3: Stores on Ninth Street North in 1924
Photograph courtesy of the Burgert Brothers Photographic Collection

³ Treu, 28.

⁴ Treu, 50.

Guidelines for Hand Painted Signs of Historic Significance

Though rare, a few historically significant signs representing the pre-illumination era remain in St. Petersburg. Hand painted signs often continued to be used in conjunction with illuminated signs later in the twentieth century. By nature, they are easy to cover up or replace, making their long-term survival fairly uncommon. Hand painted signs sometimes remain as “ghost signs” on historic buildings, referencing former occupants. Character-defining elements of these signs may include:

- Hand painting, lettering, or stenciling,
- Very bold graphics designed to stand out against masonry or wood surfaces, or
- Simple shapes reflective of the signs’ handmade nature.

These signs can be found painted directly onto buildings or applied to wooden or enamel signboards. When a sign’s significance is derived from its hand lettering and hand painted decoration, attempts should be made to preserve the original graphics, even if a business’s name has changed. This can actually benefit a business by reinforcing the community’s identification with a building’s historic use. Though historic signs should be kept in good condition and repaired when necessary, “over-restoration” should be avoided, as this can diminish evidence of a sign’s age and significance. The handmade nature of these signs and the patina that they develop over time adds to the story they tell and can allow them to remain in place without being mistaken for contemporary advertisements.



The rise and standardization of the commercial storefront as a building type allowed the fascia sign to become a nearly ubiquitous element of commercial corridors. The continuous panel just above window height and generally paralleling the internal structural beam created a logical place for signage, as shown in Figure 5. The style of lettering common to these signs accordingly grew bolder and wider to maximize impact within the broad, slim space provided. In Figure 4, a simple commercial building in St. Petersburg is shown housing boldly-painted advertising. Canvas awnings, frames for which became increasingly light and simple to operate throughout the nineteenth century, often provided additional space for businesses to use graphics to advertise.⁵ Hanging or projecting signs, whether painted onto wood or porcelain enamel, also remained popular.⁶

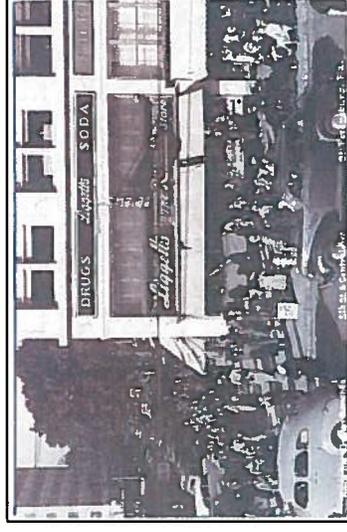


Figure 5: Fifth Street at Central Avenue, circa 1950

Early experiments with electrically-illuminated signs comprised of light bulbs began in the 1890s. The medium was initially limited to large-scale “spectacular” signs; the first was a 50 foot by 80 foot sign reading “Manhattan Beach – Swept by Ocean Breezes” that was installed on Broadway at 23rd Street in 1892. The sign’s text was created by nearly 1,500 individual light bulbs.⁷ By the early twentieth century, illuminated signs began appearing at smaller scales in downtowns across America (Figure 6). In addition to allowing customers to see signs at night, the use of light bulbs incorporated movement into signs. By flashing or by blinking in sequence, signs could demand attention and direct the viewer’s gaze in a new way. This dynamic element had a significant impact on the way that signs were designed.⁸



Figure 4: Painted signage, circa 1924

Photograph courtesy of the St. Petersburg Museum of History

Beginning in the 1920s, the modern lines popularized by the Art Deco and Art Moderne styles influenced the design of new commercial buildings, alterations to existing storefronts, and the style of graphics used in signage and advertisements. Large, flat panels of structural glass and porcelain enamel were popularized by these styles, creating

⁵ Treu, 32.

⁶ Auer, 3.

⁷ Signs of the Times Magazine, “A Brief History of the Sign Industry,” September 1976, American Sign Museum, <http://www.americansignmuseum.org/a-brief-history-of-the-sign-industry/>.

⁸ Auer, 4.

smooth surfaces to which bold letters could be applied.⁹ Instead of necessitating bold block lettering that could be visible against a masonry backdrop or when painted across a display window, these new surfaces led to increased creativity in the design of sign graphics. As shown in Figure 7, new signs were often added to join older styles, creating a layered look in which painted, projecting, fascia, and awning signs coexisted. Throughout the 1930s and 1940s, it became popular for architects to incorporate graphics directly into the design of storefronts, thus merging the buildings and the signs they supported.¹⁰

At the same time, the new technologies of neon tubing and fluorescent lighting were improving, resulting in more affordable and accessible products. Improved technology in the area of artificial lighting impacted business owners' ability to advertise with signage in two ways. Illuminated signs could be viewed from larger distances after nightfall and could garner more attention from potential customers. The need for eye-catching signs was only heightened by the increasing popularity of the automobile. Further, as artificial lighting became an affordable option, transom lights became unnecessary and, in many cases, were covered by sleek new surfaces for signage. By the mid-twentieth century, business owners, therefore, not only had more options for the creation of their signs, but larger surfaces on which to apply them.

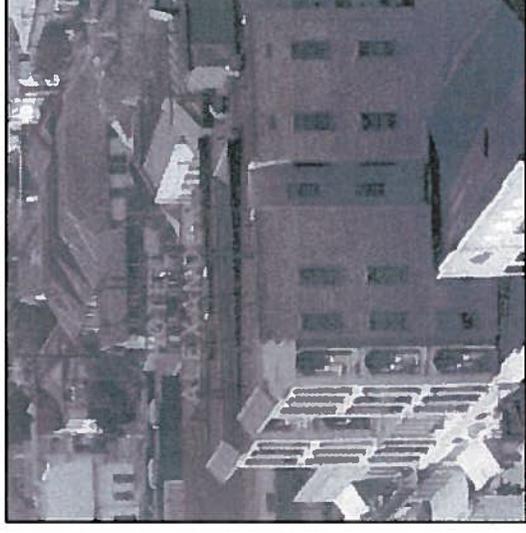


Figure 6: Rooftop sign on Central Avenue, circa 1930
Photograph courtesy of the University of South
Florida's Digital Collections Library

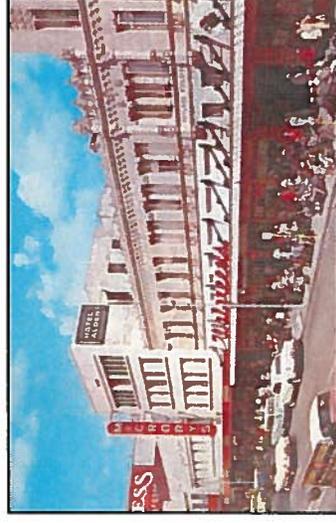


Figure 7: Central Avenue's 400 block in 1953
Photograph Courtesy of the Florida Memory
Project

⁹ Mike Jackson, "Storefronts on Main Street: An Architectural History," Illinois Preservation Series No. 19, Illinois Historic Preservation Agency, Division of Preservation Services, 11-12.

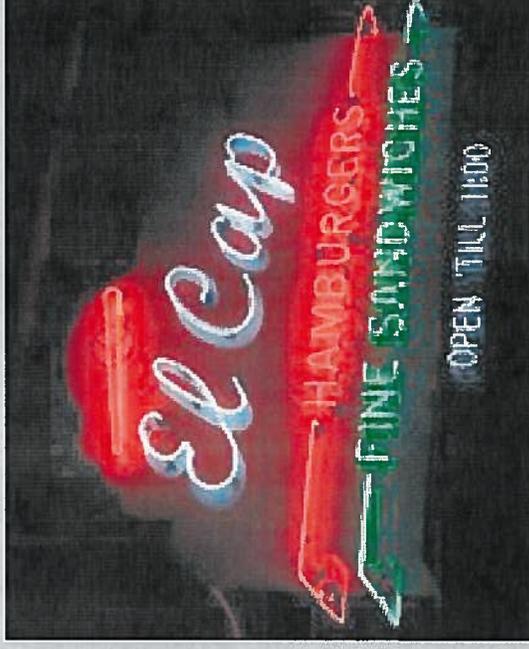
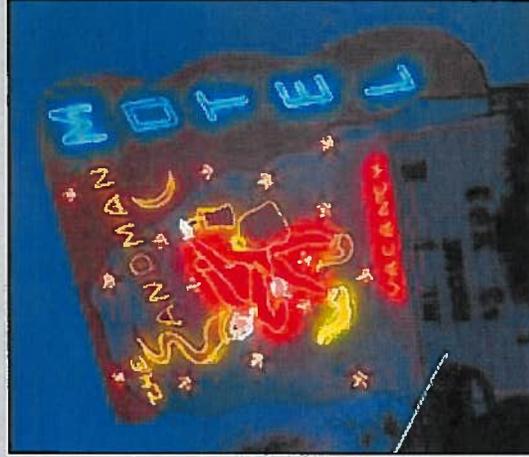
¹⁰ Auer, 5.

Guidelines for Neon Signs of Historic Significance

Many of St. Petersburg's iconic historic signs include significant neon elements. This significance is generally derived from:

- The use of neon lettering to create a distinctive "logo" for the business,
- Multiple colors of illuminated neon tubing,
- Combined lettering and graphics to create memorable and eye-catching displays, or
- Enamel signboards enhanced and highlighted by neon tubing.

These signs can be found applied to buildings as fascia signs or projecting signs, or as freestanding post signs. Care should be taken to preserve the most character-defining features of the signs as they are reused, preserved, and updated. If it is necessary to alter the lettering on a neon sign, for example, the font, size, and coloring of the original language should be replicated as closely as possible.



The increasingly affordable medium of neon signage would again change the way that business owners sought customers' attention as the twentieth century progressed. Neon signs are made by shaping glass tubes filled with neon or argon through which an electric current is passed, allowing them to glow. True neon illuminates to give off a red, orange, or amber glow, whereas colors in the blue family can be achieved with illuminated argon. Beginning in the 1930s, glass tubes tinted with fluorescent powder became available in even more colors.

Nonetheless, the term "neon" is used nearly ubiquitously for glowing exposed glass tubes shaped into letters, symbols, and other graphics.¹¹ The first neon sign in the United States was installed at a Packard Motor Car dealership in Los Angeles in 1923, and the medium's popularity peaked in the late 1940s. Neon lights were usually combined with painted enamel backgrounds, resulting in signs that could convey messages day or night (Figure 8). Since neon signs were attention-grabbing and could be incredibly unique, they became especially popular among roadside restaurants and motels who vied for passing tourist business. In St. Petersburg, Fourth Street and 34th Street, which were the major corridors into the city before the construction of I-275, remain home to dozens of these midcentury neon signs. Neon signs again came into vogue in the 1970s after several decades of declining popularity.¹²

The use of plastic and acrylic materials allowed signs to take nearly any color or shape imaginable beginning in the 1950s. Its affordability, durability, and ability to be lit from behind and mass produced made it an incredibly popular material. Plastic signs of the 1950s and 1960s were often inspired by the nation's fascination with outer space, taking the shape of wings, fins, and satellite shapes. The parallel growth of franchises and chain stores led to the standardization of corporate signage.¹³ Mass-produced signs often became icons of the chains they represented and now evoke distinct memories of their era. The "Biff-Burger" sign (Figure 9) once marked hundreds of locations along the East Coast; the only location that remains operational under the same name is located in St.



Figure 8: The projecting sign for Bishop Hotel combined "neon" style tube letters and an enamel structure to create a projecting sign that could be read day or night.

¹¹ "Neon History," The Neon Library, http://neonlibrary.com/neon_history_3.html.

¹² Auer, 4.

¹³ Auer, 5.

Petersburg and retains its recognizable sign. Likewise, many smaller and local businesses creatively used neon tube lettering and plastic signs, often in concert, to make iconic and eye-catching signs that remain landmarks into the twenty-first century.

It should be noted that in the case of midcentury plastic or acrylic signs, unique shapes and proportions of the frames have sometimes been retained even as the signs themselves have been changed over time. When coupled with historic documentation, these frames can provide the opportunity for the restoration of a sign to its intended aesthetic. The use of neon tubing has seen a resurgence, but plastic signage remains the most popular material for businesses today. The following inventory is intended to provide an initial assessment of historic signs in St. Petersburg that remain in use, whether they have retained integrity, or should be seen as potential restoration projects.

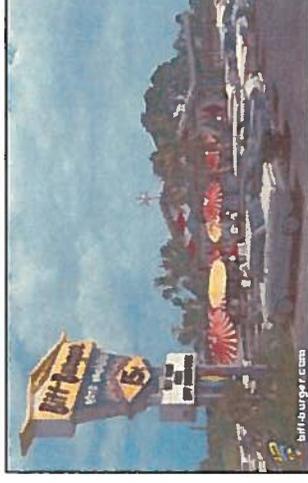


Figure 9: Biff Burger, circa 1970
Image courtesy of Biff-Burger.com

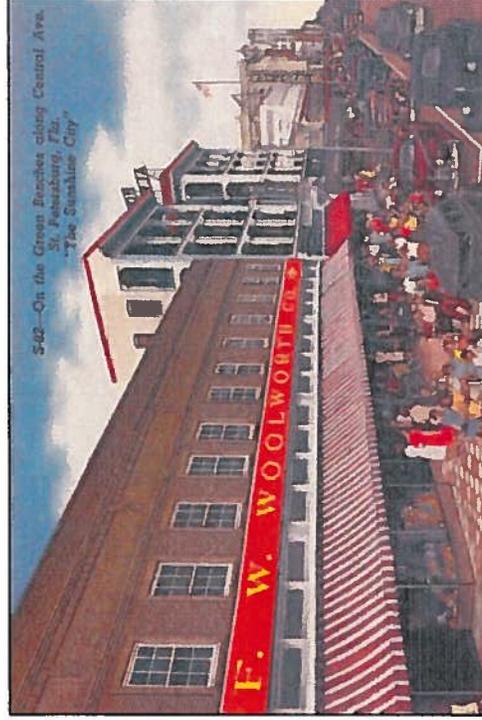


Figure 10: View of Central Avenue

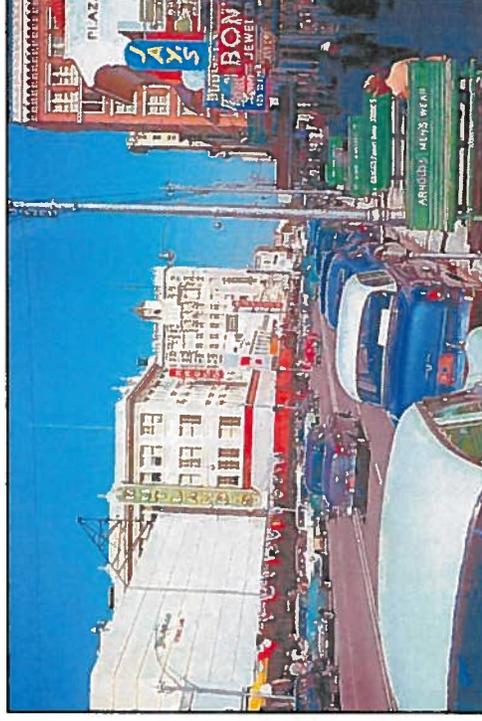


Figure 11: View of Central Avenue

Guidelines for Plastic and Acrylic Signs of Historic Significance

Plastic signs began appearing in St. Petersburg in the years following the Second World War and remain popular today, but many that were installed over 40 years ago have gained historic significance. This significance is generally derived from:

- The use of abstract geometric shapes, especially those dating to the 1950s and 1960s referencing the popularity of the “Atomic Age” such as arrows, orbits, and chevron,
- Colors, logos, and designs closely associated with businesses and marketing schemes of the mid-twentieth century, or
- Cutout lettering, shapes, and graphics representing the aesthetic of their period.

Some of St. Petersburg’s most iconic midcentury signs provide an opportunity to respect their association with regional or national chains which have since adopted different sign styles, or have vanished entirely, while still being updated. Signs such as the 1960s-era striped “Norgeball” sign that originally advertised the Norgetown Laundromat at 2465 Fifth Avenue North (in photo at right) provide a connection an earlier era of consumer culture. Whenever possible, care should be taken to document the origins of such signs. A number of national groups, such as Roadside Architecture (www.roadarch.com) and the Society for Commercial Archeology (www.sca-roadside.org) are dedicated to the identification and documentation of these signs as artifacts.

These signs can be found applied to buildings as fascia signs or projecting signs, or as freestanding post signs. Care should be taken to preserve most character-defining features of the signs. Replacement of certain portions of a historically significant plastic sign’s lettering may be appropriate when a business changes; ideally the font, scale, and coloring should be replicated.



Methodology

On October 18, 2012, St. Petersburg City Code was amended by the addition of Section 16.40.120.3.6, which establishes a procedure through which certain historic signs may be recognized and preserved. The Signs of Historic Significance regulations are intended:

- To provide for the preservation of St. Petersburg's unique character, history, and identity, as reflected in its iconic signs,
- To preserve the sense of place was created by signs dating to earlier eras,
- To prevent inappropriate reuse of nonconforming and/or illegal signs while ensuring that the signs are safe and well maintained,
- To prevent the unintentional loss of individual signs with historic or unique characteristics and, where possible, to provide a means for their retention and restoration, and
- To allow owners the flexibility to preserve historic and vintage signs.

Under the regulations pertaining to Signs of Historic Significance, the owners of signs placed on an Inventory of Signs of Historic Significance by the Community Planning and Preservation Commission (CPC) may be allowed flexibility with regard to the signs' nonconforming size and placement in order to encourage the long-term preservation and reuse of these recognizable elements of the city's past. Signs of Historic Significance may be nominated to the Inventory by their owners or city staff. A proposed Sign of Historic Significance shall comply with the following criteria. This classification does not preclude

owners from removing these signs. The regulations of this section apply only to signs included in the City's inventory of Signs of Historic Significance as set forth below.

Technical criteria:

- The sign shall have been installed at least 40 years prior to the date of application;
- The sign is an example of the technology, craftsmanship, or design of its era;
- The sign uses historic materials or means of illumination such as exposed integral incandescent lighting or exposed neon lighting;
- The sign may include, but is not limited to, a detached sign, a projecting sign, a roof sign, a painted building sign, or a sign integral to the building's design (fascia sign), or any other type of sign that was permitted on the property;
- The sign is structurally safe or can be made safe without substantially altering its historic appearance; and
- The sign retains the majority of its character-defining features (materials, technologies, structure, colors, shapes, symbols, text, and/or art) that have historical significance, are integral to the overall sign design, or convey historical or regional context. If character-defining features have been altered or removed, the majority of these features must be able to be restored to their historic function and appearance.

Cultural/historical/design criteria:

- The sign exemplifies the cultural, economic, and historic heritage of the city;
- The sign exhibits extraordinary aesthetic quality, creativity or innovation;
- The sign is unique, was originally associated with a local business or local or regional chain; there is academic research, including but not limited to sign industry journals, articles or books to support its significance, or it is a surviving example of a once-common sign type that is no longer common.

or

A preliminary survey was conducted of the signs located within St. Petersburg's historic commercial corridors. This is by no means a complete inventory of the eligible signs within the city's boundaries. Rather than serving as a comprehensive index of signage that might be considered for protection under Signs of Historic Significance section of City Code, the following inventory is intended to serve as a basis from which to build.

This inventory is divided into sections based on integrity: Extant Signs of Historic Significance, Altered and Removed Signs with Potential for Restoration or Reconstruction, and an Appendix of Removed Signs, which may serve as stylistic inspiration for reproductions in the future.



Figure 12: Historic YMCA sign at 116 Fifth St. S.



Figure 13: Florida Arcade circa 1930

Photograph courtesy of the St. Petersburg Museum of History

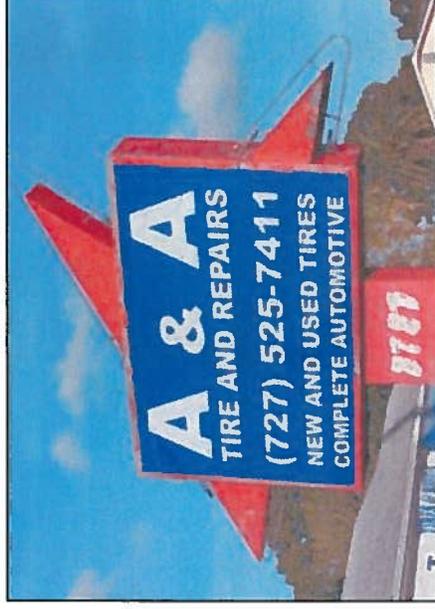
Extant Signs of Historic Significance

The first section of this initial inventory includes some of the city's most iconic and well-known signs which retain the majority of their character-defining features. This list shall serve as exemplars of cases in which the regulations discussed above may prove relevant and beneficial.

A&A TIRE AND REPAIRS: 2727 38TH AVE. N.

Formerly Capri Auto Interior

Installed 1965



Sign Face



Sign Face & Structure

ACE HARDWARE: 2739 DR. MLK, JR. ST. N.

Formerly Kwik Check Grocery Store

Installed 1963 by Bussard Neon

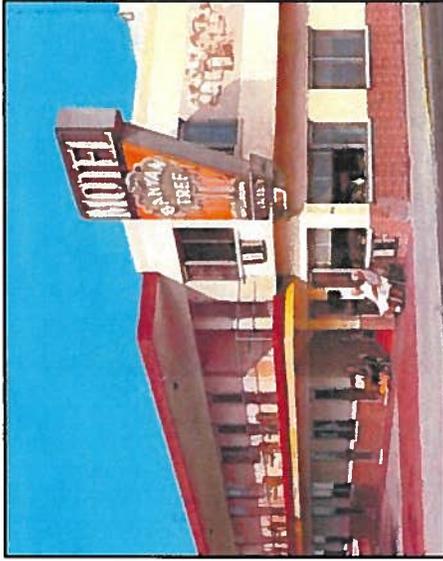


Sign Face



Sign Face & Structure

BANYAN TREE MOTEL: 610 FOURTH ST. N.



Historic Image



Sign Face



Sign Face & Structure



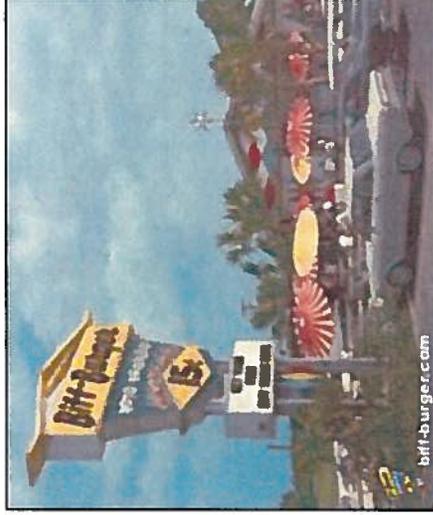
Illuminated Sign

BIFF BURGER: 3939 49TH ST. N.

Installed circa 1965

One of only two locations remaining in operation of former Clearwater-based chain which once consisted of hundreds of restaurants along the Eastern Seaboard.

This is the only location to retain its name.



Historic Image



Sign Face



Sign Face & Structure

CAR STORE: 3445 34TH ST. N.

Formerly Waldron Mullins Pontiac

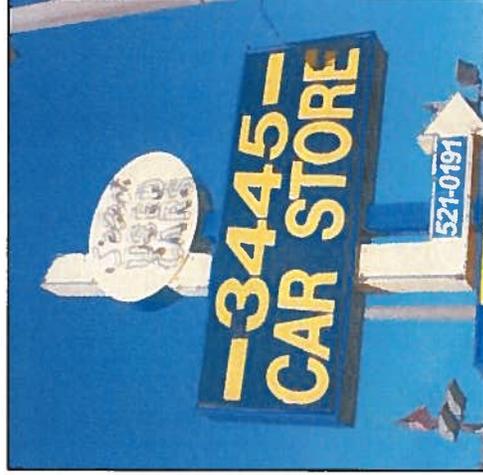
Installed 1970



Historic Image



Sign Face & Structure

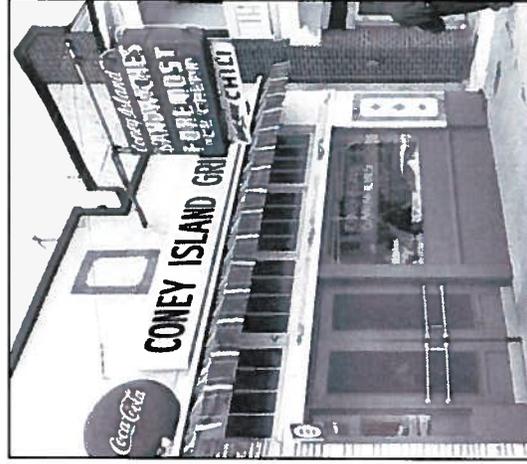


Sign Face



Illuminated Sign

CONEY ISLAND GRILL: 250 DR. M.L. KING, JR. BLVD.



Historic Image



Sign Face



Sign Face & Structure

DERBY LANE: 4TH ST. N.

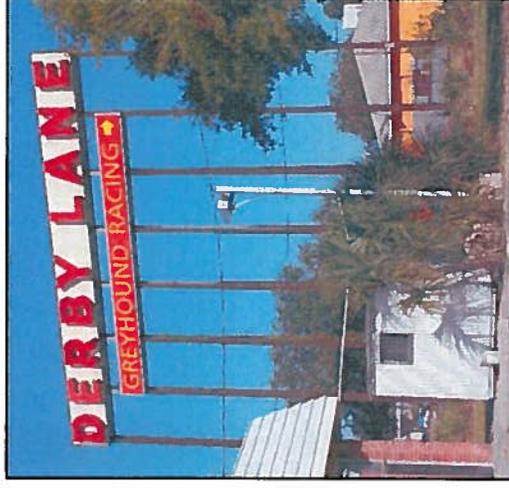


Sign Face

Located on E. side of 4th
Between 99th & 100th Aves N.



Illuminated Sign



Sign Face & Structure

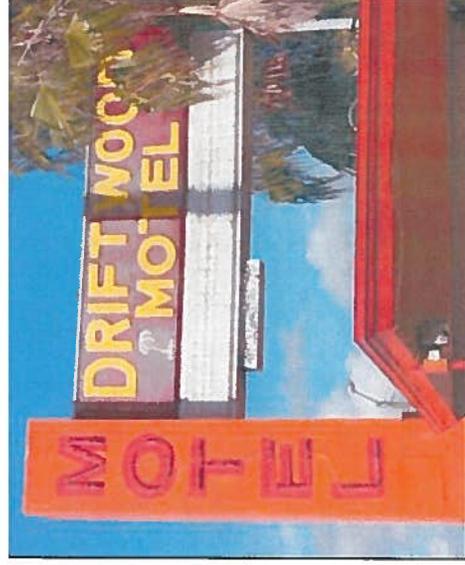
DRIFTWOOD MOTEL: 1600 34TH ST. S.

Formerly Tangerine
Motel

Installed 1956



Historic Image



Sign Face



Sign Face & Structure

EL CAP RESTAURANT: 3500 FOURTH ST. N.

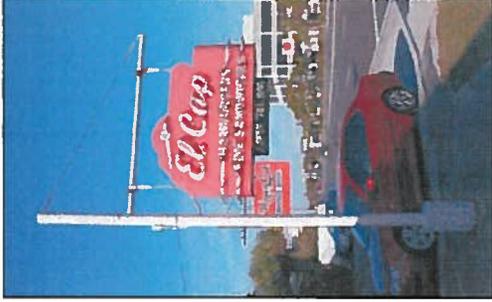
Formerly
Bruni's Tavern

Original sign
installed 1949

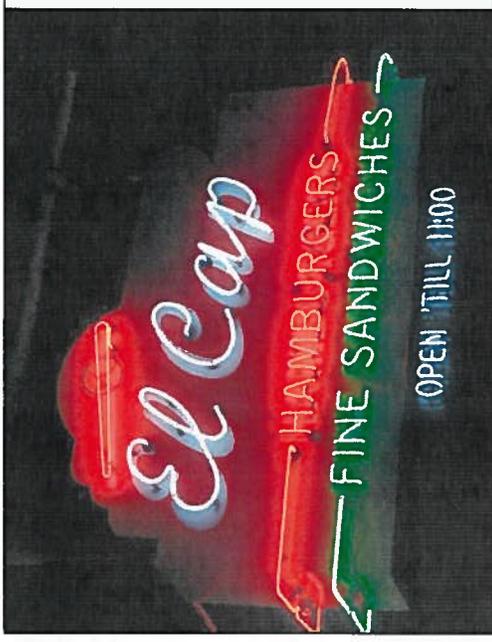
Sign has been
refurbished
several times,
most recently
in 2016.



Sign Face



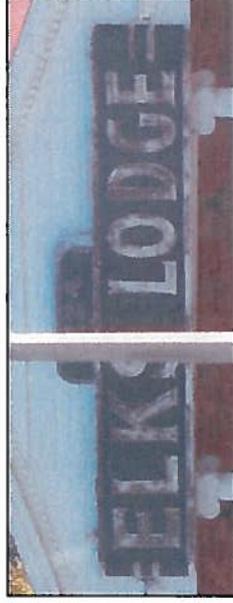
Sign Face & Structure



Illuminated Sign

ELKS LODGE: 2675 66TH ST. N

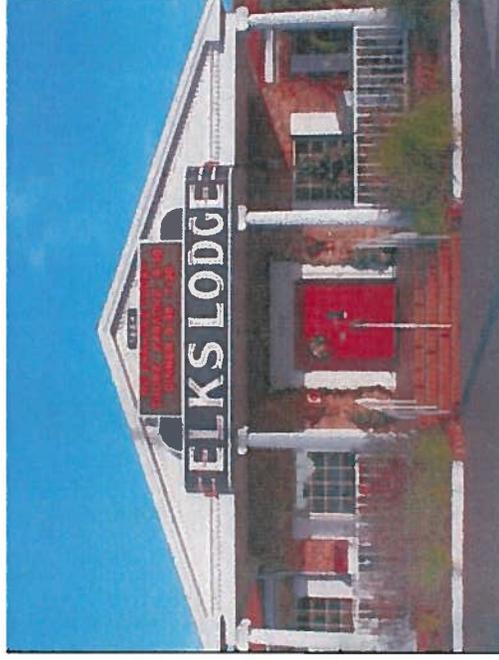
Lower portion installed
1969



Sign Face, 2012



Sign Face, 2016

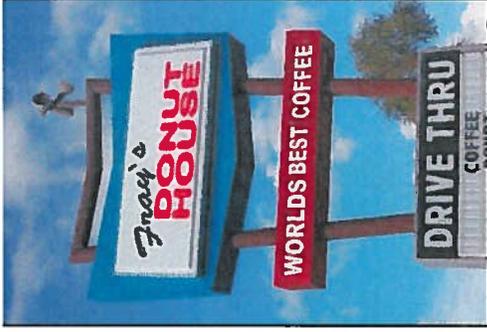


Sign Face & Structure

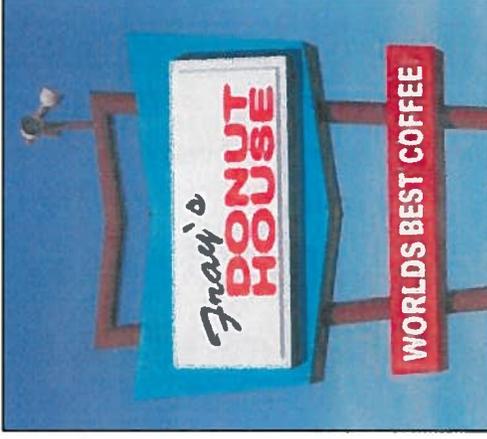
FRAY'S DONUT HOUSE: 649 34TH ST. N.

Installed 1965.

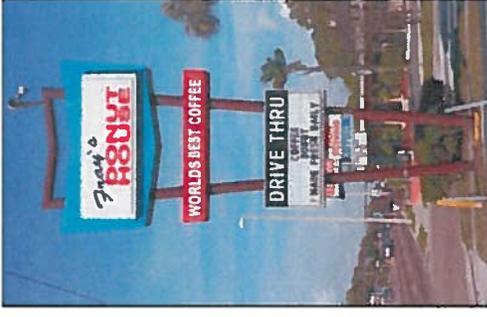
Formerly Mister Donut, a once-national chain founded in 1956.



Sign Face



Sign Face



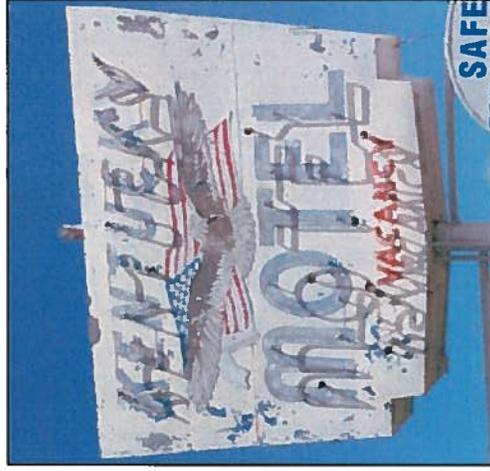
Sign Face & Structure

KENTUCKY MOTEL: 4246 FOURTH ST. N.

Formerly Kentucky Derby Motel



Historic Image



Sign Face, 2012

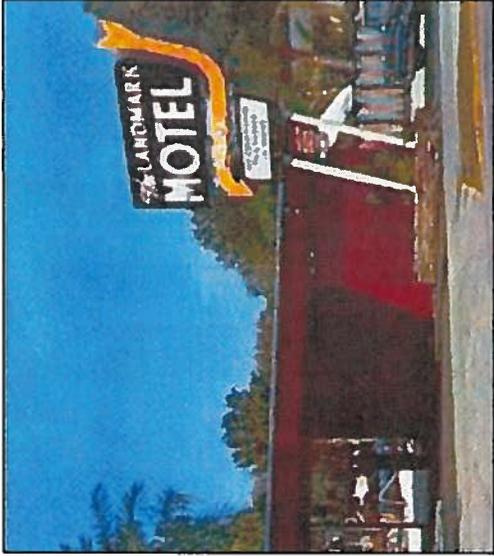


Sign Face & Structure



Illuminated Sign

LANDMARK MOTEL: 1930 FOURTH ST. N.



Historic Image

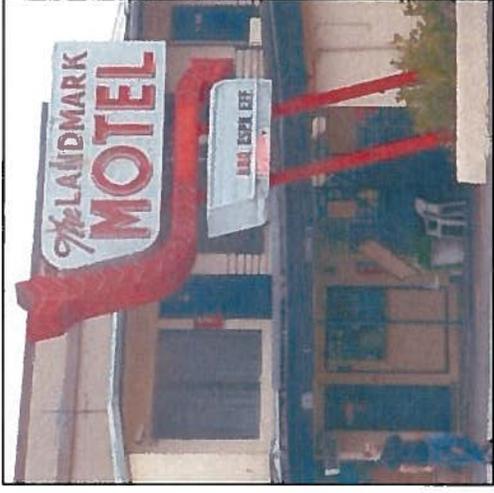
Installed
1958



Sign Face



Illuminated Sign



Sign Face & Structure

LUNDY'S LIQUORS: 3084 18TH AVE. S.



Sign Face

Formerly Rainbow Bar/World Liquors

Installed 1949 and 1966

Altered circa 1987

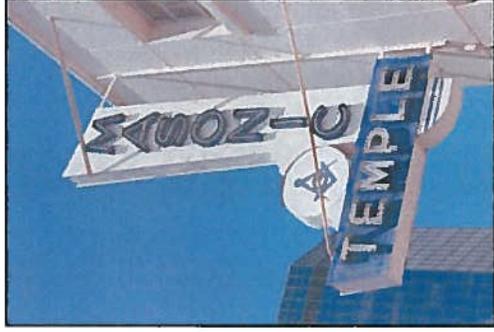


Illuminated Sign

MASONIC TEMPLE: 114 FOURTH ST. S.

St. Petersburg Lodge No. 139 F&AM

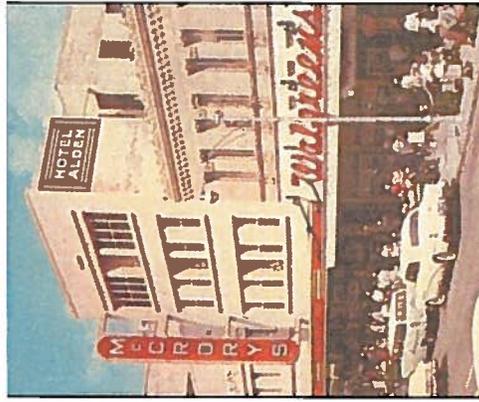
Installed 1958



Sign Face

MCCRORY'S: 433 CENTRAL AVE.

Projecting sign
installed 1929



Historic Image



Sign Face



Sign Face

PALM AIRE MOTEL: 3250 34TH ST. N.

Installed
1954



Historic Image



Sign Face & Structures



Sign Face & Structure

PENNSYLVANIA HOTEL: 300 4TH ST. N.

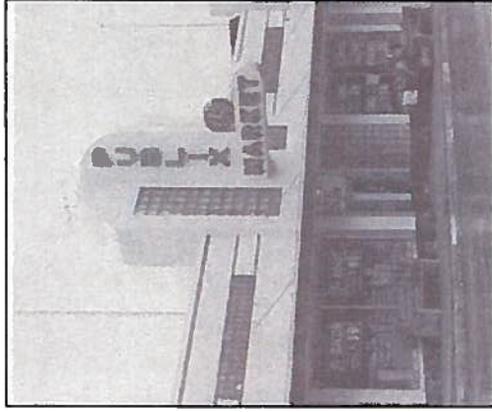


Sign Face & Structure

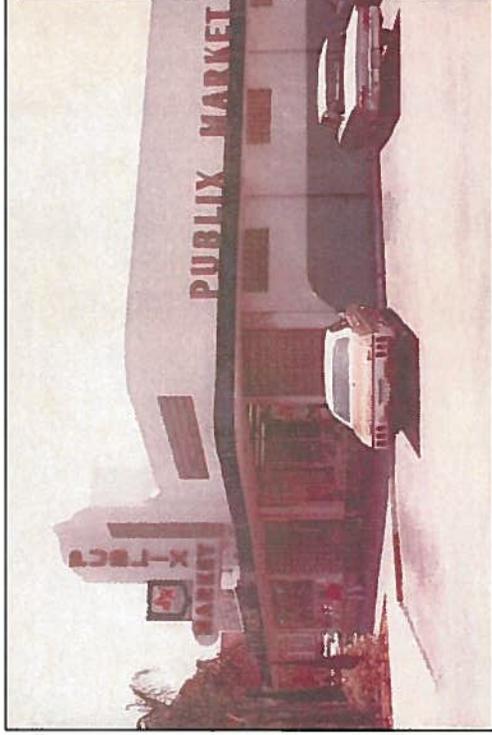
PUBLIX/FAMILY DOLLAR: 1720 16TH ST. N.

Formerly Publix Supermarket.

Installed by Ace Sign Company in 1950.



Historic Image



Historic Image



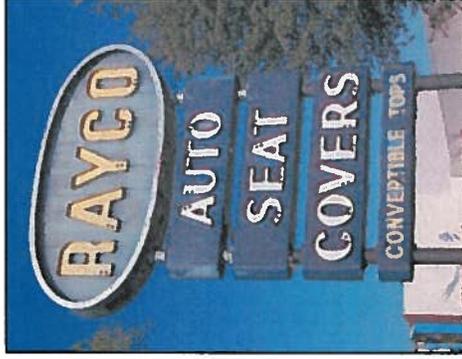
Sign Face & Structure

RAYCO: 3121 CENTRAL AVE.

Installed 1953



Historic Image



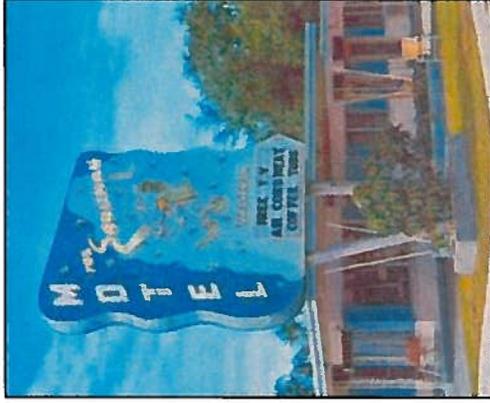
Sign Face & Structure



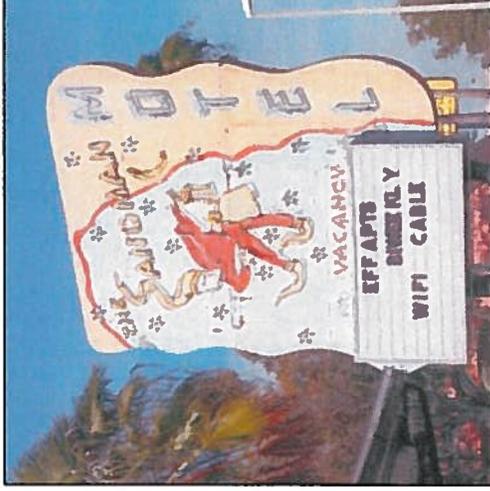
Sign Face & Structure

SANDMAN MOTEL: 570 34TH ST. N.

Installed
1957



Historic Image



Sign Face



Illuminated Sign

STAR DELI FOODS: 245 I FIFTH AVE. N.

Building constructed circa 1954; formerly Mitchell's Quality Meats

Sign is repurposed Norgetown Laundry "Norgeball" sign dating to the early 1960s and relocated from 2465 Fifth Ave. N. (date of relocation unknown).

This "Norgeball" is one of few remaining, but the Chicago-based Norge Village Cleaners was once a national chain. Though most of the rotating spherical signs, which were designed by Rohm & Hess, featured polka dots, the striped variation was seen throughout Florida.



Sign Face



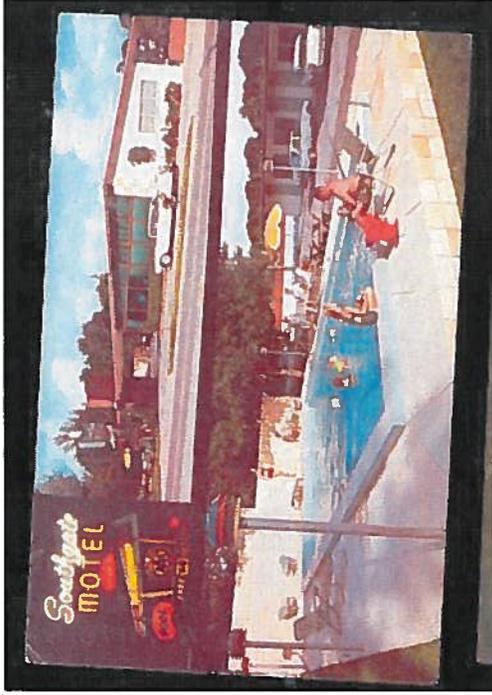
Sign Face & Structure

SUNDAZE MOTEL: 1590 34TH ST. S.

Formerly
Southgate Motel

Installed 1957

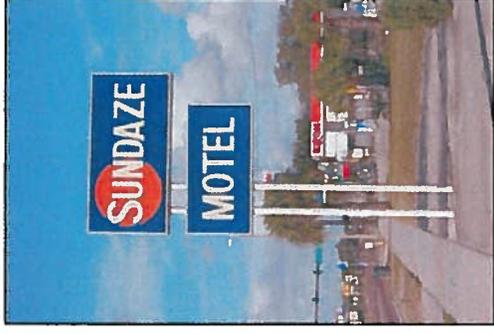
Altered 1981



Historic Image



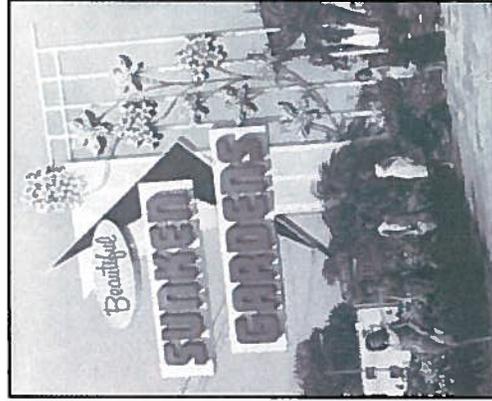
Sign Face & Structure, 2012



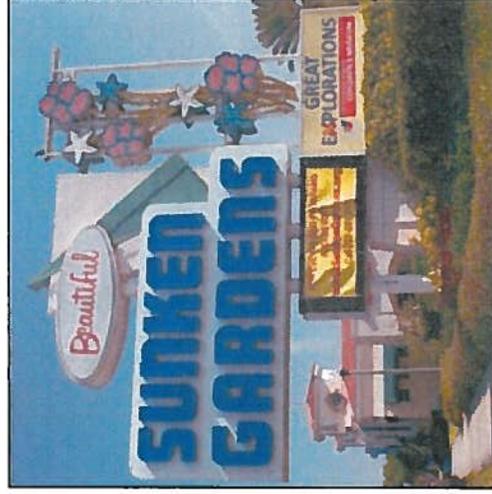
Sign Face & Structure

SUNKEN GARDENS: 1825 FOURTH ST. N.

Installed
1960



Historic Image



Sign Face & Structure



Illuminated Sign

SUNSHINE LAUNDRY: 621 I 6TH ST. N.

Installed 1969



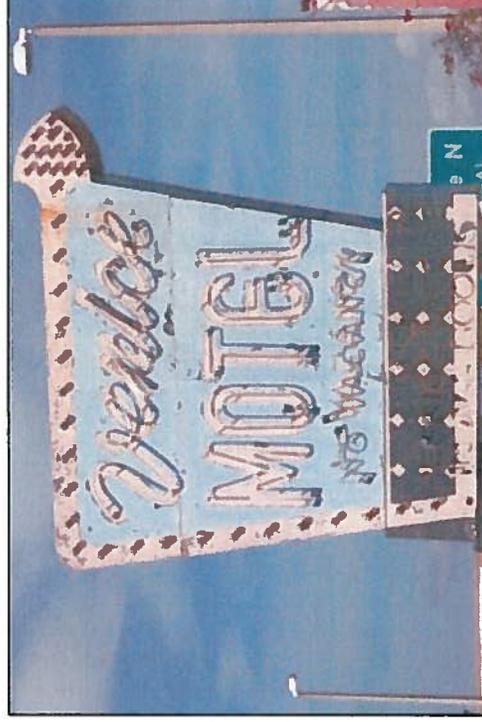
Sign Face



Sign Face & Structure

VENICE MOTEL: 330 I 34TH ST. N.

Installed 1958

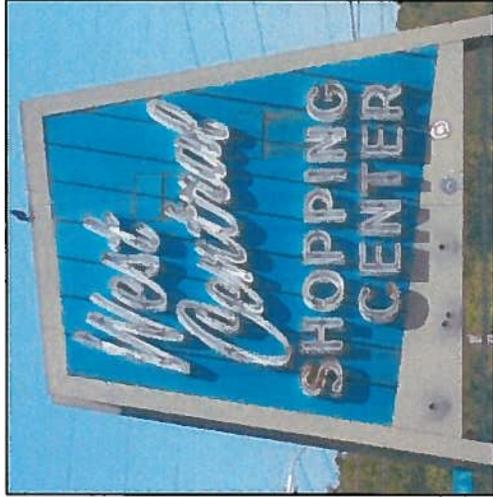


Sign Face



Sign Face & Structure

WEST CENTRAL SHOPPING CENTER: 660 I CENTRAL AVE.



Sign Face



Sign Face & Structure



Illuminated Sign

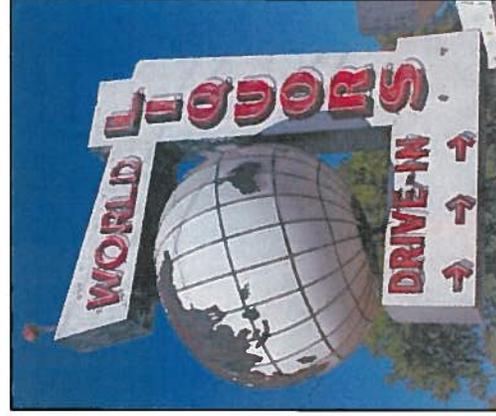
Installed 1959

WORLD LIQUORS: 160 I CENTRAL AVE.

Installed 1961

Incorporated globe from "World Furniture" store, formerly on 100 block of Central Avenue.

Globe rotated until mid-1970s.



Sign Face



Sign Face & Structure



Additional Sign Face

YARD OF ALE: 256 FIRST AVE. N.

Formerly Bishop
Hotel/Bishop Tavern

Installed 1949



Historic Image



Historic Image

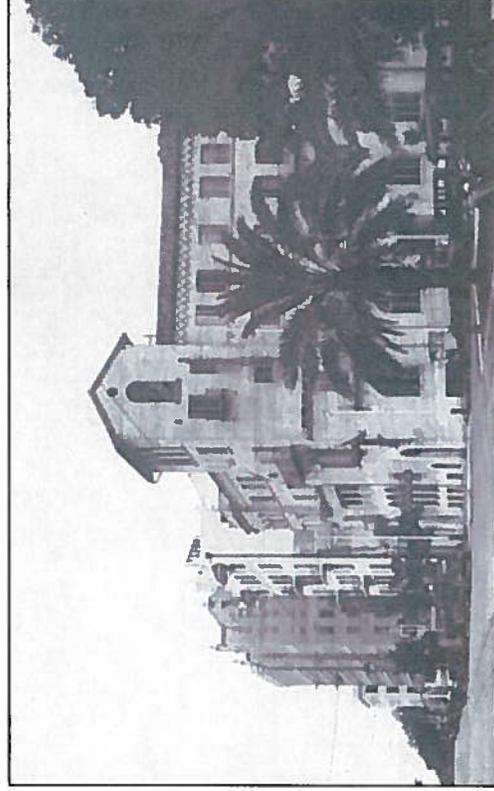


Sign Face, 2012



Sign Face

YMCA: 116 FIFTH ST. S.



Historic Image



Sign Face

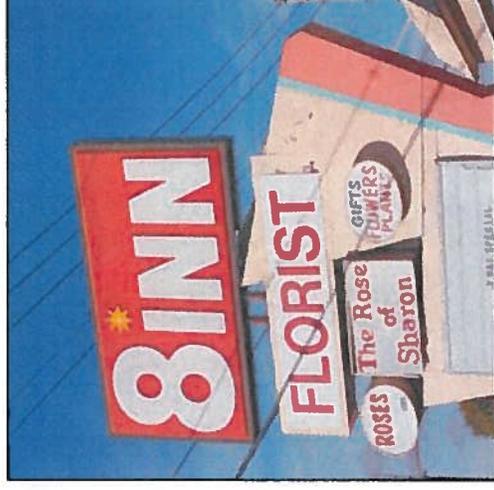
8 INN: 1201 34TH ST. N.

Formerly
Chateau
Motel/Capri
Motel

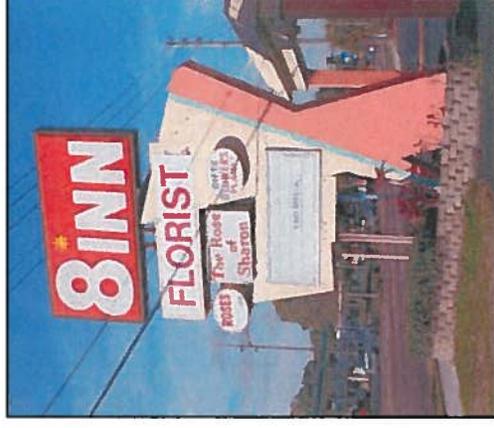
Installed 1958



Historic Image



Sign Face



Sign Face & Structure

Altered and Removed Signs with Potential for Restoration or Reconstruction

ALCOVE RETIREMENT CENTER: 2831 FOURTH ST. N.

Formerly
Flamingo/Silver
Star Motel
Installed 1956



Historic Image



Historic Image

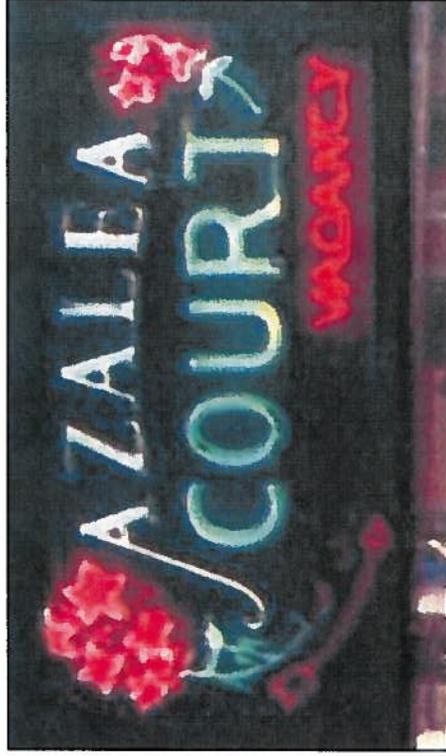


Sign Face & Structure

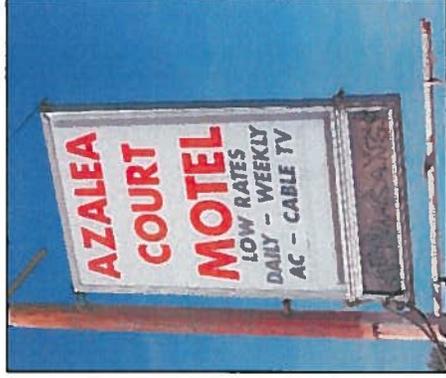


Sign Face & Structure

AZALEA COURT MOTEL: 8210 FOURTH ST. N.



Historic Image

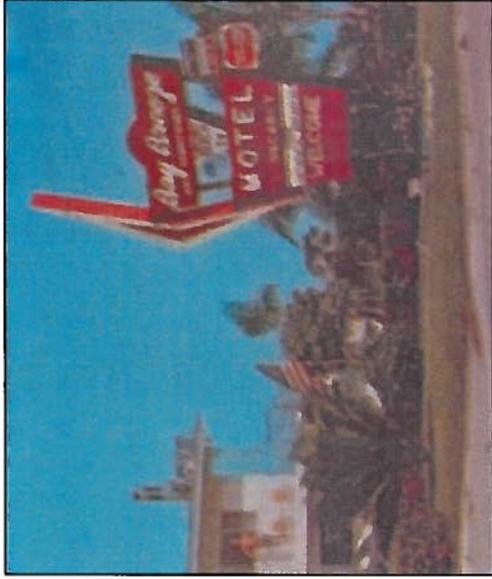


Sign Face



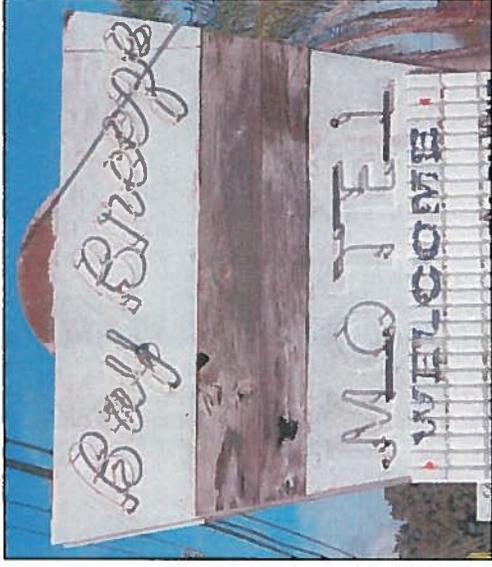
Sign Face & Structure

BAY BREEZE MOTEL: 3900 34TH ST. S.

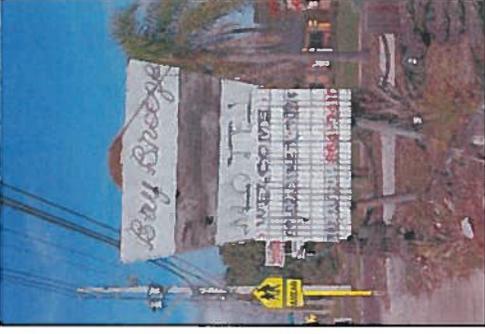


Historic image

Sign frame and some tube lettering remain



Sign Face



Sign Face & Structure

BUDGET INN: 800 34TH ST. N.

Formerly Safari Motel/Diplomat Motel

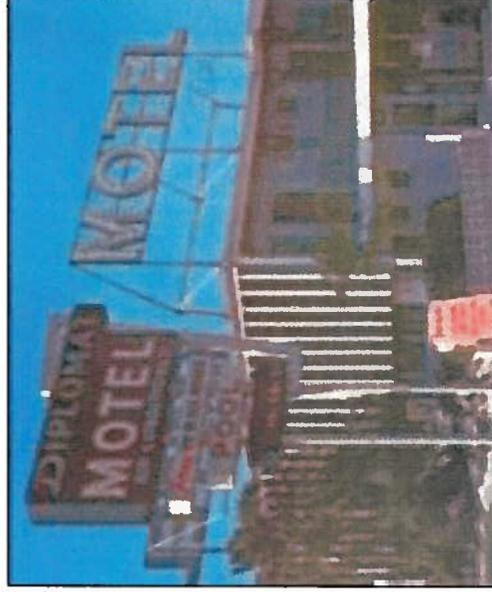
Installed circa 1955 and 1963

Building still operates as motel.

Roof sign has been removed; pole sign altered but extant.



Historic Image



Historic Image



Sign Face & Structure

CACTUS MOTEL: 1600 34TH ST. N.

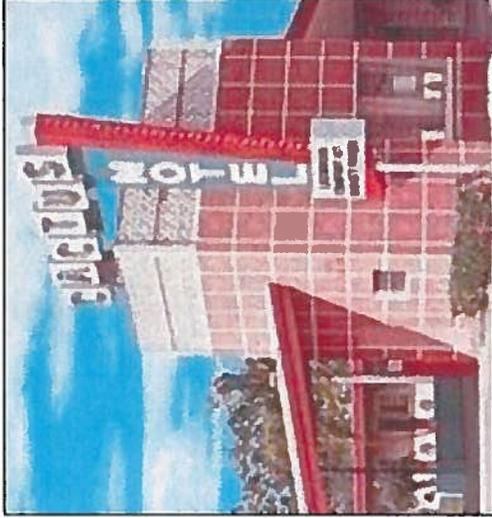
Installed 1956

Building remains in operation under same name

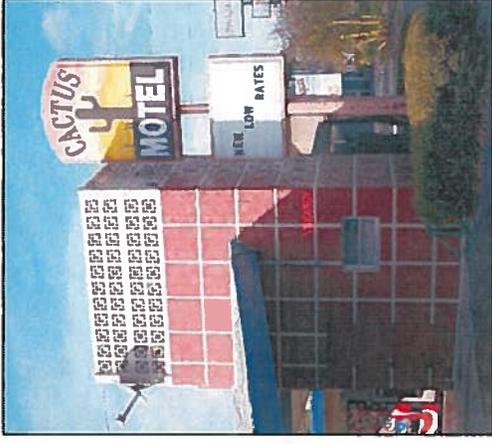
Sign replaced but structure remains



Historic Image



Historic Image



Sign Face & Structure

CANDLELIGHT INN: 3405 34TH ST. N.

Formerly Cadillac Motel

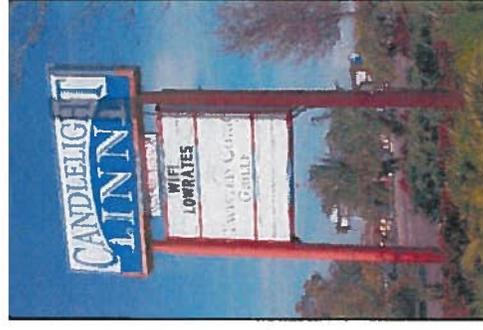
Installed 1958

Building remains operational as motel and restaurant

Sign has been replaced but historic frame is in use



Historic Image



Sign Frame & Structure

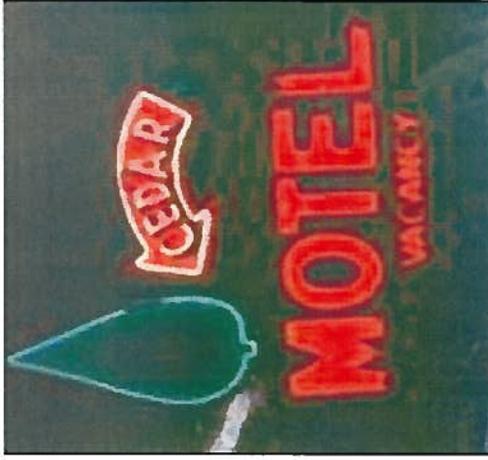
CEDAR MOTEL: 3250 34TH ST. N.

Formerly 3300 34th St. N.

Installed 1957

Business remains operational under same name.

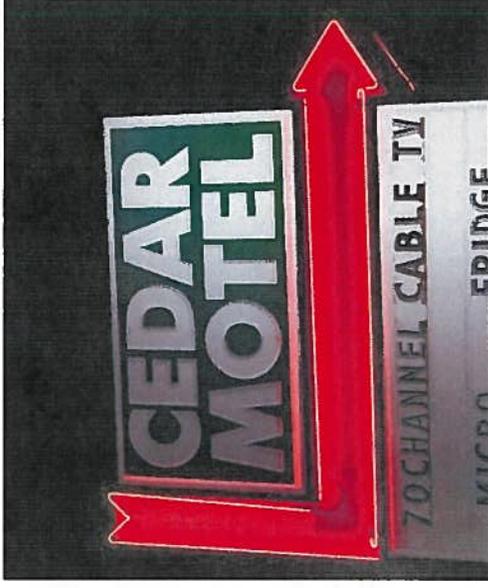
Sign has been altered but retains historic frame



Historic Image



Sign Frame & Structure



Illuminated Sign

CENTRAL PLAZA: 3270 CENTRAL AVE.

Formerly 3250 Central Ave.

Buildings and some signboards remain, but signs have been replaced.



Historic Image

CHINA CITY RESTAURANT: 1221 FOURTH ST. N.

Formerly Chick's Drive-In

Installed 1952

Altered circa 1960

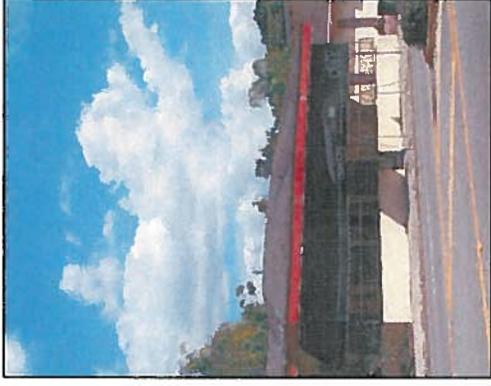
Removed 2016



Historic Image



Sign Face & Structure, circa 2005

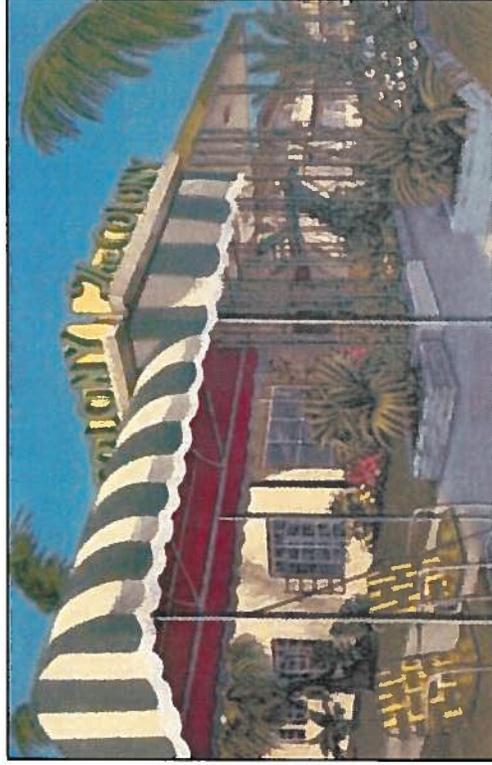


Former Location of Sign

THE COLONY: 301 FOURTH AVE. N.

Installed 1950

Sign has been removed, but building remains with historic awning framework.



Historic Image



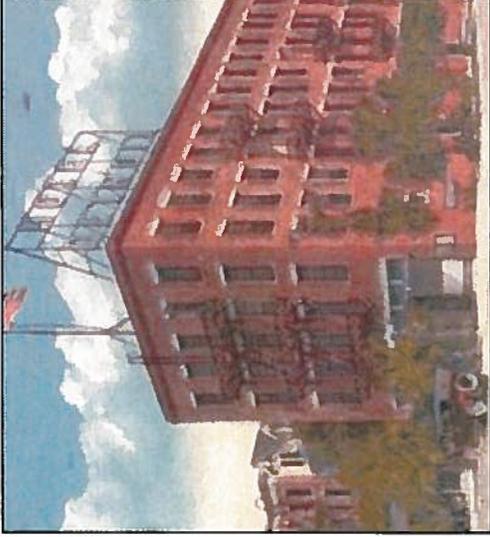
Remaining Sign Structure

HOTEL DETROIT: 201 Central Ave.

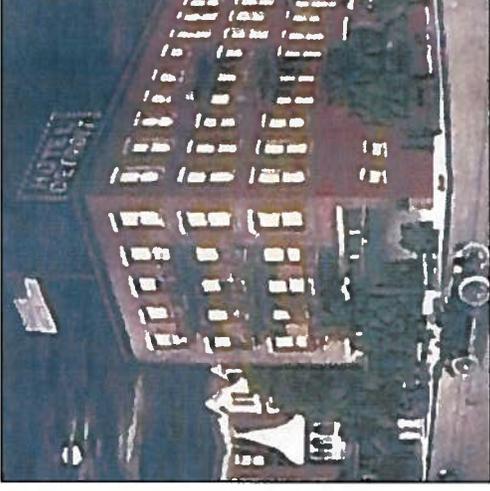
Building remains.

Rooftop sign has been removed

Projecting corner sign remains.



Historic Image



Historic Image



Remaining Sign Face & Structure

EL GRANDE MOTEL: 4336 FOURTH ST. N.

Currently Shandy Style

Installed 1955

Building remains, but has been altered.

Stick-out sign replaced with monument.



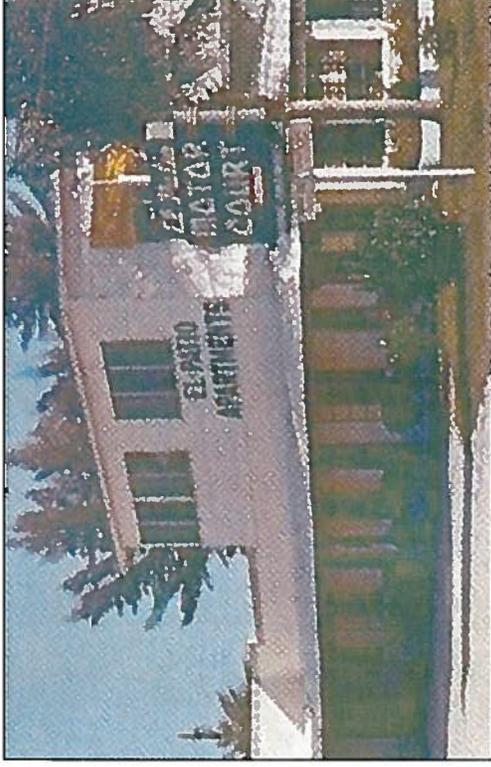
Historic Image

EL PATIO MOTOR COURT: 6733 FOURTH ST. N.

Installed 1960

Business remains operational.

Sign altered, but historic frame has been retained.



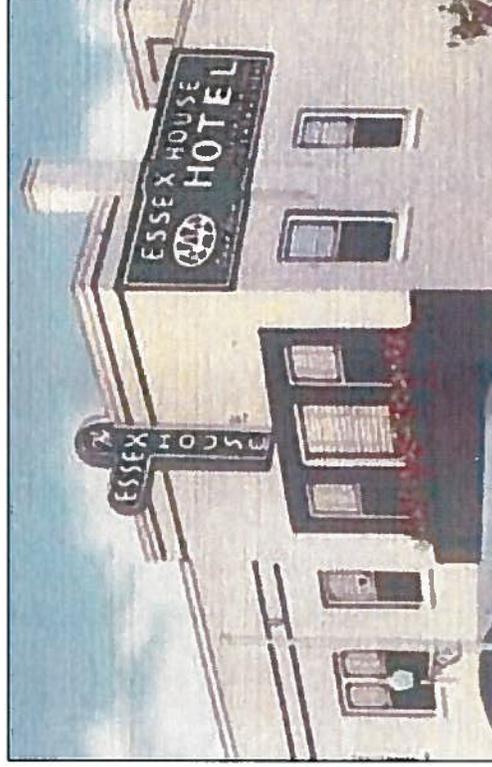
Historic Image

ESSEX HOUSE HOTEL: 1914 FOURTH AVE. N.

Currently Outback Steakhouse

Building has been altered and is presently a restaurant.

Sign has been removed.



Historic Image

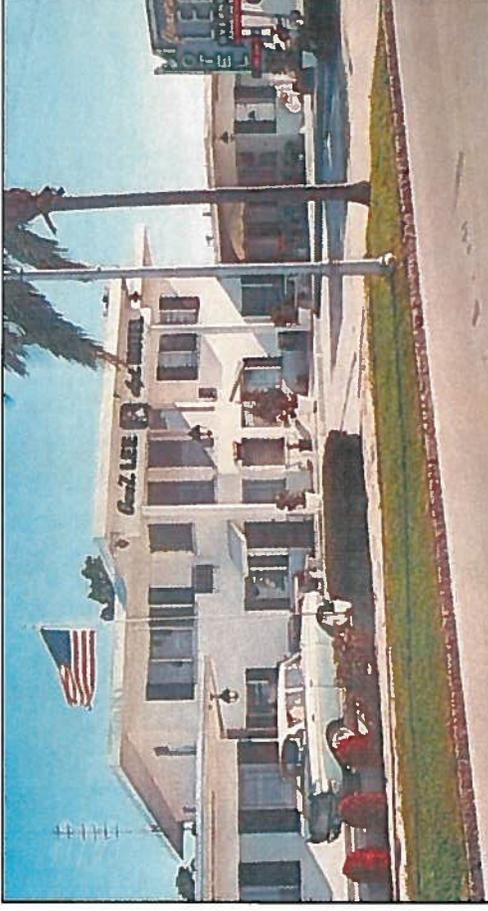
GENERAL LEE HOTEL: 4554 CENTRAL AVENUE

Currently Faith Professional Plaza

Installed 1956

Reuse as office building

Sign has been removed



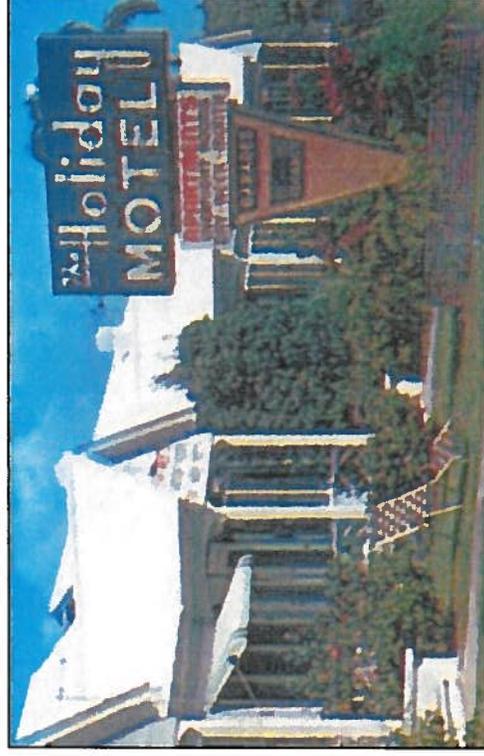
Historic Image

HOLIDAY MOTEL: 415 24TH AVE. N.

Installed 1954

Motel remains operational under same name

Sign has been replaced



Historic Image



Current Sign Face & Structure

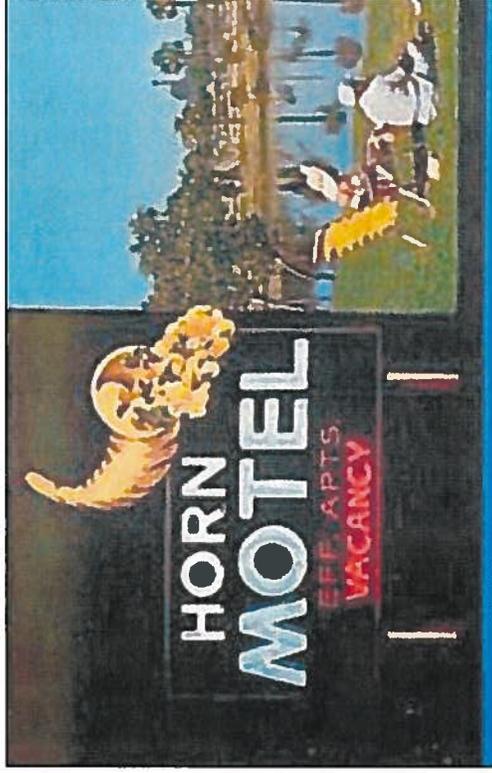
HORN MOTEL APARTMENTS: 674 22ND AVE. S.

Currently Park Terrace Apartments

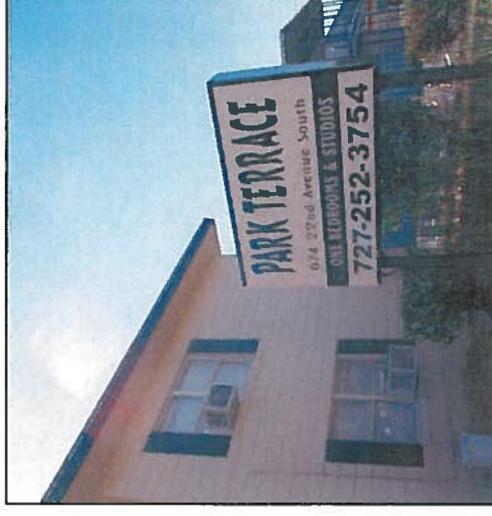
Installed 1959

Building now used as apartments

Sign has been removed.



Historic Image



Sign Face & Structure

INN ON THE HILL: 275 34TH ST. S.

Formerly Hill Top Motel

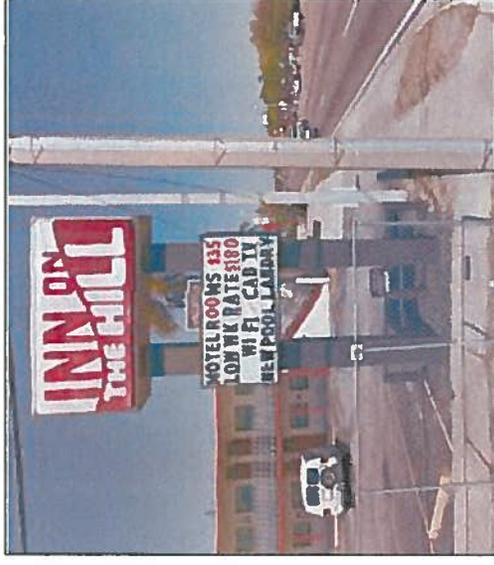
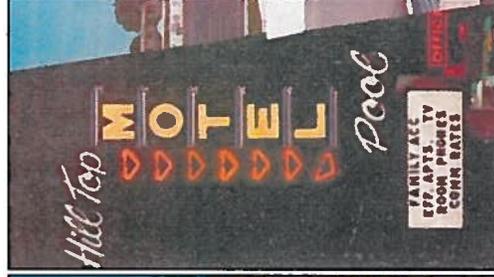
Installed 1957

Building remains operational as motel

Sign has been removed.



Historic Images



Sign Face & Structure

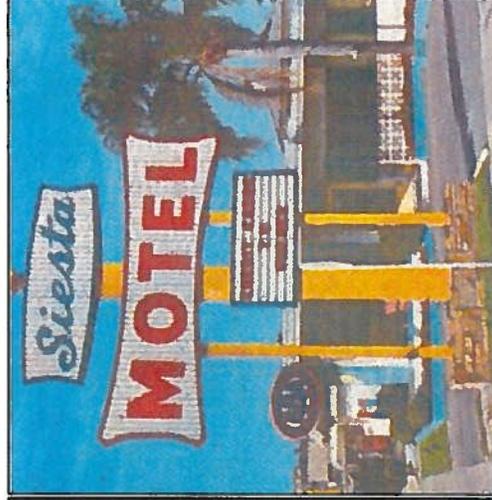
KENWOOD VILLAGE INN: 701 34TH ST. N.

Formerly Siesta Motel

Installed 1956 and 1964



Historic Images



Sign Face & Structure

LA CITA EXECUTIVE CENTER: 8424 FOURTH ST. N.

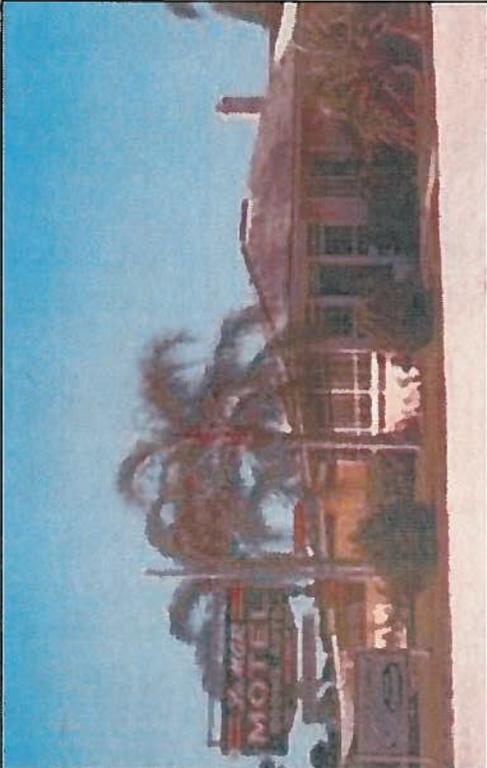
Formerly La Cita Motel
Installed 1949



Historic Image

LA MAR MOTEL: 8840 FOURTH ST. N.

Installed 1948
Building extant
Sign and frame have been removed.

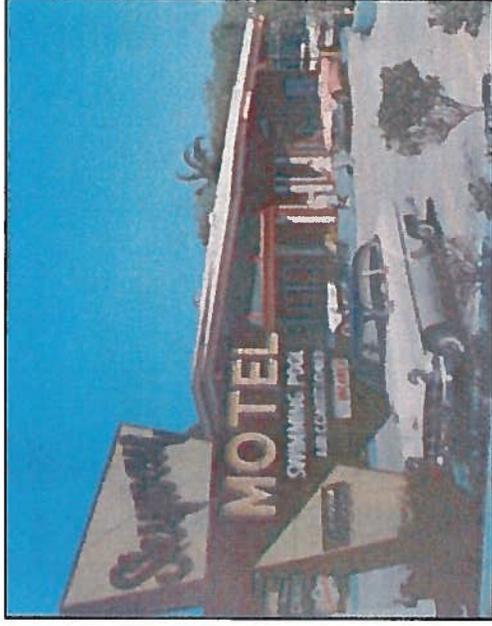


Historic Image

MAGNUSON HOTEL: 6800 SUNSHINE SKYWAY LN.



Outrigger Inn/Skyway Motel
Building remains; sign has been removed.



Historic Images

MARI JEAN HOTEL: 2349 CENTRAL AVE.

Installed 1961



Historic Image

MOSLEY MOTEL: 401 34TH ST. N.

Formerly Plaza Inn

Installed 1958



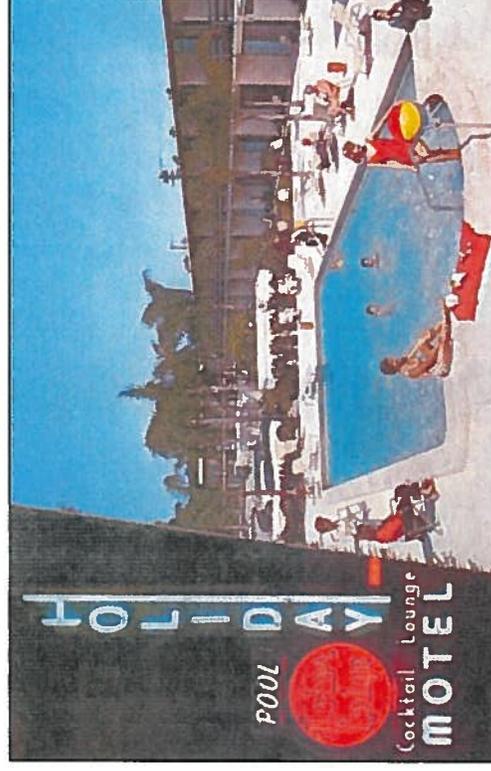
Historic Image

NEW PLAZA MOTEL: 400 34TH ST. N.

Formerly Holiday Motor Court

Installed 1958

Building remains in use as motel with some commercial; sign has been removed.



Historic Image

ORANGE MOTEL: 8435 FOURTH ST. N.

Installed 1955

Building remains; sign has been removed.



Historic Image



Sign Face & Structure

PALMS MOTEL: 6730 FOURTH ST. N.

Installed 1949



Historic Image



Sign Face & Structure

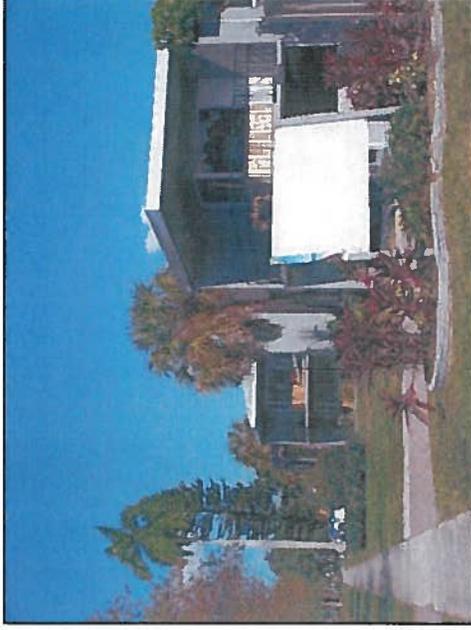
PARK PLACE APARTMENTS: 2026 FOURTH ST. S.

Formerly Park Place Apartment
Motel

Installed 1955



Historic Image



Sign Frame & Structure

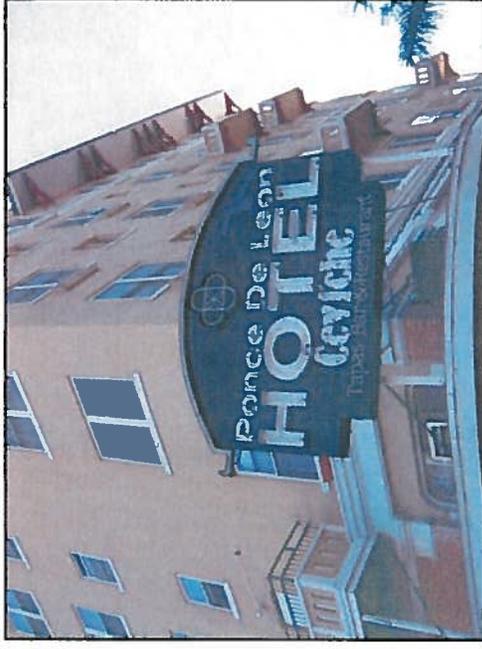
PONCE DE LEON HOTEL: 95 CENTRAL AVENUE

Original sign installed c. 1950

Current sign is placed in same corner of awning and
references the style of original

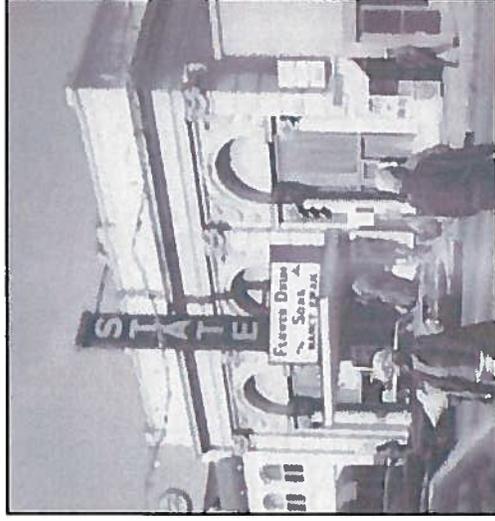


Historic Image



Sign Face & Structure

STATE THEATRE: 687 CENTRAL AVE.



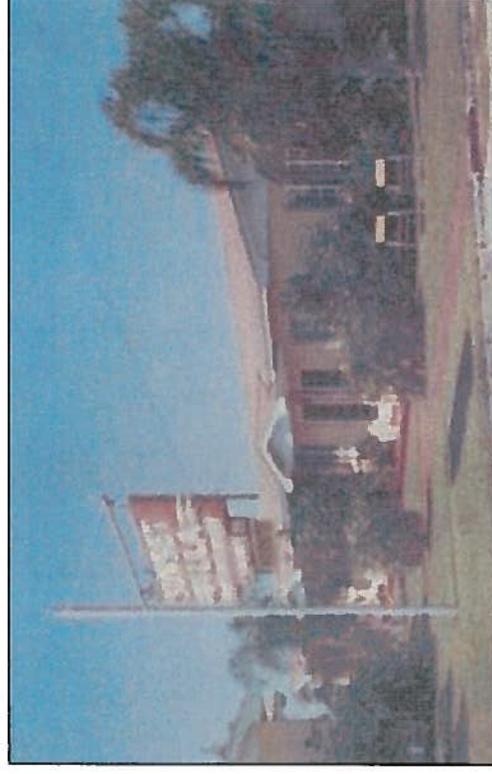
Historic Image



Current Sign Face & Structure

Marquee installed in 1969

SUNSET VILLA: 7200 FOURTH ST. N.



Historic Image

Installed 1949

SUNTAN MOTEL: 203 I FOURTH ST. N.



Historic Image



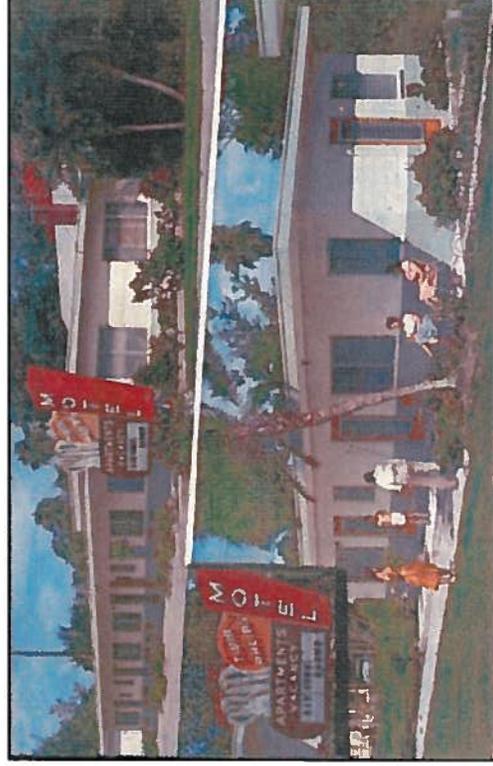
Historic Image



Sign Face & Structure

TWIN PALMS MOTEL: 3600 HAINES RD.

Installed 1956

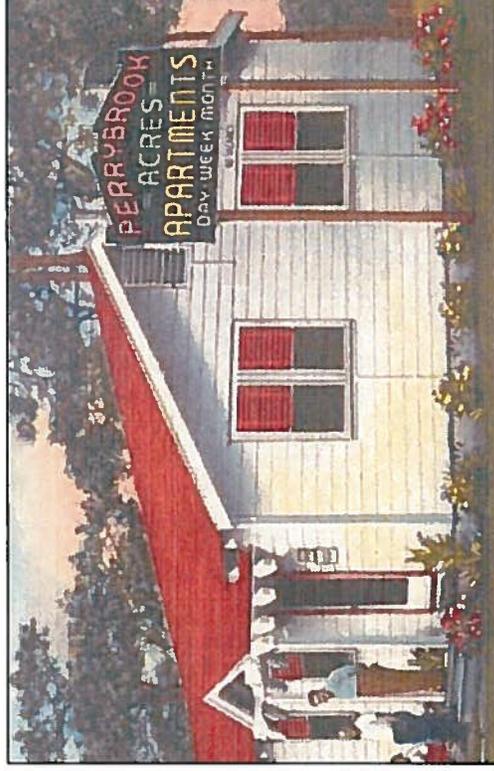


Historic Image

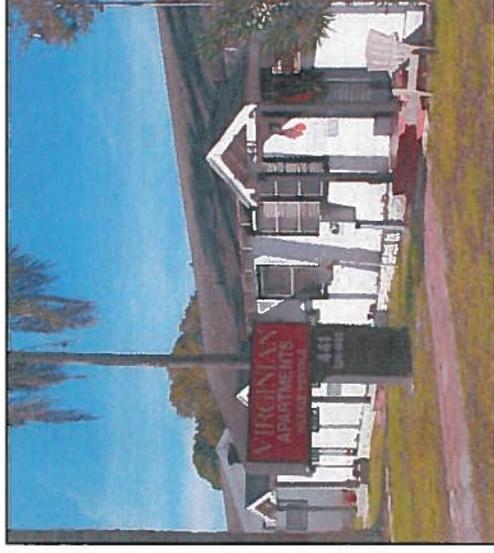
VIRGINIAN APARTMENTS: 441 47TH AVE. N.

Formerly Perrybrook Acres
Apartments

Installed circa 1950



Historic Image

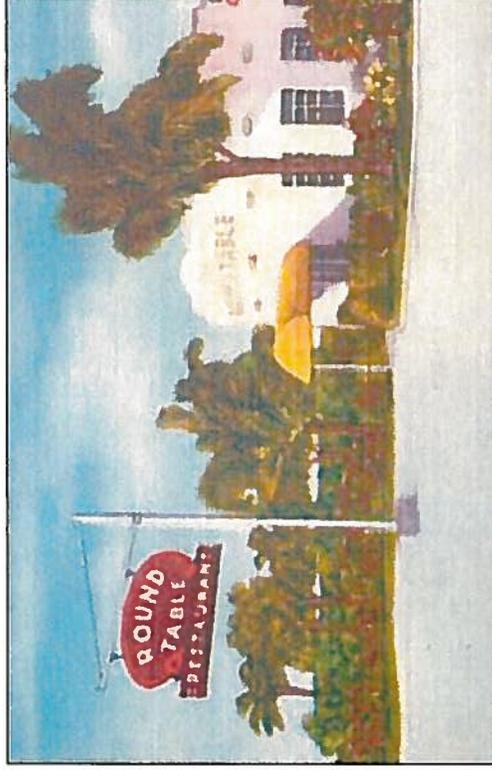


Sign Face & Structure

WILSON'S SPORTS LOUNGE: 3030 FOURTH ST. N.

Formerly Round Table Restaurant

Installed 1950



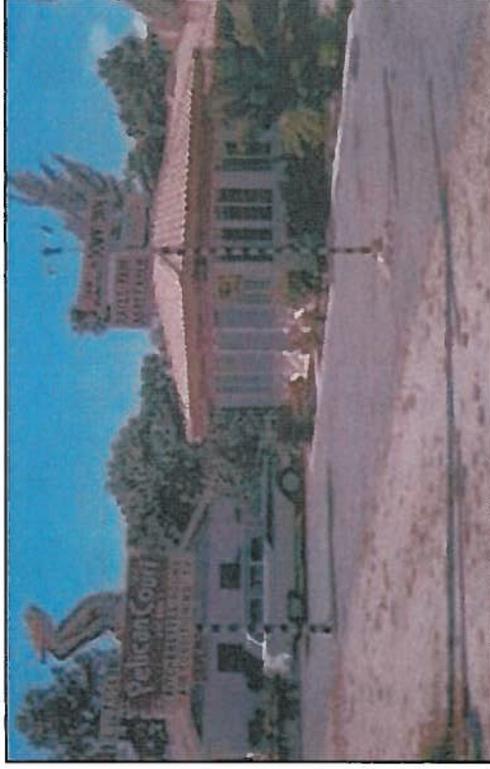
Historic Image



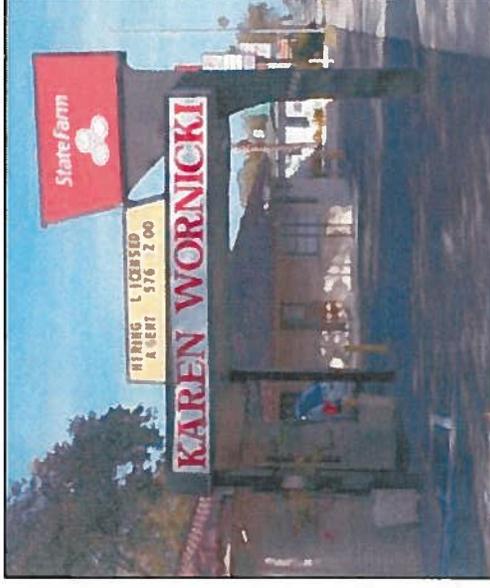
Sign Face & Structure

KAREN WORNICKI INSURANCE: 8120 FOURTH ST. N.

Formerly Pelican Court
Installed 1949 and 1953



Historic Image



Sign Face & Structure

Resources and Acknowledgments

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Special Thanks

Additional thanks are in order to a number of St. Petersburg residents, sign enthusiasts, and historians of "roadside America" who contributed their expertise, personal photographs, and memories to this project. Special thanks are due to Debra Jane Seltzer of RoadArch.com and Todd Bates of the Vintage Neon Project, both of whom contributed invaluable feedback and incredible knowledge of historic sign styles; Maryjean Bonfili of El Cap and Paul Misiewicz of World Liquors, who provided information about their own businesses' signs; and the members of "Remember in St. Pete when..." the Society for Commercial Archaeology, and St. Petersburg Preservation, Inc., who assisted staff in identifying and understanding the origin of many of the signs discussed in this report. As is the case with any project involving historic preservation and public memory, much of this research would have been impossible without the insight and experiences of the community.

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Appendix: Gallery of Removed Signs

The following appendix includes historic images of signs that are no longer extant, but that could inspire future reproductions. These signs are representative of the graphic styles that dominated midcentury branding.



The A&P Supermarket
824 Fourth Street South



Atomic Motel
6374 Central Avenue



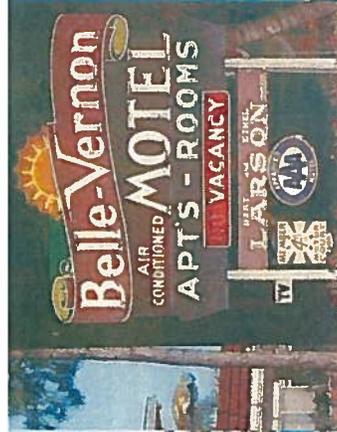
Aunt Hattie's
625 First Street South



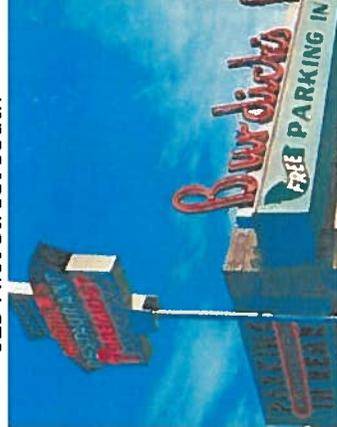
Barracuda Brand Fishing Tackle
2100 First Avenue South



Bay State/Sun Deck Motel
4050 Fourth Street North



Belle Vernon Motel
3039 Fourth Street North



Burdick's Restaurant
800 Fourth Street South



Burger Chef
5236 16th Avenue North



Cavalier Motel
1325 Fourth Street North



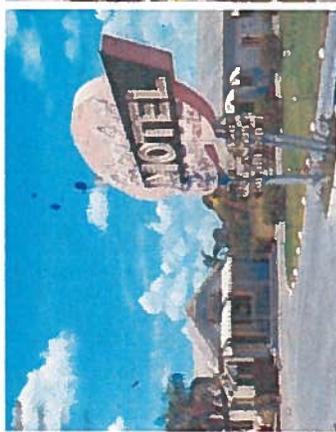
Citizens National Bank
3100 Central Avenue



Citizens National Bank
3100 Central Avenue



Colburn Guest Home
456 Beach Drive NE



Colony Court Motel
5304 Fourth Street North



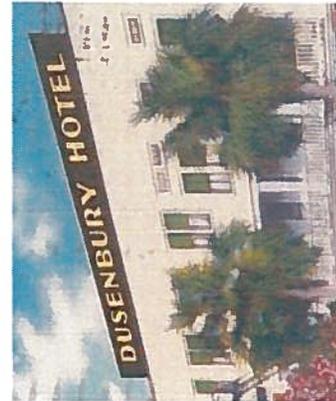
The Corral
5800 Central Avenue



Doctors Motel
6800 34th Street South



Doll House Motel
1325 Fourth Street North



Dusenbury Hotel
422-439 First Avenue North



El Rancho Motor Lodge
1701 Fourth Street South



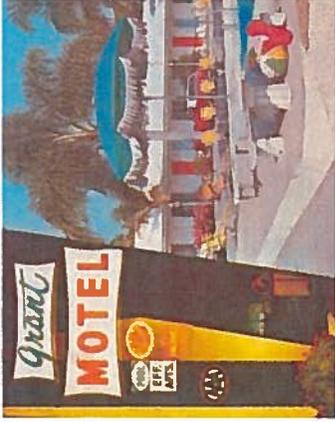
El Rancho Motor Lodge
1701 Fourth Street South



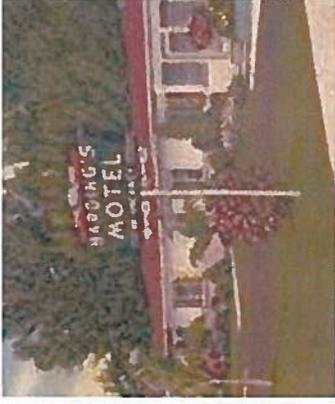
El Rio Motel
3120 Fourth Street North



Florida Theater
22 Fifth Street South



Grant Motel
9046 Fourth Street North



Harding's Motel
3650 Fourth Street North



Holiday House Restaurant
4301 Fourth Street North



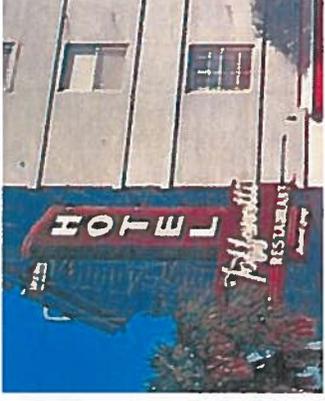
HD Cafeteria
4th Street North at 38th Avenue



Hotel Gotham
455 Third Avenue South



Hotel Richelieu
700 Third Street South



Hotel Toffeneti
Second St. N. and First Ave N.



Il Mago Restaurant
4125 Fourth Street North



La Conga Motel
5400 Fourth Street North



La Hacienda Motel/La Hacienda Court - 3840 Fourth Street North





Larson's Motel
3900 Fourth Street North



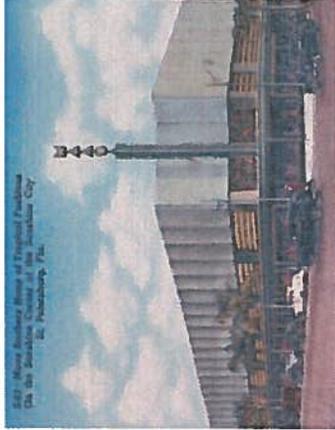
La Mar Motel
8840 Fourth Street North



Lewis Palm Park Motel
4100 Fourth Street North



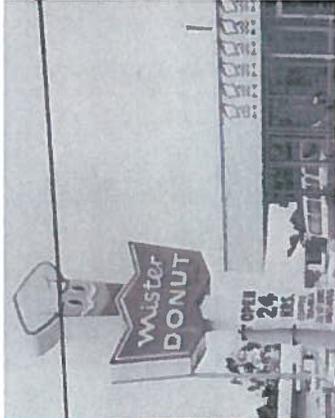
Lighthouse Inn



Maas Brothers
First Ave N. and Third St. N.



Mayflower Motel
2315 Tyrone Boulevard North



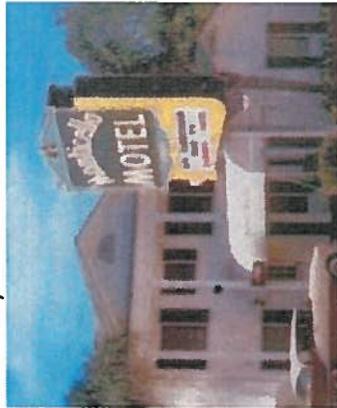
Mr. Donut
9th Street and 62nd Avenue North



Molly's House of Good Food
Central Avenue at 58th Street



Monicello Motor Inn/Monticello Motel
1700 Fourth Street North



Parke Motel



Park Terrace Motor Court



Penguin Motel
4800 Fourth Street North



Pennflora Hotel
443 Second Avenue North



Pennsylvania Hotel Dining Room
320 Fourth Street North



Poincianna Court
7001 Fourth Street North



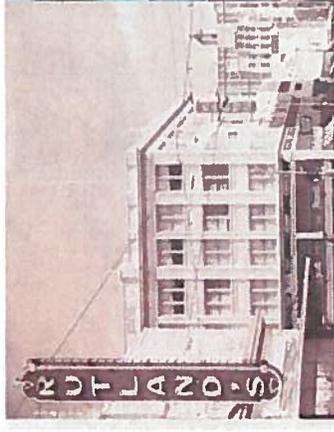
Rainbow Lodge
4241 Fourth Street North



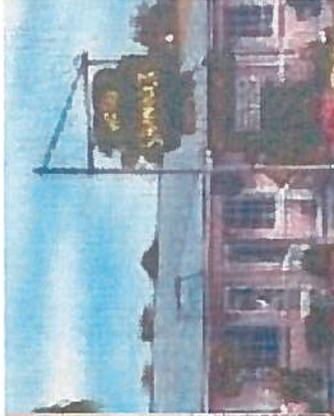
Ranch Motel
3701 Fourth Street North



Rancho Siesta Motel
2525 Tyrone Boulevard



Rutland's
500 Block, Central Avenue



Shamrock Motel
4145 Fourth Street North



Southern Comfort Court
4845 Fourth Street North



South Winds Motel & Restaurant
6535 Fourth Street North



South Winds Motel & Restaurant
6535 Fourth Street North



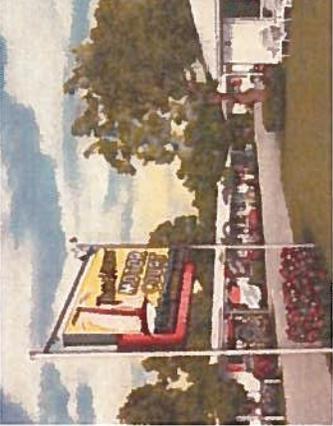
Southward Ho! Motor Court
1850 Fifth Avenue North



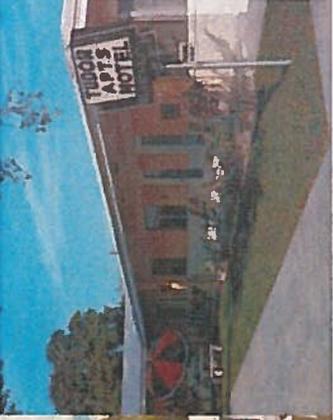
Steak & Shake
1020 34th Street North



Sunshine Skyway Motel



Trade Winds Motor Court
3637 Fourth Street North



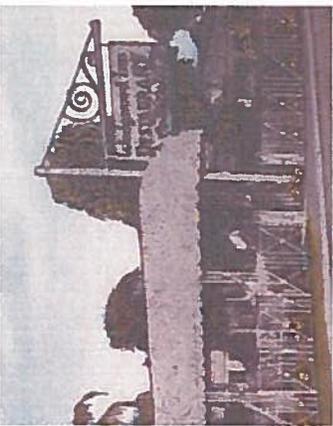
Tudor Apartment Motel
2014 M. L. King Street North



Webb's City
Eighth St. and First Ave. S.



Webb's City Outpost
Fourth St. N. and Gandy Blvd.



Wedgewood Inn
Fourth St. at 18th Ave. S.



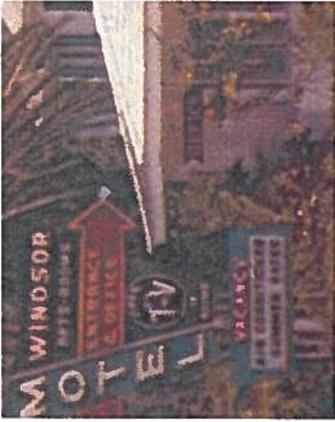
Wick's El Portal Motel
4624 Fourth Street North



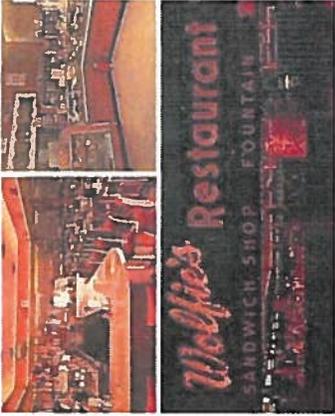
Wilson Chase
300 Block Central Avenue



Wilson Apartments & Motel
309 Fourth Street South



Windsor Motel
1924 Dr. MLK , Jr. Street



Wolfie's Restaurant
3200 Central Avenue



WELCOME



Urban Planning and Historic Preservation Division
Planning and Economic Development Department
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