



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

STAFF REPORT

Community Planning and Preservation Commission Certificate of Appropriateness Request

Report to the Community Planning and Preservation Commission from the Urban Planning and Historic Preservation Division, Planning and Development Services Department, for Public Hearing and Executive Action **rescheduled to Tuesday, July 14, 2020 at 2:00 p.m.**, by means of communications media technology pursuant to Executive Order 20-69 issued by the Governor on March 20, 2020, and Executive Order 2020-12 issued by the Mayor on April 9, 2020. Everyone is encouraged to view the meetings on TV or online at www.stpete.org/meetings.

According to Planning and Development Services Department records, no member of the Community Planning and Preservation Commission 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.



AGENDA ITEM:

CITY FILE NO.: 20-90200007

REQUEST:

Approval of a Certificate of Appropriateness for alterations to a contributing resource to the Kenwood Section – Northwest Kenwood Local Historic District (18-90300008)

PROPOSED SCOPE OF WORK:

- Construction of 360 square foot accessory structure; and
- Construction of a front yard fence.

OWNER:

Austin Grinder

PARCEL ID NO.:

14-31-16-46350-014-0110

PROPERTY ADDRESS:

3225 8th Avenue North

LEGAL DESCRIPTION:

KENWOOD SUB ADD BLK 14, LOT 11

ZONING:

NT-2

Historic Significance and Existing Conditions

The frame vernacular house at 3225 8th Avenue North (“the subject property”) is listed as a contributing resource to the Kenwood Section – Northwest Kenwood Local Historic District (18-90300008). It is additionally recorded as FMSF no. 8PI07580, a contributing resource to the Kenwood National Register District.

The subject property was relocated to its current site in 1932 by real estate investor R.W. Baughman from its original location on the 200 block of 44th Avenue North. It appears to have been constructed circa 1925-1926.

The area of its original location, an area sometimes referred to as City Gardens, was platted for residential development in conjunction with the 1925 construction of the Gandy Bridge’s that promised a speedy crossing over Tampa Bay for the first time. The north St. Petersburg neighborhood of City Gardens, like many other neighborhoods on the outskirts of the city, was not fully developed during the 1920s due to the crash of the Florida Land Boom and the subsequent Great Depression. The Kenwood area is now home to a number of residential buildings that were constructed by speculators during the 1920s boom and then relocated to the more established neighborhood during the Great Depression.

The house is frame vernacular, meaning it features no formal or academic architectural style, but rather is architecturally significant for its embodiment of materials and craftsmanship of its region and era of construction. It features a side-gabled form with an integral front porch at its southeastern corner, or the right side of the façade. It is one story in height with clapboard siding, a brick chimney at its west gable end, and a composition shingle roof. Windows are one-over-one and appear to be fairly recent replacements of historic double-hung sash units. Two independent one-over-one windows have been installed to replace the tripartite unit of six-over-one windows at the façade since the time of a 1995 survey of the neighborhood.

Alley-facing accessory structures are typical to the district. One-story, single-car garages of approximately 250 to 300 square feet appear to be most common, though examples of larger and even two-story garage apartments are present. Permit records indicate that a one-car frame garage was constructed at the subject property in 1932 when the house was relocated to the site. As shown in Figure 1, detached garages with minimal setback from the alleyway were typical of the block during the historic era.

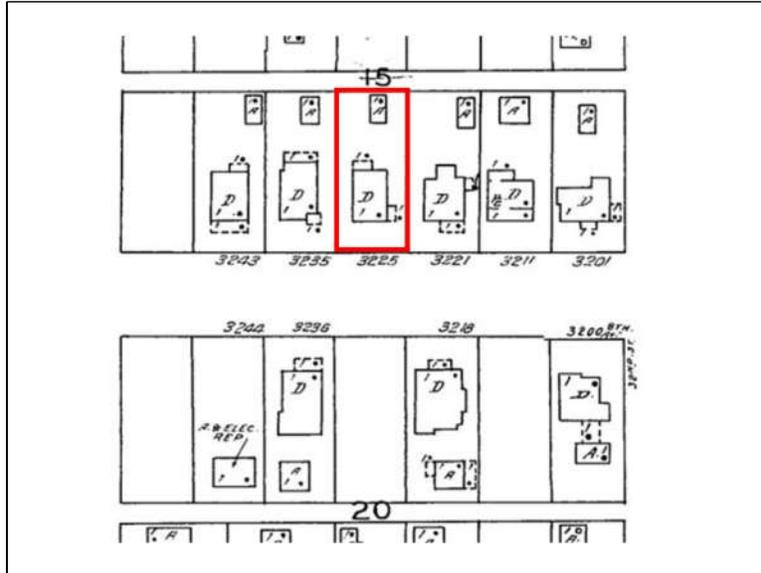


Figure 1: 1951 Sanborn Map, Sheet 347, St. Petersburg, Florida, with subject property outlined

The 1932 garage building was demolished at an unknown date, likely prior to 1968, as a permit was issued that year for the construction of a carport. The current proposal includes demolition of this carport, as well as the construction of a new accessory structure with general similarities of size, design, and orientation/location on the parcel to historic garage buildings visible in Figure 1.

Project Description and Review of COA and Variance Requests

Project Description

New Accessory Structure

The application proposes the demolition of a circa 1968 carport and construction of a detached, 360 square foot accessory structure. The new accessory structure will be located near the northwest corner of the subject parcel, featuring a six-foot rear setback from the alley and a five-foot side setback from the western property line.

The new building will not feature alley-facing garage doors as is most typical of accessory structures in the district. Rather, the alley-facing (north) elevation will feature two false windows and flower boxes (Figure 2). This will be the sole elevation that is located outside of the property's fence line, and, therefore, directly visible from elsewhere in the district. It is, however, important to note that this exposed elevation will face the alley, which is dominated by buildings of utilitarian, albeit often historically significant, design (Figure 3).

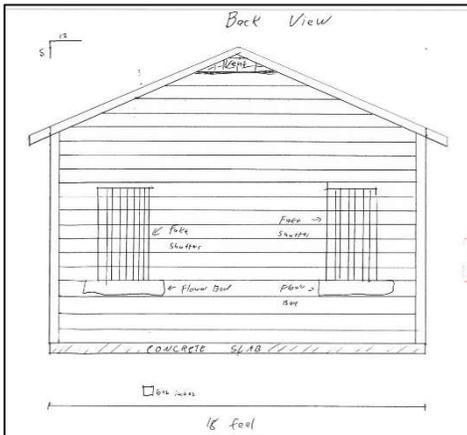


Figure 2: Alley-facing (north) elevation, from application



Figure 3: Alleyway running north of subject property, facing southeast.

The building's entrance will face the interior of the subject property, with dual-action paneled doors flanked by two windows at the south elevation (Figure 4).

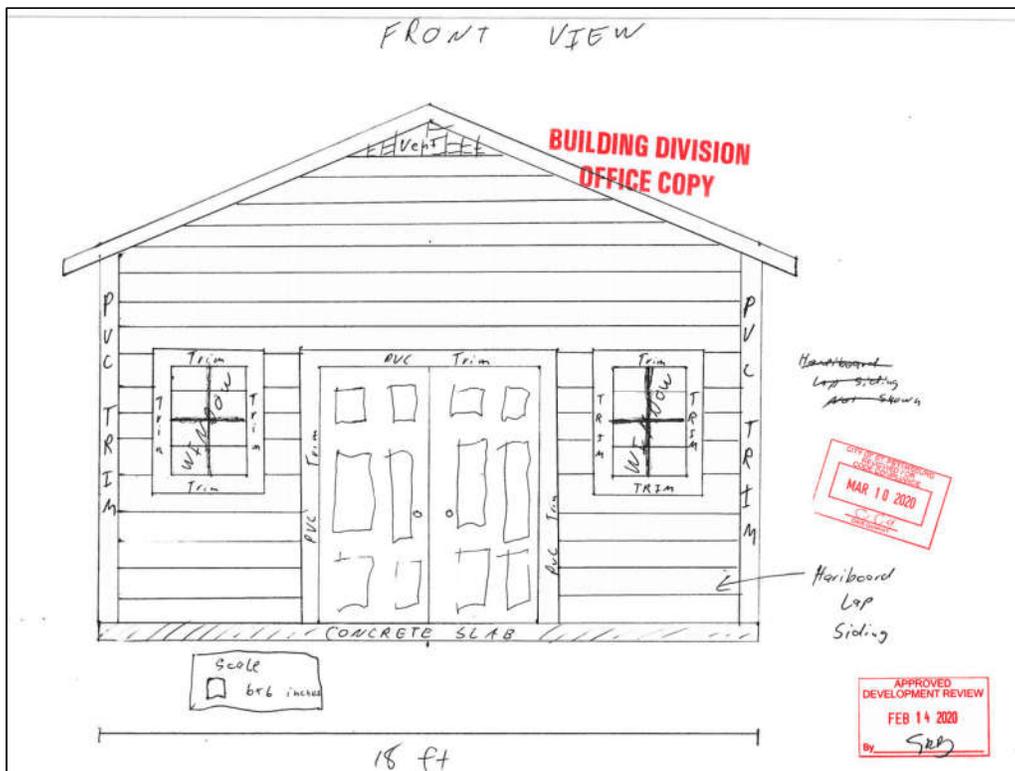


Figure 4: Proposed south elevation (to face rear elevation of primary residence on property), from application

The building's form will be that of a rectangle with a single, front-gabled roof, which is in keeping with accessory structures throughout the district.

According to the application (Appendix A), the proposed new construction will feature the following:

- A rectangular footprint of 18' by 20';
- A single-story front-gabled roof facing the alleyway. The building's height will be 10', 4.5" at the beginning of roofline and 14', 1.5" at its peak;

- A concrete slab-on-grade foundation and wood frame construction;
- Four-over-four single-hung sash windows with vinyl frames and internal muntins;
- Fiber cement (Hardie plank) lap siding and PVC trim exterior; and
- Asphalt shingle roofing.

Front Yard Fence

The applicant has additionally proposed to construct a fence around the subject property's front yard with the following characteristics:

- Total height of 3';
- Design to replicate the existing (non-historic) railing at the front porch with flat, 2x6 top rails topping 2x4 pickets;
- 5', 6" gate at front walkway;
- Materials to be wood and will be painted.

According to the COA Matrix, fences in front of a historic landmark's façade require approval by the Community Planning and Preservation Commission, unlike side and rear fences which can generally be approved administratively.

General Criteria for Granting Certificates of Appropriateness and Staff Findings

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

Carport Demolition: Consistent

A frame one-car garage was constructed at the subject property in 1932, concurrently with the house's relocation from its original site to Kenwood.

The 1932 garage is visible in the 1951 Sanborn map (Figure 1) of the area. Its demolition date is unknown.

Permit records show that the carport was constructed in 1968.

Although constructed in the historic period, the carport is not a style or form typical to the subject district. Further, it is not the original accessory structure associated with the primary residence at the subject property.

New Accessory Structure: Consistent

According to analysis done at the time of the district's designation in 2018, approximately 57% of contributing properties featured accessory structures in addition to the primary building.

Garages and garage apartments are the most common forms of accessory structures within the subject district.

Although it will not feature alley-facing garage doors, the proposed building form generally replicates the simple front-gabled one-car frame garage buildings that are common throughout the subject district.

Front Yard Fence: Inconsistent

Front fences are less common than open front lawns within the subject district and larger Kenwood neighborhood. In a planned 1920s streetcar suburb with relatively generous parcel sizes for the period such as Kenwood, this openness throughout the front setback was likely prevalent during the period of significance.

However, the proposed fence is fairly low at three feet, replicates the design of existing porch railing, and is a reversible element that will not affect the historic building.

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

Carport Demolition: Consistent

The carport is not visible from elsewhere in the district (street or alley) and is not affixed to the historic resource.

New Accessory Structure: Partially Consistent

The proposed new construction will serve to restore the historic rhythm of the alleyway by replicating a traditional detached garage form.

However, the alley-facing elevation will feature false windows rather than garage doors.

Front Yard Fence: Inconsistent

As noted, the front fence is not a prevalent landscape element in Kenwood but will feature a low profile and be reversible.

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

Carport Demolition: Consistent

Although built within the period of significance, the carport not a typical historic feature of the district

New Accessory Structure: Consistent

The proposed new construction will serve to restore the historic rhythm of the alleyway by replicating a traditional detached garage form.

Materials not used during the period of significance, including vinyl windows and cementitious fiberboard siding, will be employed in the new building. However, they will generally replicate the appearance of historic materials such as wood windows and wood siding.

The non-historic materials will be installed at the new construction, and not used to replace existing historic materials on a historic resource. While perhaps not absolute best practice, staff considers their proposed application to provide an acceptable balance between the replication of historic design/texture, and

affordability. This is especially true given the fairly low visibility of the proposed new construction.

Front Yard Fence: Consistent

The fence will not affect the historic primary residence on the property and will constitute a reversible landscape element.

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

**Information
not provided**

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

Consistent There is no indication that the applicant cannot carry out the proposal.

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

**Not
applicable** The subject property is a contributing property.

Additional Guidelines for New Construction

In approving or denying applications for a COA for new construction (which includes additions to an existing structure), the Commission and the POD shall also use the following additional guidelines. Please note that only the proposed new shed construction is being discussed herein.

1. *The height and scale of the proposed new construction shall be visually compatible with contributing resources in the district.*

Consistent The proposed garage will have a beginning roofline of 10' 4.5" and a roof peak of approximately 14' 1.5". This is generally consistent with historic one-story accessory structures in the subject district.

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

Consistent The proposed garage will be 18' wide. Typical historic detached single-car garages tend to be approximately 10' to 12' wide, and two-car detached garages and garage apartments are commonly 18' to 24' wide. Historic accessory structures of 18', 20', and 24' widths are present within the same alley-facing block face as the subject property, so staff finds the width to be appropriate. The proposed 5:12 roof pitch, resulting in a total height of just over 14', is also consistent with nearby contributing accessory structures.

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

Consistent Proposed windows at the south (interior-facing) elevation are 24 3/8" wide by 36 1/4" high. Exact dimensions of the false windows at the north (alley-facing) elevation are not specified. In each case, the windows' (or alluded windows') size is vertical in orientation, which is in keeping with predominant design principles of pre-war resources in the subject district.

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

Consistent Windows and doors at the south elevation are evenly spaced and traditionally proportioned. Side elevations feature no fenestration, which is not entirely uncommon for utilitarian accessory structures. The false windows at the north elevation are evenly-spaced.

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

Consistent The accessory structure's location at the rear (north) fence line is consistent with similar accessory structures in the subject district.

6. *The relationship of the entrance and porch projections, and balconies to sidewalks of the new construction shall be visually compatible with contributing resources in the district.*

Not applicable The proposed building faces the rear alleyway. Its relationship with that element of the district is consistent with contributing resources.

7. *The relationship of the materials and texture of the facade of the new construction shall be visually compatible with the predominant materials used in contributing resources in the district.*

Consistent As noted above, proposed materials are non-traditional, however, the proposed Hardie Board mimics the texture of wood siding. It is considered to be appropriate as applied here, in the case of new construction.

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

Consistent The proposed roof has a 5:12 front-gabled roof. This is consistent with comparable contributing resources.

9. *Appurtenances of the new construction such as walls, gates and fences, vegetation and landscape features, shall, if necessary, form cohesive walls of enclosures along a street, to ensure visual compatibility of the new construction with contributing resources in the district.*

Consistent The accessory structure's location at the rear (north) fence line is consistent with similar accessory structures in the subject district.

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

Consistent The utilitarian nature of many of the accessory structures (particularly garages) in the subject district results in comparably less fenestration than primary residences. Staff finds the proposed massing and rhythm of the accessory structure to be generally in keeping with that found in the subject district.

11. *The new construction shall be visually compatible with contributing resources in the district in its orientation, flow, and directional character, whether this is the vertical, horizontal, or static character.*

Consistent The overall form, massing, and placement of the proposed accessory building are perhaps the key elements in creating a structure that blends in with the surrounding alley-scape. These characteristics are in keeping with surrounding accessory buildings.

12. *New construction shall not destroy historic materials that characterize the local landmark or contributing property to a local landmark district. The new construction shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the local landmark and its environment, or the local landmark district.*

Consistent Although the proposed accessory structure's construction calls for the demolition of a carport constructed over 50 years ago, the proposed replacement is, in this instance, more appropriate to the primary residence's period of initial construction and relocation to Kenwood than the existing structure.

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

Consistent

Summary of Findings, Certificate of Appropriateness Review

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

- Carport Demolition:
 - General Criteria for Granting Certificates of Appropriateness: 4 of 4 relevant criteria met.
- New Accessory Structure:
 - General Criteria for Granting Certificates of Appropriateness: 4 of 4 relevant criteria met or partially met.
 - Additional Guidelines for New Construction: 12 of 12 relevant criteria met or generally satisfied.
- Front Yard Fence:
 - General Criteria for Granting Certificates of Appropriateness: 2 of 4 relevant criteria met.

Variance to Land Development Regulations

As described above, the new Accessory Structure is proposed to have a rear setback of 6-feet from the alley. The Neighborhood Traditional (NT-2) Land Development Regulations require a 7-foot setback when an alley is 15-feet in width. The applicant is requesting a variance to the rear yard setback from 7-feet to 6-feet to construct a new Accessory Structure.

Structure	Required	Requested	Variance	Magnitude
Rear setback	7 ft.	6 ft.	1 ft.	14.3%

The lot is located within the Kenwood Subdivision Addition. The lot size within the Kenwood Subdivision is 50-feet x 120-feet. The alley width behind the subject parcel is 15-feet. The properties along the alley have fences lined along the alley providing a fenced corridor. Fence line to fence line across the alley measures approximately 21-feet. Therefore, the fences are placed within the property lines of the abutting lots. Based on the applicant's survey, the fence line on the southside of the alley is approximately 6-feet within the property. There are 7 lots along the south side of the alley. The two corner lots and a center lot have garages that are setback approximately 16-feet to 20-feet from the rear property line. Two lots have a garage that lines up with the fence line (approximately 6-feet from rear property lines) and one lot has a garage that extends 18-inches past the fence line for a rear setback of 4.5-feet. Based on this information, though boundary surveys were not available for each lot on the block, there are 3 garages in the alley that have a rear setback of approximately 4.5 to 6-feet.

There have been similar variance requests for detached garages where the existing non-conforming garage was demolished without a variance (19-54000026 at 1601 14th Ave. N) and a variance was required to the rear and side setback. This was approved by the Zoning Official through a streamlined process.

Consistency Review Comments

The Urban Planning & Historic Preservation Department staff reviewed this application in the context of the following variance criteria excerpted from the City Code and found that the requested variance is **consistent** with these standards. Per City Code Section 16.70.040.1.6 Variances, Generally, the review and decision shall be guided by the following factors:

1. *Special conditions exist which are peculiar to the land, building, or other structures for which the variance is sought, and which do not apply generally to lands, buildings, or other structures in the same district. Special conditions to be considered shall include, but not be limited to, the following circumstances:*

a. *Redevelopment. If the site involves the redevelopment or utilization of an existing developed or partially developed site.*

The applicant is demolishing a carport and replacing it with an Accessory Structure. The existing single-family house will remain. The development will meet the side setback requirements of 5-feet but is proposed to be 6-feet from the rear property line, a variance of 1-foot. The existing garages along the south side of the alley range in setbacks from 4.5-feet to 20-feet.

- b. Substandard Lot(s). If the site involves the utilization of an existing legal nonconforming lot(s) which is smaller in width, length or area from the minimum lot requirements of the district.*

This criterion is not applicable.

- c. Preservation district. If the site contains a designated preservation district.*

The lot is located in the Kenwood Neighborhood and is within the Northwest Kenwood Local Historic District. The existing house is a contributing structure and the proposed Accessory Structure has been designed to meet the design guidelines for the district. The Accessory Structure's building form will be that of a rectangle with a single, front-gabled roof, which is in keeping with accessory structures throughout the district.

- d. Historic Resources. If the site contains historical significance.*

The existing house on the property was relocated to this lot 1932 by real estate investor R.W. Baughman from its original location on the 200 block of 44th Avenue North. It appears to have been constructed circa 1925-1926.

The area of its original location, an area sometimes referred to as City Gardens, was platted for residential development in conjunction with the 1925 construction of the Gandy Bridge's that promised a crossing over Tampa Bay. The north St. Petersburg neighborhood of City Gardens, like many other neighborhoods on the outskirts of the city, was not fully developed during the 1920s due to the crash of the Florida Land Boom and the subsequent Great Depression. The Kenwood area is now home to a number of residential buildings that were constructed by speculators during the 1920s boom and then relocated to the more established neighborhood during the Great Depression.

Permit records indicate that a one-car frame garage was constructed at the subject property in 1932 when the house was relocated to the site. As shown in Figure 1, detached garages with minimal setback from the alleyway were typical of the block during the historic era. However, the 1932 garage building was demolished at an unknown date, likely prior to 1968, as a permit was issued that year for the construction of a carport. The current proposal includes demolition of this carport, as well as the construction of a new accessory structure with general similarities of size, design, and orientation/location on the parcel to historic garage buildings (see Figure 1). The construction of the garage within 6 feet of the rear property line is consistent to the original development of the property in 1932.

- e. Significant vegetation or natural features. If the site contains significant vegetation or other natural features.*

There are several Queen palms in the alley and an approximate 30" oak in the back yard. However, the palms are not significant, and the oak is close to the existing house and will not impact the proposed construction of the Accessory Structure.

- f. Neighborhood Character. If the proposed project promotes the established historic or traditional development pattern of a block face, including setbacks, building height, and other dimensional requirements.*

The current proposal includes demolition of the carport, as well as the construction of a new accessory structure with general similarities of size, design, and orientation/location on the parcel to historic garage buildings. The construction of the garage is within 6 feet of the rear property line and is consistent to the original development of the property in 1932.

The proposed new construction will serve to restore the historic rhythm of the alleyway by replicating a traditional detached garage form. The building materials will generally replicate the appearance of historic materials such as wood windows and wood siding.

- g. Public Facilities. If the proposed project involves the development of public parks, public facilities, schools, public utilities or hospitals.*

This criterion is not applicable.

- 2. The special conditions existing are not the result of the actions of the applicant;*

The application is part of a Certificate of Appropriateness (COA) which is required to determine if the proposed Accessory Structure would negatively impact the 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 applicant is restoring the alleyway by replicating a traditional detached garage form that was originally constructed on the site in 1932 when the existing house was relocated to the property.

- 3. Owing to the special conditions, a literal enforcement of this Chapter would result in unnecessary hardship;*

The requested variance would result in unnecessary hardship to the degree that the code does not provide for the location of the garage as it was originally constructed in 1932. The objective of the COA is to restore the site and alley to a replica of the original development. The variance would allow for this objective.

- 4. Strict application of the provisions of this chapter would provide the applicant with no means for reasonable use of the land, buildings, or other structures;*

While the owner would still have reasonable use of the land, the objective of this application, because it is within a historic district, is to restore the site and alley to a replica of the original development.

- 5. The variance requested is the minimum variance that will make possible the reasonable use of the land, building, or other structure;*

The variance request is the minimum necessary to allow the construction of an Accessory Structure on the single-family lot within the Kenwood Historic District in following the historic guidelines. The request represents a 1-foot reduction (14.3%) in the rear setback and allows a reasonable use of the land.

- 6. The granting of the variance will be in harmony with the general purpose and intent of this chapter;*

The request is consistent with the goals of the Comprehensive Plan and the Land Development Regulations to promote revitalization and redevelopment. The Land Development Regulations for the Neighborhood Traditional districts state: "The purpose of the NT district regulations is to protect the traditional single-family character of these neighborhoods, while permitting rehabilitation, improvement and redevelopment in a manner that is consistent with the scale of the neighborhood." The Future Land

Use designation in this neighborhood is Planned Redevelopment – Residential (PR-R). The following objective and policies promote redevelopment and infill development in our City:

LANDUSE ELEMENT

Conceptual Land Use Pattern:

OBJECTIVE LU2: The Future Land Use Element shall facilitate a compact urban development pattern that provides opportunities to more efficiently use and develop infrastructure, land and other resources and services by concentrating more intensive growth in activity centers and other appropriate areas.

LU2.5 The Land Use Plan shall make the maximum use of available public facilities and minimize the need for new facilities by directing new development to infill and redevelopment locations where excess capacity is available.

LU3.6 Land use planning decisions shall weigh heavily the established character of predominately developed areas where changes of use or intensity of development are contemplated.

Historic Resources:

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.

In addition, the Historic Preservation Element of the City's Comprehensive Plan encourages the perpetuation of landmarks, sites and historic districts through the objectives and policies. The variance is consistent to the following policy:

HISTORIC PRESERVATION ELEMENT

Survey and Data Management of Historical and Archeological Resources

HP1.3 St. Petersburg's Design Guidelines for Historic Properties will be used in the City's Certificate of Appropriateness (COA) process for individual landmarks and to provide information to property owners, architects and contractors. The City will update the design guidelines as needed.

7. *The granting of the variance will not be injurious to neighboring properties or otherwise detrimental to the public welfare; and,*

The granting of the variance will not be injurious to neighboring properties as they are developed in a similar pattern. There are 3 properties on the block which have reduced rear setbacks.

In addition, the importance of protect and preserve the City's historic resources reinforces a sense of place and encourages heritage tourism.

In addition, the importance of protect and preserve the City's historic resources reinforces a sense of place and encourages heritage tourism.

8. *The reasons set forth in the application justify the granting of a variance;*

Staff finds that the reasons set forth in the variance application do justify the granting of the variance based on the analysis provided and the recommended special conditions of approval.

9. *No nonconforming use of neighboring lands, buildings, or other structures, legal or illegal, in the same district, and no permitted use of lands, buildings, or other structures in adjacent districts shall be considered as grounds for issuance of a variance permitting similar uses.*

None were considered.

Staff Recommendation and Conditions of Approval

Certificate of Appropriateness Request

Based on a determination of general consistency with Chapter 16, City Code of Ordinances, staff recommends that the Community Planning and Preservation Commission **APPROVE WITH CONDITIONS** the Certificate of Appropriateness request for the alteration of the property 3225 8th Ave. N., subject to the following:

1. Replacement windows will feature contoured, three-dimensional external muntins.
2. Windows will be installed to be setback within the wall plane and feature a reveal of at least two inches.
3. Trim will be constructed of Hardie board or wood, rather than proposed PVC.
4. All other necessary permits shall be obtained. Any additional work shall be presented to staff for determination of the necessity of additional COA approval.
5. This approval will be valid for 24 months beginning on the date of revocation of the local Emergency Declaration.

Variance Request

Based on a review of the application according to the stringent evaluation criteria contained within the City Code, the Planning and Development Services Department Staff recommends **APPROVAL** of the requested variance.

Appendix A:

Application No. 20-90200007 and Submittals



CERTIFICATE OF APPROPRIATENESS

APPLICATION

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

GENERAL INFORMATION

3225 8th Ave N

Property Address

14-31-16-46350-014-0110

Parcel Identification No.

Historic District / Landmark Name

Austin Grinder

Corresponding Permit Nos.

727-365-1922

Owner's Name

Property Owner's Daytime Phone No.

3225 8th Ave N, St. Petersburg, FL 33713

Owner's Address, City, State, Zip Code

austin.grinder@gmail.com

Owner's Email

Authorized Representative (Name & Title), if applicable

Representative's Daytime Phone No.

Owner's Address, City, State, Zip Code

Representative's Email

APPLICATION TYPE (Check applicable)	
<input type="checkbox"/>	Addition
<input checked="" type="checkbox"/>	New Construction
<input type="checkbox"/>	Demolition
<input type="checkbox"/>	Relocation
<input type="checkbox"/>	Other:

TYPE OF WORK (Check applicable)	
<input type="checkbox"/>	Window Replacement
<input type="checkbox"/>	Door Replacement
<input type="checkbox"/>	Roof Replacement
<input type="checkbox"/>	Mechanical (e.g. solar)
<input type="checkbox"/>	Repair Only
<input type="checkbox"/>	In-Kind Replacement
<input type="checkbox"/>	New Installation
<input type="checkbox"/>	Other:

AUTHORIZATION

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

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

Signature of Owner:

Date:

2/14/2020

Signature of Representative:

Date:

RESIDENTIAL BUILDING PERMIT APPLICATION
COVER SHEET

Property Address: 3225 8th Avenue North
St. Petersburg, FL 33713

Contact Information: Austin J. Grinder (owner)
727-365-1922
austin.grinder@gmail.com

Building Code Editions: Sixth Editions

Occupancy Group and Use: Utility and Miscellaneous
To be used as a shed/woodworking area

Type of Construction: V

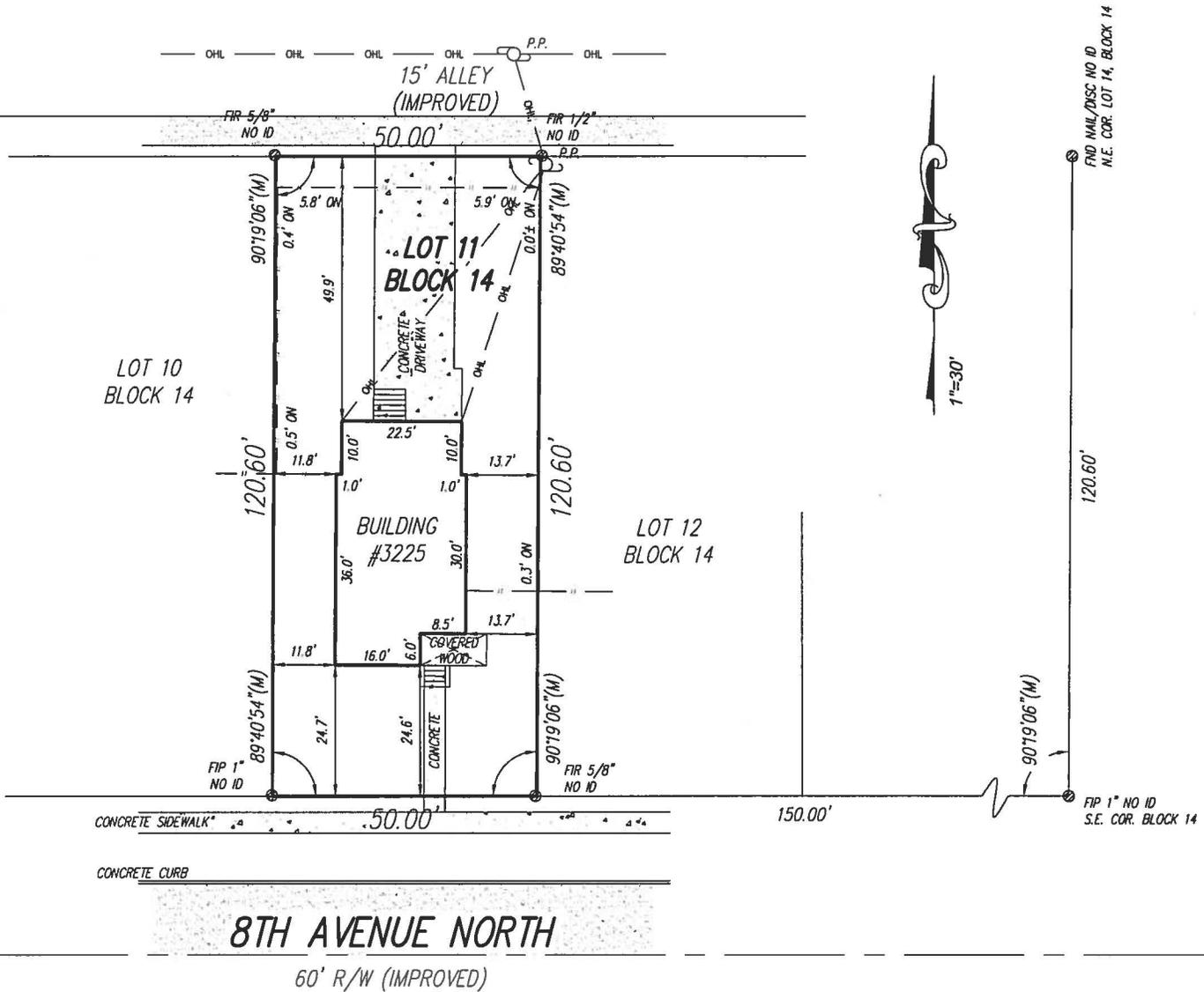
Number of Stories: One

Square Footage: 360 sq. ft.

Flood Zone: X

Zoning District: NT-2

Original without proposed shed



SURVEY NOTES
 CONCRETE DRIVE CROSSING INTO 15' ALLEY
 ON NORTHERLY SIDE OF LOT

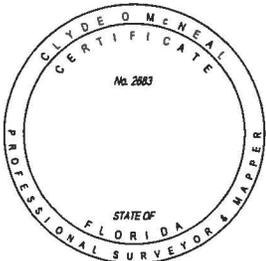
 CONCRETE SIDEWALK CROSSING INTO R/W ON
 SOUTHERLY SIDE OF LOT

 THERE ARE FENCES NEAR THE BOUNDARY
 OF THE PROPERTY.



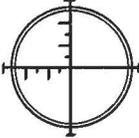
PAGE 2 OF 2 PAGES
BOUNDARY SURVEY

LB #7893



SURVEYORS CERTIFICATE
 I HEREBY CERTIFY THAT THIS BOUNDARY SURVEY
 IS A TRUE AND CORRECT REPRESENTATION OF A
 SURVEY PREPARED UNDER MY DIRECTION.
 NOT VALID WITHOUT AN AUTHENTICATED ELECTRONIC
 SIGNATURE AND AUTHENTICATED ELECTRONIC SEAL,
 OR A RAISED EMBOSSED SEAL AND SIGNATURE.

(SIGNED) 
 Clyde O. McNeal
Digitally signed by Clyde O. McNeal
 DN: cn = Clyde O. McNeal, c =
 *US
 Date: 2014.10.10 13:45:01
 GMT

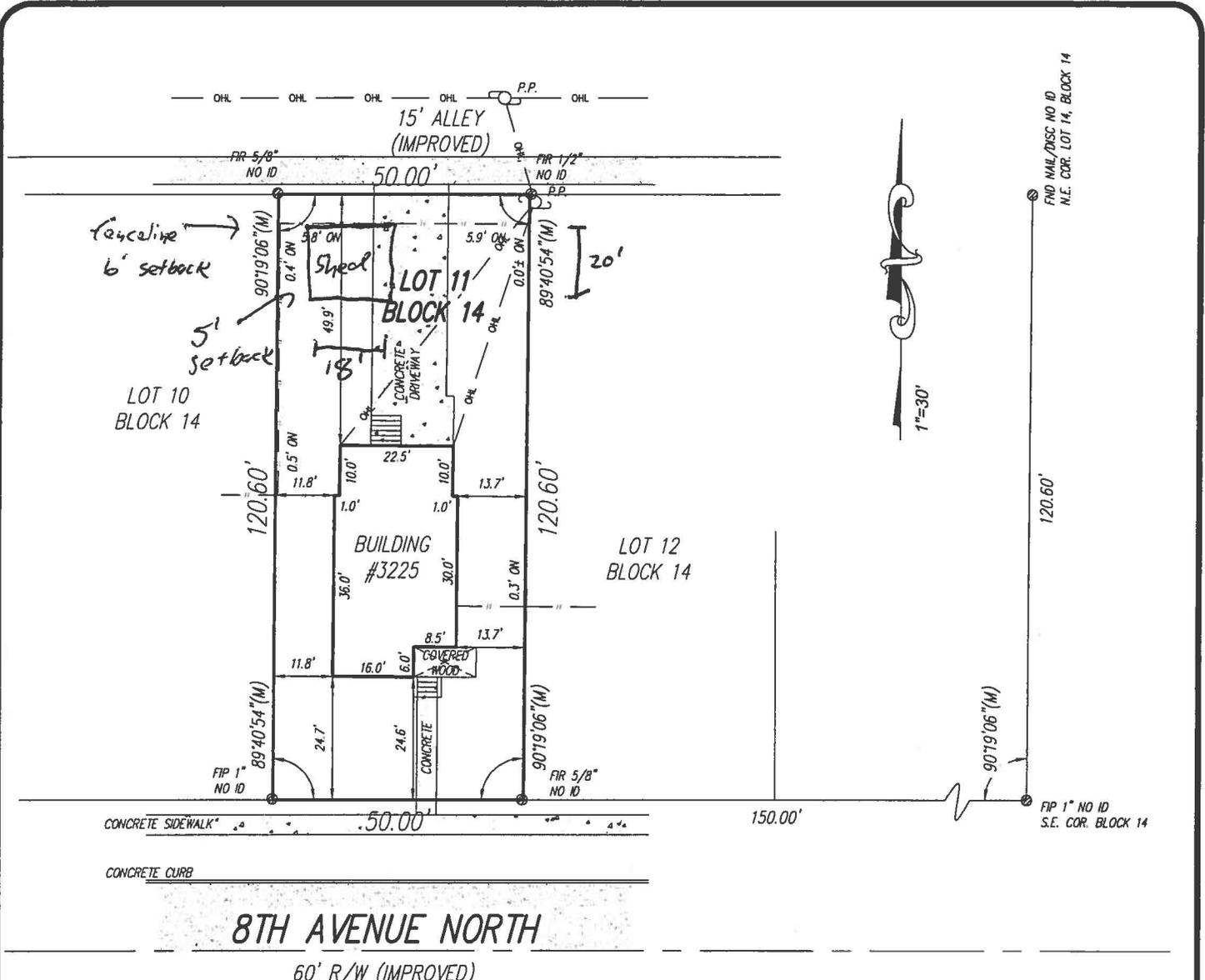


**TARGET
 SURVEYING, LLC**

SERVING ALL FLORIDA COUNTIES

6250 N. MILITARY TRAIL, SUITE 102
 WEST PALM BEACH, FL 33407
 PHONE (561) 640-4800
 FACSIMILE (561) 640-0576
 STATEWIDE PHONE (800) 226-4807
 STATEWIDE FACSIMILE (800) 741-0576

Proposed Shed Location



SURVEY NOTES

CONCRETE DRIVE CROSSING INTO 15' ALLEY ON NORTHERLY SIDE OF LOT

CONCRETE SIDEWALK CROSSING INTO R/W ON SOUTHERLY SIDE OF LOT

THERE ARE FENCES NEAR THE BOUNDARY OF THE PROPERTY.

T

PAGE 2 OF 2 PAGES

BOUNDARY SURVEY

LB #7893



SURVEYORS CERTIFICATE

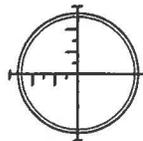
I HEREBY CERTIFY THAT THIS BOUNDARY SURVEY IS A TRUE AND CORRECT REPRESENTATION OF A SURVEY PREPARED UNDER MY DIRECTION. NOT VALID WITHOUT AN AUTHENTICATED ELECTRONIC SIGNATURE AND AUTHENTICATED ELECTRONIC SEAL, OR A RAISED EMBOSSED SEAL AND SIGNATURE.

(SIGNED)

Clyde O. McNeal

Digitally signed by Clyde O. McNeal
DN: cn=Clyde O. McNeal, o=US
Date: 2014.10.10 13:41:01 -0400

Clyde O. McNeal, PROFESSIONAL SURVEYOR AND MAPPER #2883



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STATEWIDE FACSIMILE (800) 741-0576



Construction Services & Permitting Window & Door Residential Compliance Form

Revised on January 2, 2018

Permit No.: _____
 Address: 3225 8th Ave N

Prescriptive Design Requirements

Wind Speed – 145 mph
 Exposure – B
 Category II – Mean Roof Height 33 ft.

1. Anchor & fastener type and spacing for doors/windows must be installed per/mfg. installation details. Installation instructions MUST be on the construction site for the inspector.
2. Impact resistant glass (shutters not required) installation instructions MUST be on the job site.
3. Non-Impact glass (shutters ARE required) MUST be rated for required wind load. Installation instructions to be on site.
4. ALL LABELS are to remain on the windows and doors until passing the final inspection.
5. Opening sizes; are any altered? Yes No

Type of Glass	Window/Door/Other	Manufacturer	Model	NOA or FL Prod App No.	Quantity
<input checked="" type="checkbox"/> Impact <input type="checkbox"/> Non-Impact	<u>Window</u>	<u>Silver Line</u>	<u>70 Series</u>	<u>FL</u>	<u>2</u>
<input type="checkbox"/> Impact <input type="checkbox"/> Non-Impact	<u>↳ see attached</u>				
<input checked="" type="checkbox"/> Impact <input type="checkbox"/> Non-Impact	<u>Door</u>	<u>Solid wood</u>			
<input type="checkbox"/> Impact <input type="checkbox"/> Non-Impact					
<input type="checkbox"/> Impact <input type="checkbox"/> Non-Impact					

Garage Overhead Doors
 Impact

Type of Shutters (opening protection)

- Plywood Structural Panels
 per FBC 1609.1.2 or FBC-R 301.2.1.2
- Engineered Panels
 Panel detail signed/sealed
 by design professional.
- Approved Engineered Panels
 Engineered Test Report # _____
 FL Product Approval # _____
 NOA # _____
- Exemption per FBC-Existing 707.4

Residential Single Family Home
 Show approximate location of new products

please indicate map direction

I affirm that the above products and installation are in compliance with the current Florida Building Code wind load and opening protection requirements.

[Signature]
 Signature

2/14/2020
 Date



The Home Depot Special Order Quote

Customer Agreement #: H0257-318829

Printed Date: 1/31/2020

Customer: AUSTIN GRINDER

Address: 3225 8TH AVE N
SAINT PETERSBURG, FL
33713

Phone 1: 727-365-1922

Phone 2: 727-365-1922

Email: AUSTIN.GRINDER@GMAIL.COM

Store: 0257

Associate: WILLIAM

Address: 2300 22ND AVE NORTH
SAINT PETERSBURG, FL
33713

Phone: 727-898-1100

Pre-Savings Total: \$595.02

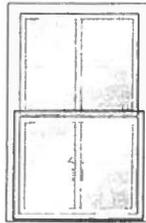
Total Savings: (\$89.26)

Pre-Tax Price: \$505.76

Price Valid Through:
2/2/2020

All prices are subject to change. Customer is responsible for verifying product selections. The Home Depot will not accept returns for the below product

14911.5



Standard Width = RO: 23 7/8" | UNIT: 23 3/8"
Standard Height = RO: 35 3/4" | UNIT: 35 1/4"
Frame Width = 23 3/8"
Frame Height = 35 1/4"

Catalog Version 44

Line Number	Item Summary	Was Price	Now Price	Quantity	Total Savings	Total Price
100-1	70 Series NF Impact Single-Hung-2127IMPACT Equal Sash, Fixed/Active, 23.375 x 35.25, White / White	\$297.51	\$252.88	2	(\$89.26)	\$505.76
Unit 100 Total:		\$297.51	\$252.88		(\$89.26)	\$505.76

Begin Line 100 Description

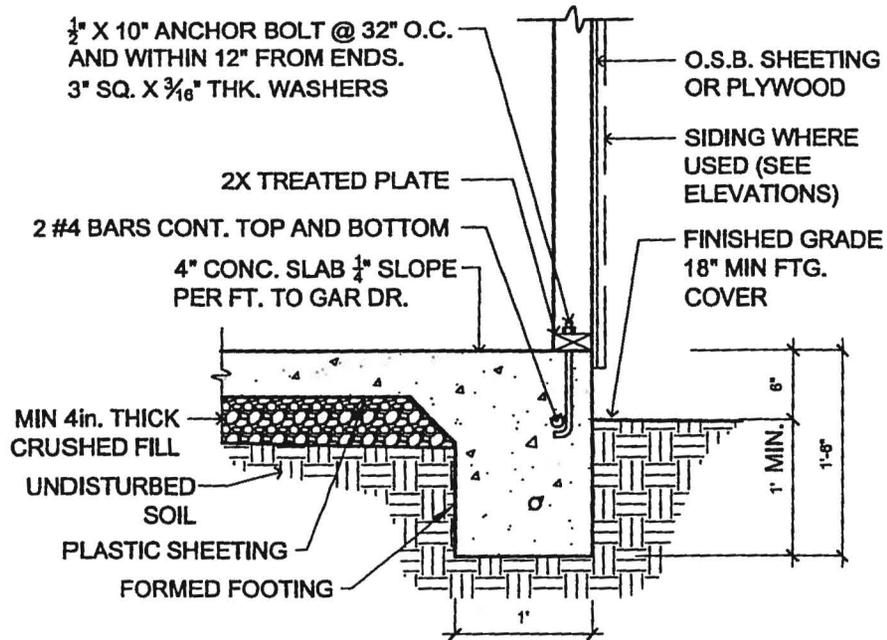
--- Line 100-1 ---

70 Series NF Impact Single-Hung-2127IMPACT
 Overall Rough Opening = 23 7/8" x 35 3/4"
 Overall Unit = 23 3/8" x 35 1/4"
 Installation Zip Code = 33713
 U.S. ENERGY STAR® Climate Zone = Southern
 ENERGY STAR Required = No
 Standard Width = RO: 23 7/8" | UNIT: 23 3/8"
 Standard Height = RO: 35 3/4" | UNIT: 35 1/4"
 Frame Width = 23 3/8"
 Frame Height = 35 1/4"
 Unit Code = 20x30
 Venting / Handing = Fixed/Active
 Exterior Color = White
 Interior Finish Color = White
 Performance Rating = PG55 / DP 55/60

Glass Construction Type = Dual Pane
 Glass Option = Clear Dual Pane
 High Altitude Breather Tubes = No
 Glass Strength = Impact Resistant
 Glass Tint = No Tint
 Specialty Glass = None
 Gas Fill = Air
 Flat Grilles-Between-the-Glass
 Colonial
 Grille Pattern = Colonial
 Exterior Grille Color = White
 Interior Grille Color = White
 2W2H
 Hardware Color/Finish = White
 Number of Sash Locks = Double

Lock Type = Standard
 Insect Screen Type = Half Screen
 Insect Screen Material = Fiberglass
 Re-Order Item = No
 Room Location = front
 Unit U-Factor = 0.52
 Unit Solar Heat Gain Coefficient (SHGC) = 0.54
 U.S. ENERGY STAR Certified = No
 Florida Product Approval Number (FL.#) =
 High Velocity Hurricane Zone (HVHZ) = Yes
 SKU = 1000026796
 Vendor Name = S/O SILVER LINE BLDG PRD
 Vendor Number = 60660514
 Customer Service = (888) 504-0005
 Catalog Version Date = 01/09/2020

End Line 100 Description



NOTES:

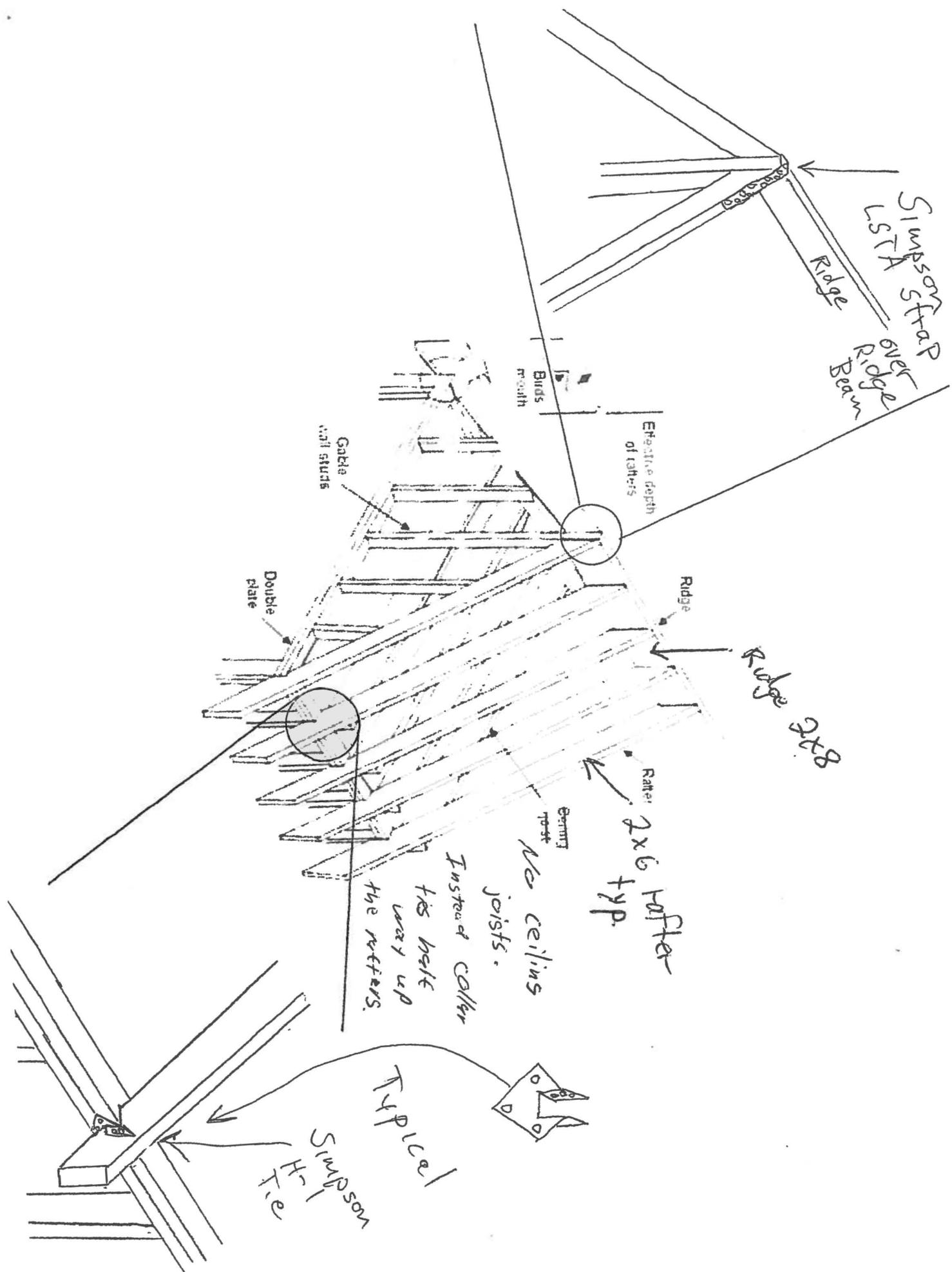
- $\frac{1}{2}$ " X 10" ANCHOR BOLTS ARE TO BE PLACED AT 32" O.C. AND WITHIN 12" FROM ENDS MINIMUM.
- USING A CONCRETE SLAB INSTEAD OF A FRAMED FLOOR WILL LOWER THE FLOOR HEIGHT BECAUSE YOU ARE NOT INSTALLING 6" FLOOR JOISTS.
- CHECK LOCAL BUILDING REQUIREMENTS FOR FROST PENETRATION DEPTHS AND REQUIRED DEPTH OF FOOTINGS.
- REMOVE BOLTS WHEN THEY ARE IN THE WAY OF A DOOR LOCATION.

1 MONOLITHIC SLAB WITH FOOTINGS
 $\frac{3}{4}$ " = 1'-0" Verify Footing Size With Local Building Official

2 MONOLITHIC CONCRETE SLAB FOUNDATION
 $\frac{3}{4}$ " = 1'-0" NOTES

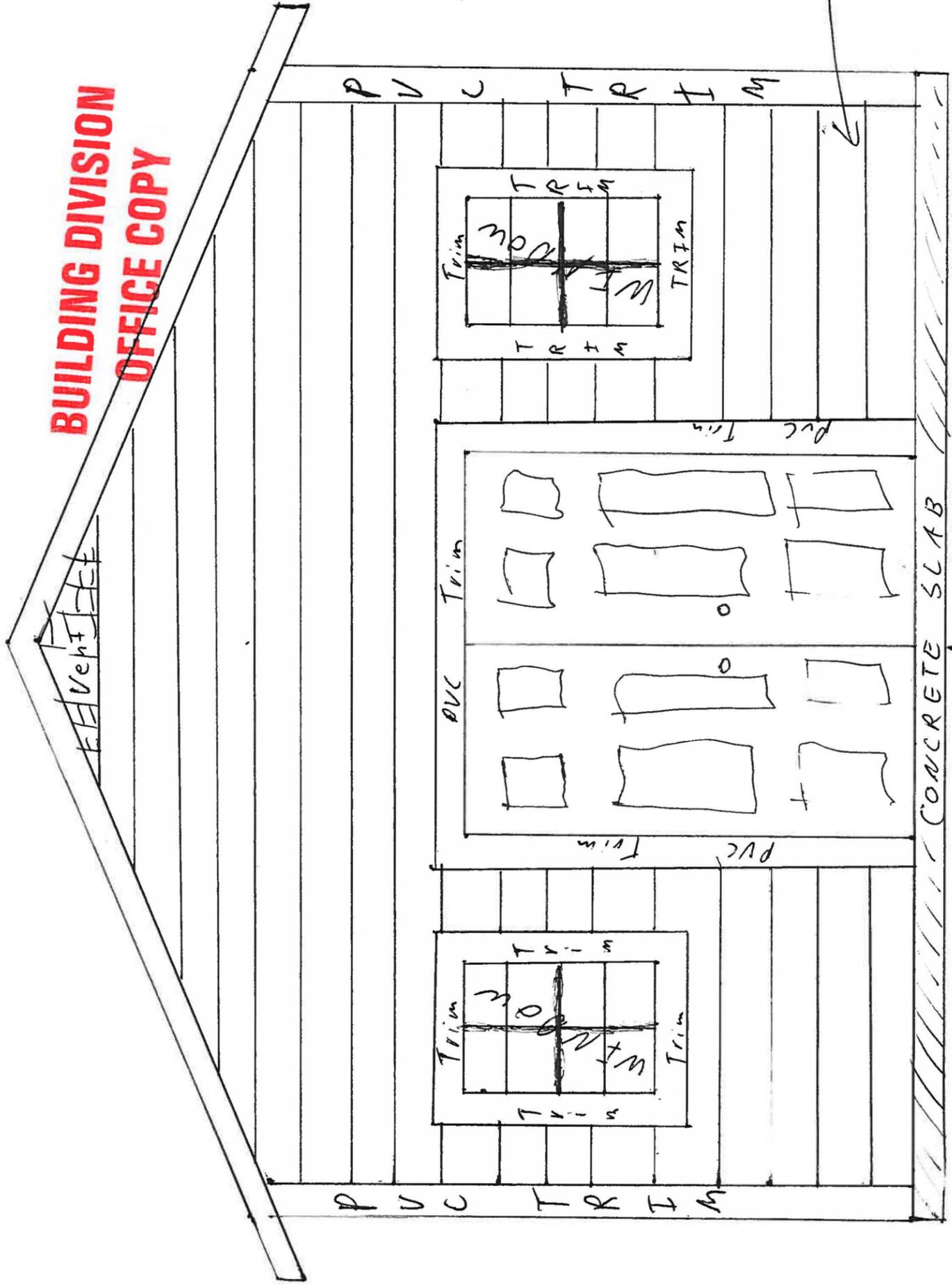
CONCRETE SLAB FND. 2

Copyright 2012 Big Idea Designs. www.jcreatables.com



FRONT VIEW

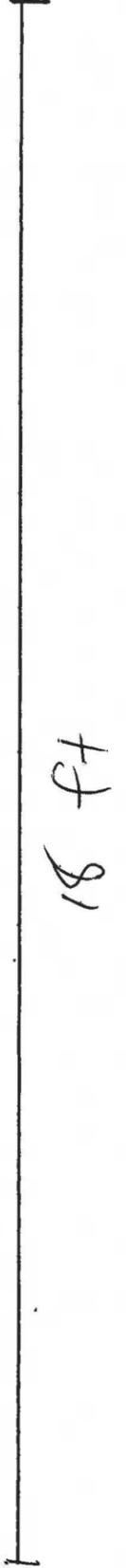
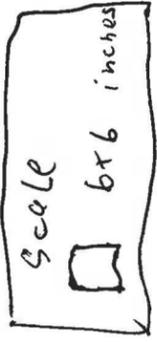
**BUILDING DIVISION
OFFICE COPY**



Handboarded
Lapp Siding
About Skown

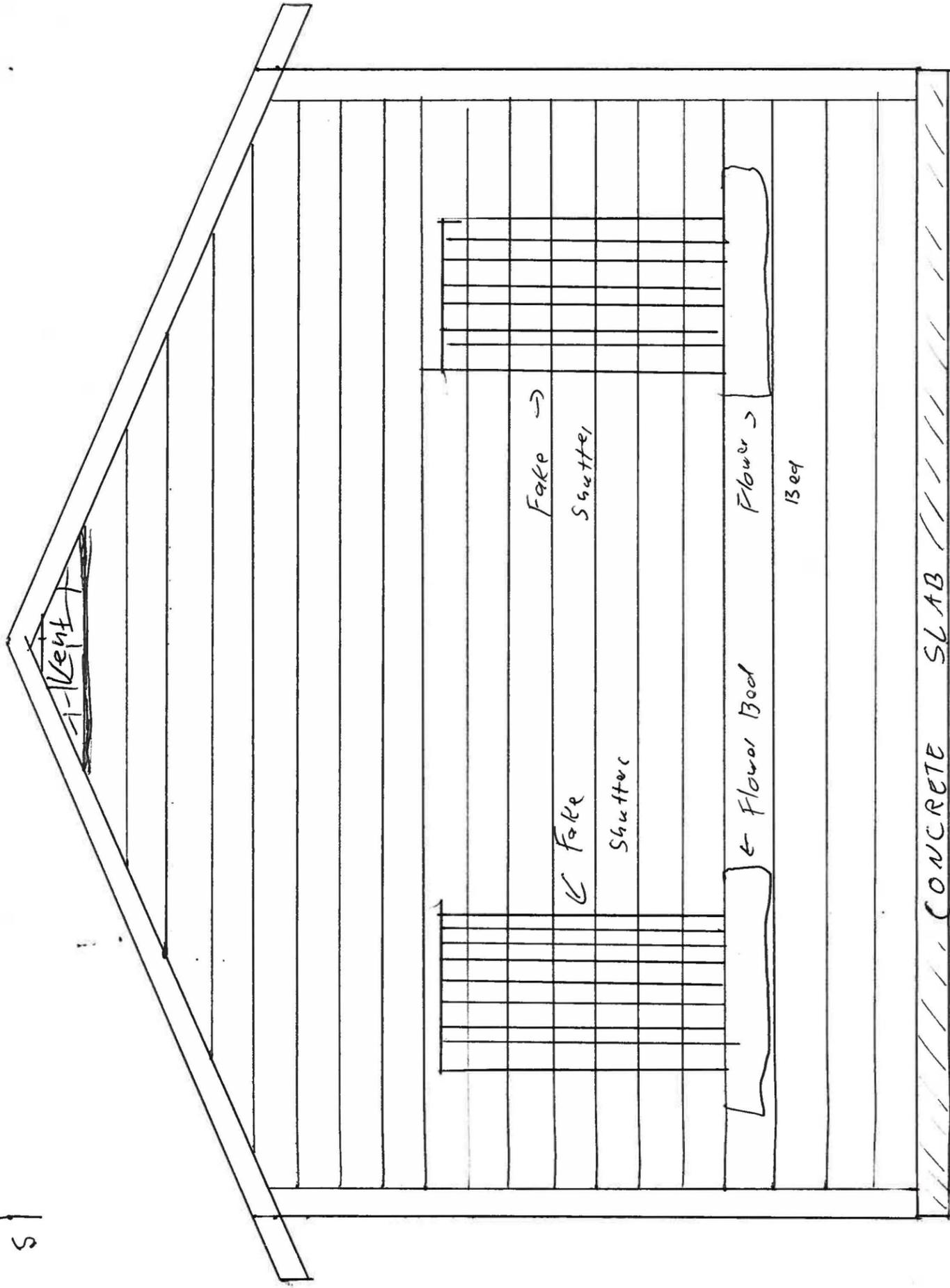


Hariboard
Lap
Siding



Back View

S
12



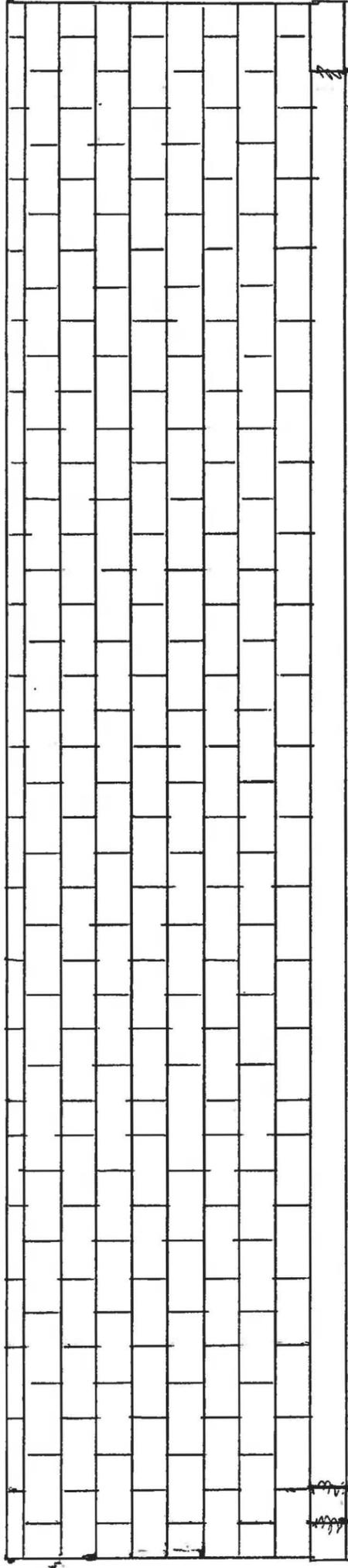
□ 6x6 inches

18 feet

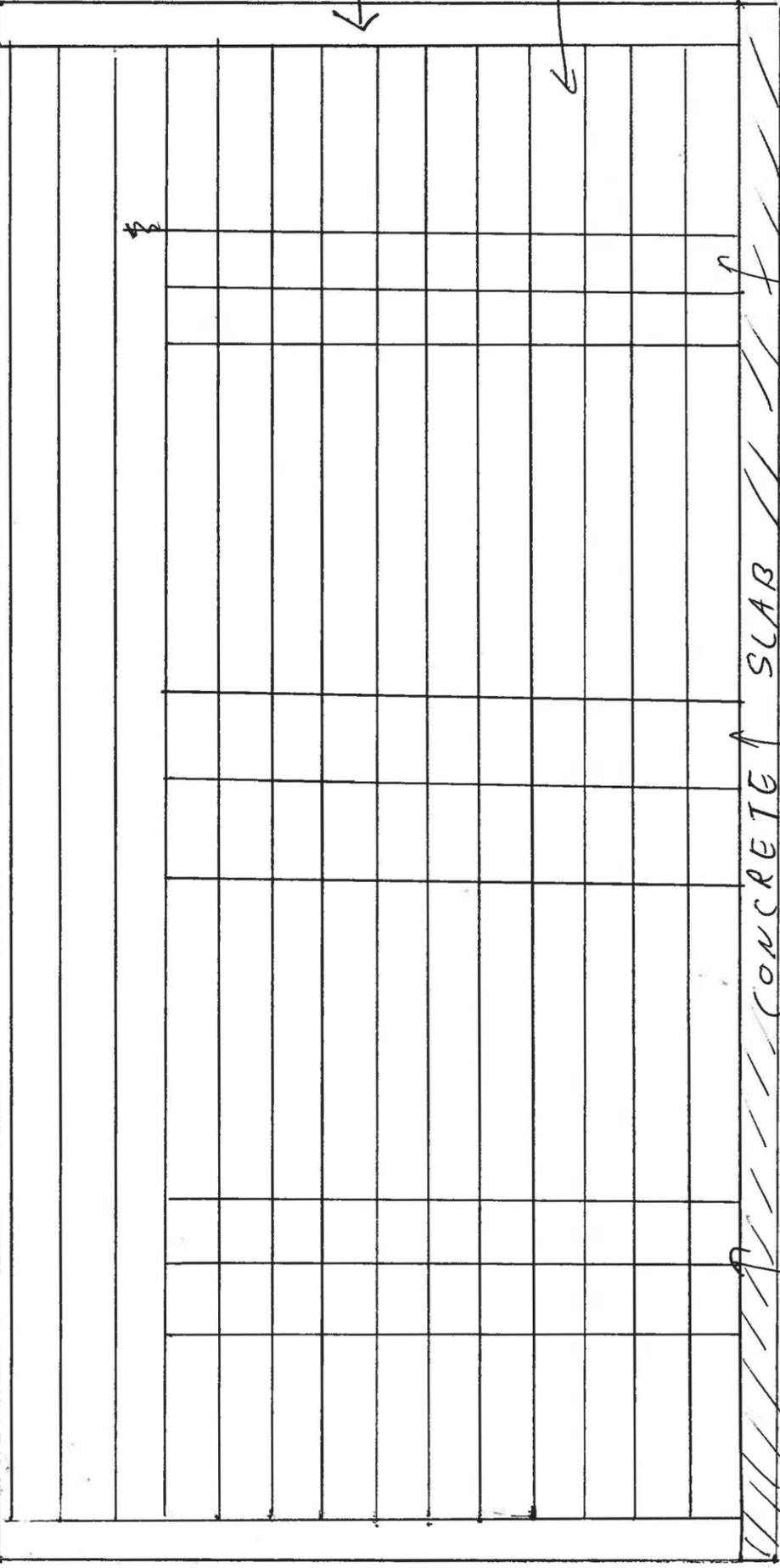
CITY OF ST. PETERSBURG
 REVIEWED FOR
 CODE COMPLIANCE
MAR 10 2020
 SCA
 DIV. DEPARTMENT

APPROVED
 DEVELOPMENT REVIEW
FEB 14 2020
 By: *[Signature]*

STONE VIEWS



Asphalt Shingles
over 5/8"
plywood



PVC Trim

Hardboard
Cap Siding

CITY OF ST. PETERSBURG
REVIEWED FOR
CODE COMPLIANCE
MAR 10 2020
S.P.A.
DAVE DOBAMIT

APPROVED
DEVELOPMENT REVIEW
FEB 14 2020
By *[Signature]*

Trellis

Trellis

Trellis

6" x 6"

20 ft

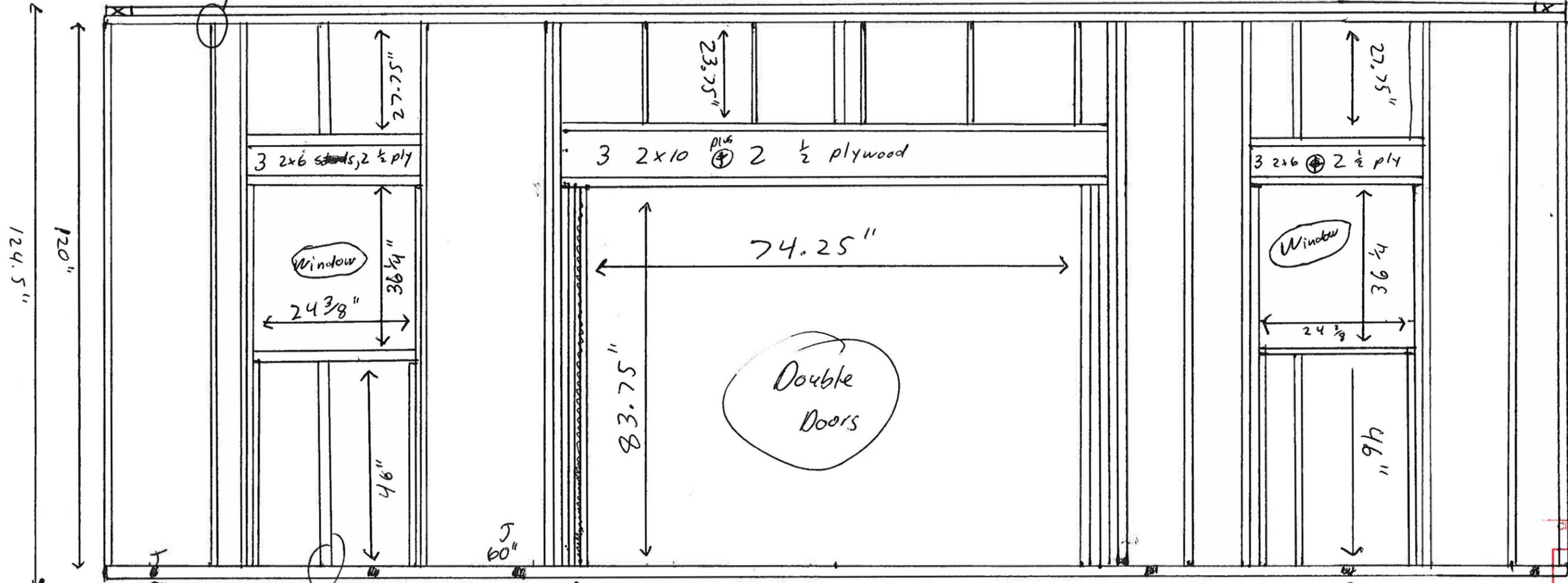
Front Wall 18ft wide



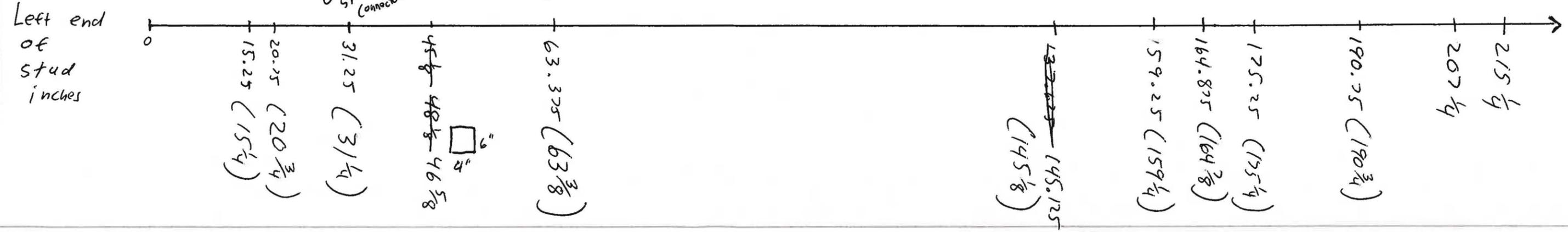
Simpson
SP2
Connectors
16" OC

108" O.C. (Center)

- 32" OC
- 48" OC
- 64" OC
- 80" OC
- 96" OC
- 108" O.C. (Center)
- 112" O.C.
- 128" OC
- 144" OC
- 160" OC
- 176" OC
- 192" OC
- 208" OC



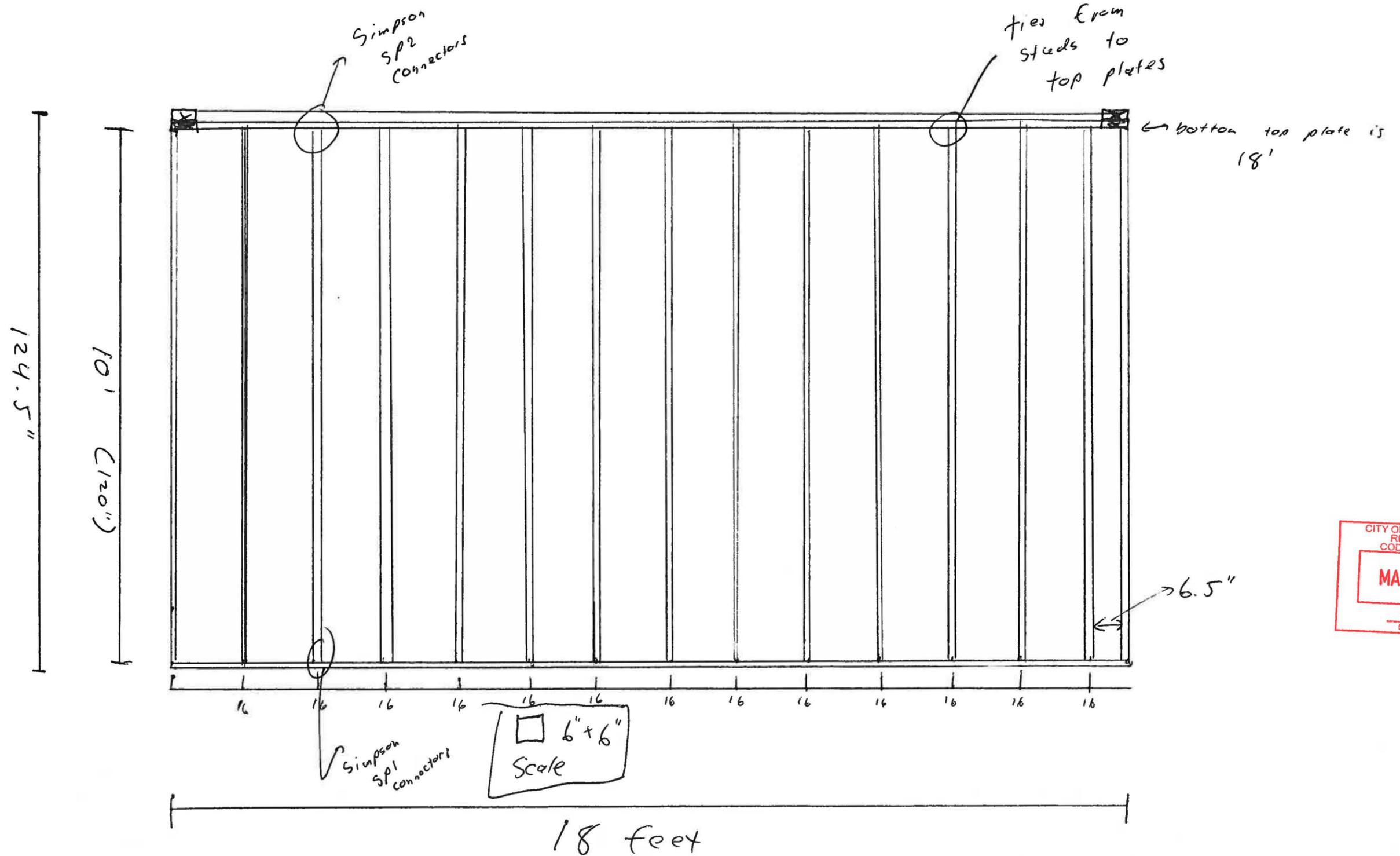
All
studs
are
2x6



CITY OF ST. PETERSBURG
REVIEWED FOR
CODE COMPLIANCE
MAR 10 2020
C.C.4
DAVE DEARNT

Back Wall

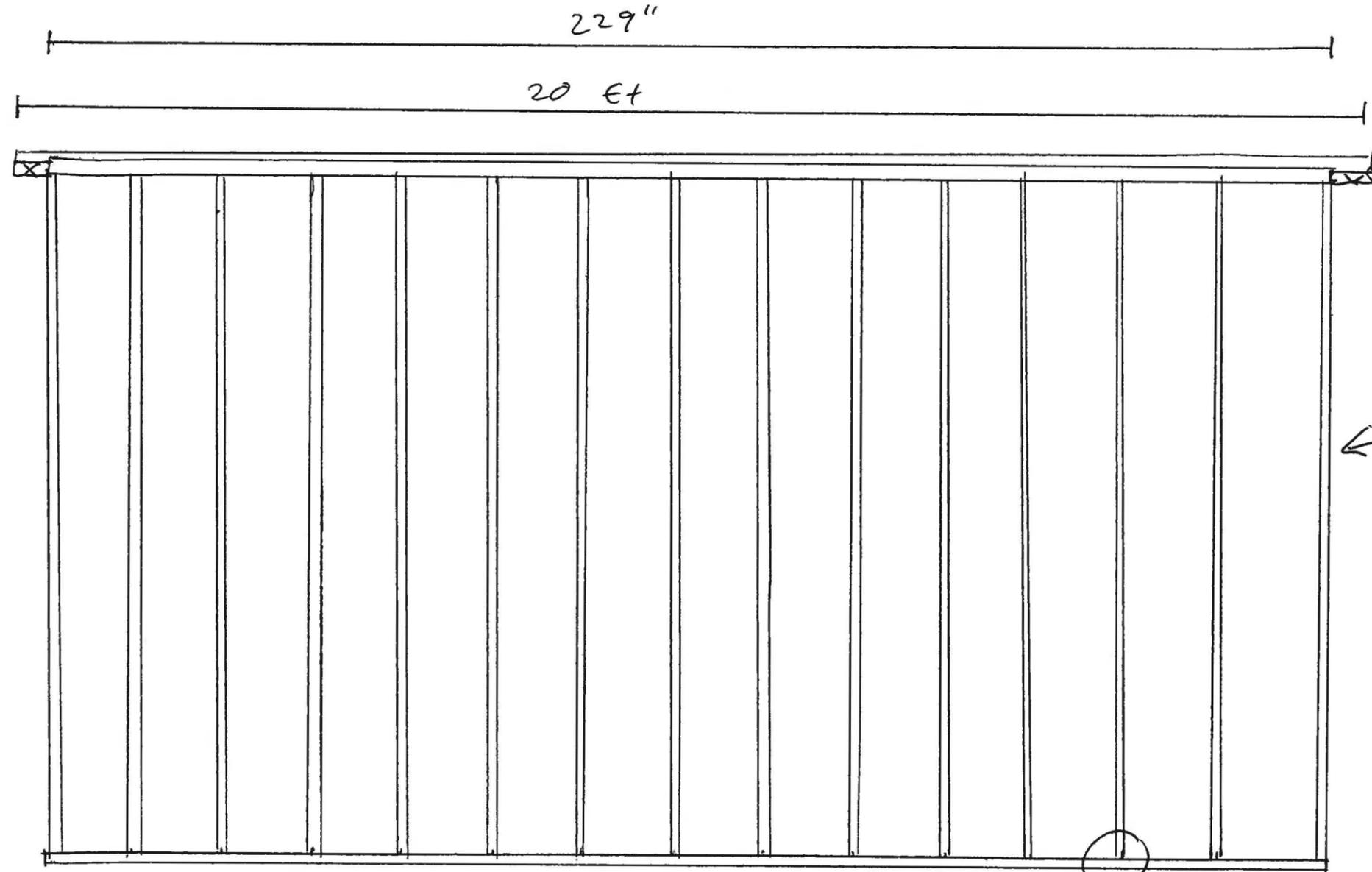
2x6 studs



[Handwritten scribbles]

CITY OF ST. PETERSBURG
REVIEWED FOR
CODE COMPLIANCE
MAR 10 2020
CJG
DAVE CLARKE

Side View Walls



← 10 ft
2x6
studs

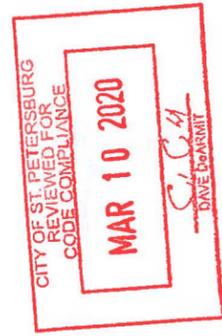
16" O.C.

Simpson
ties
from wall
to concrete
slab

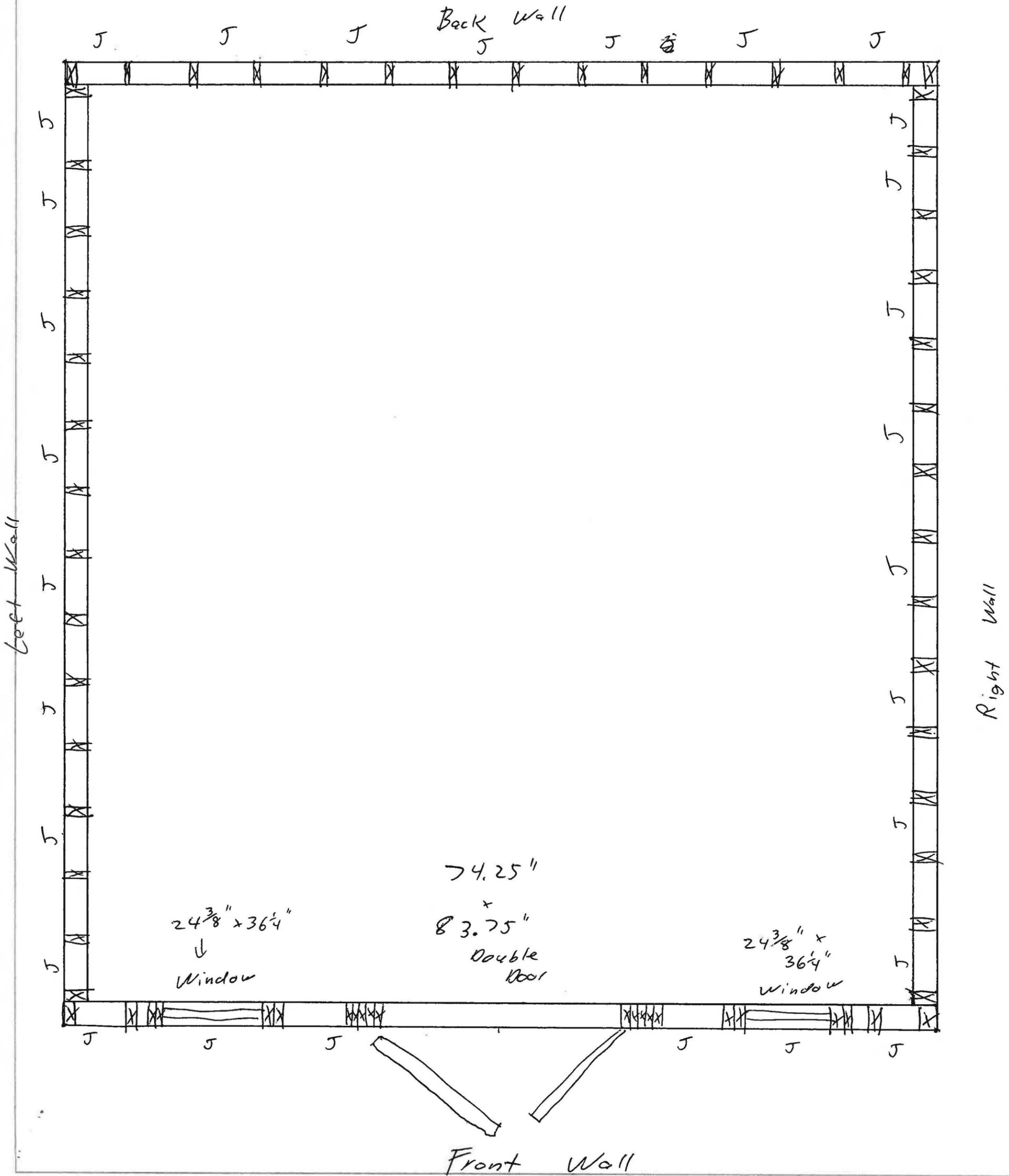
□ 6x6"
Scale



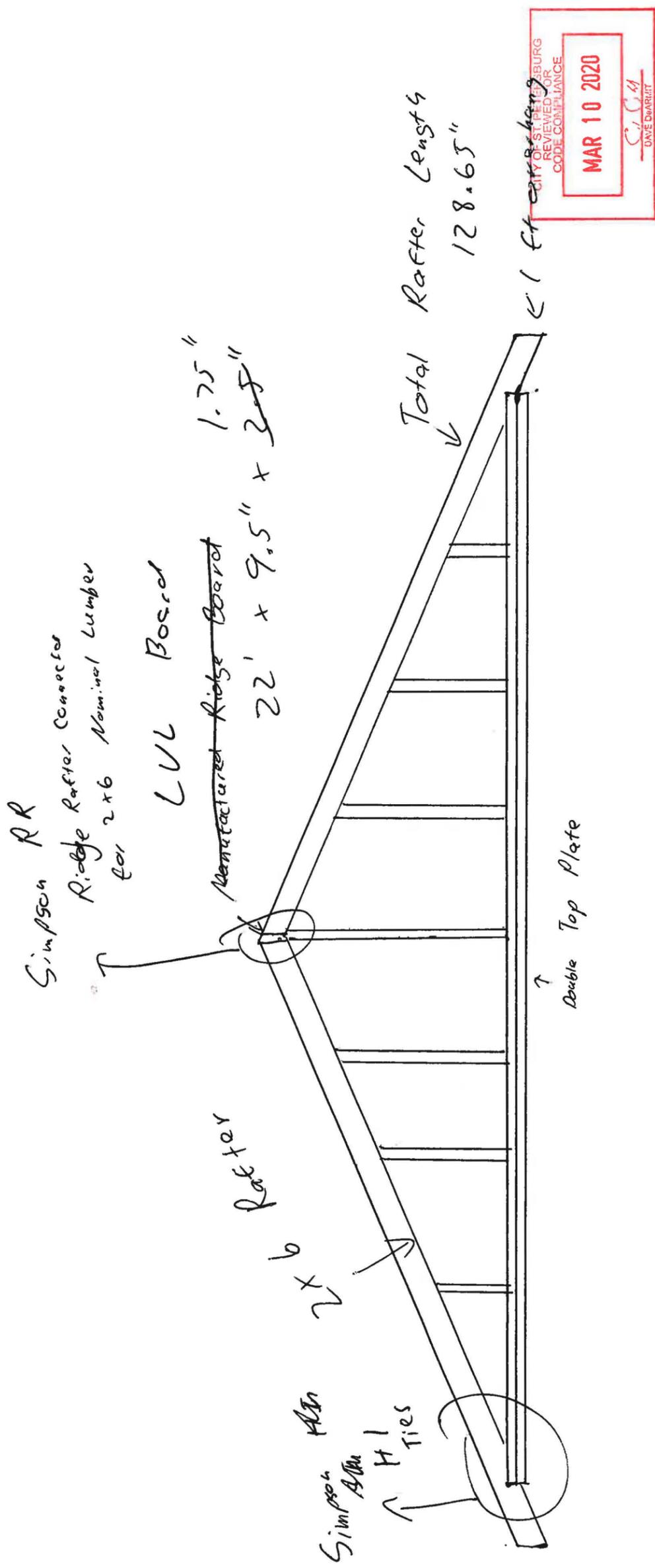
Floor Plan



J = J-Bolt Location



5 | 12



Laura Duvekot

From: Austin Grinder <austin.grinder@gmail.com>
Sent: Wednesday, April 15, 2020 10:07 AM
To: Laura Duvekot
Subject: Re: Local Historic District Hearing

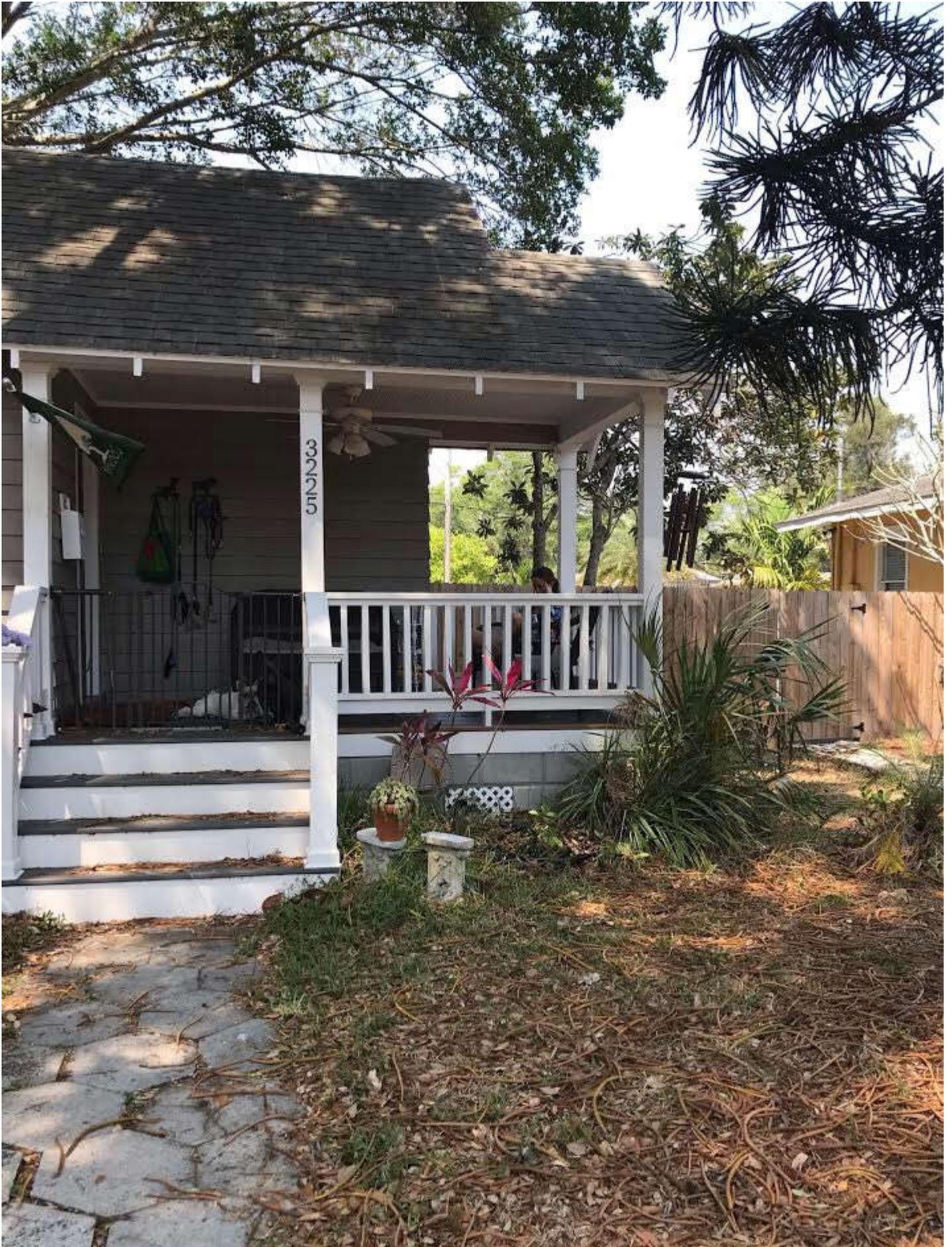
CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

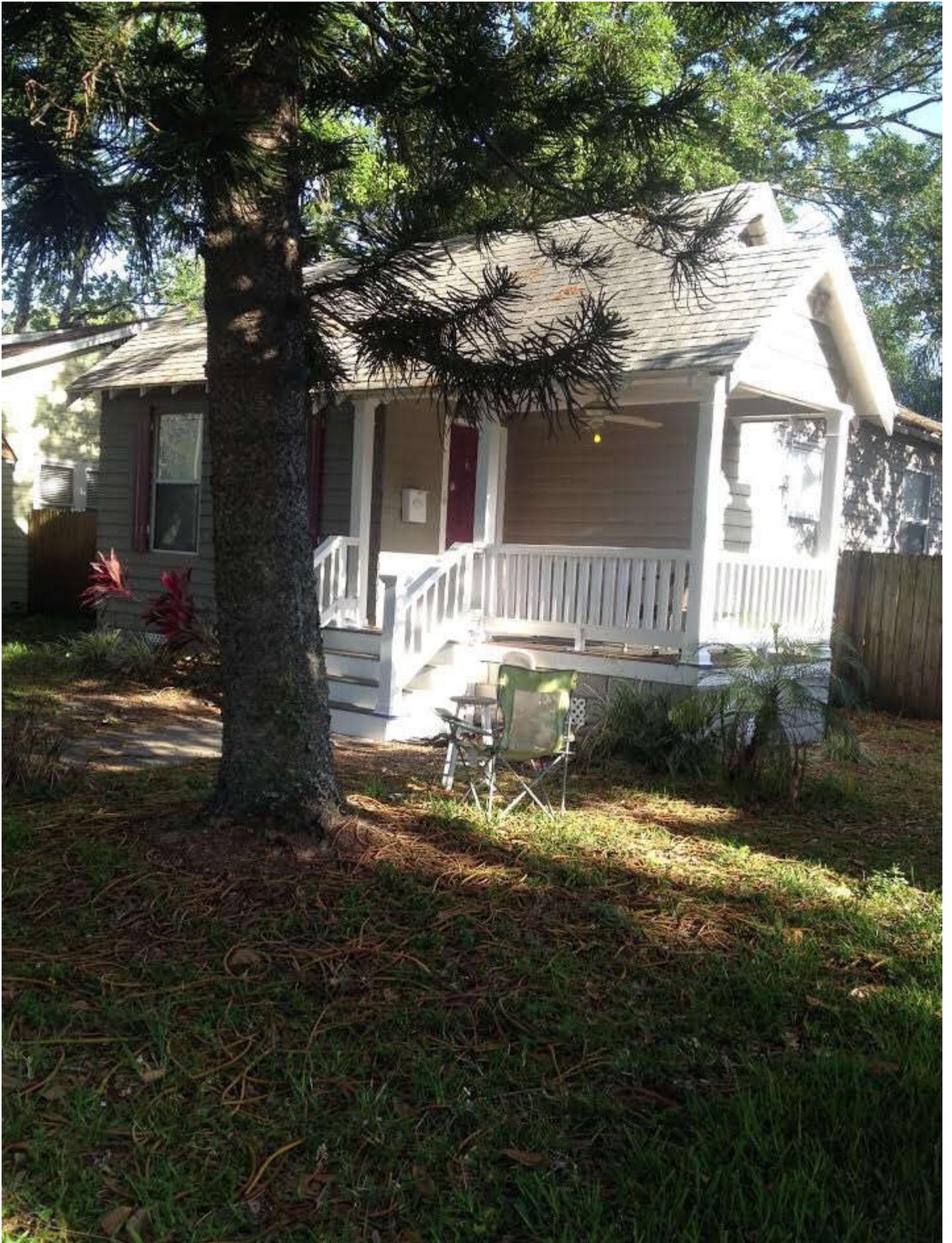
Is this design in compliance?

On Mon, Apr 13, 2020 at 12:31 PM Austin Grinder <austin.grinder@gmail.com> wrote:

Laura,

I was planning on building it out of wood and having it three feet tall. The plan is to have it match my porch railings (photo of my front porch attached. The posts will be 6x6 and the French made of 2x4 and a top 2x6. The posts spanning eight feet with a 5.5 matching gate at the front. On the sides of the property it will be on the property line and will end a foot prior to the sidewalk. I am also attaching a photo of what the proposed French will look like as well. The fence will be attached to the posts using L brackets and the entire fence will be painted white.





11:18 AM Sun Apr 12



AA

🔒 pin

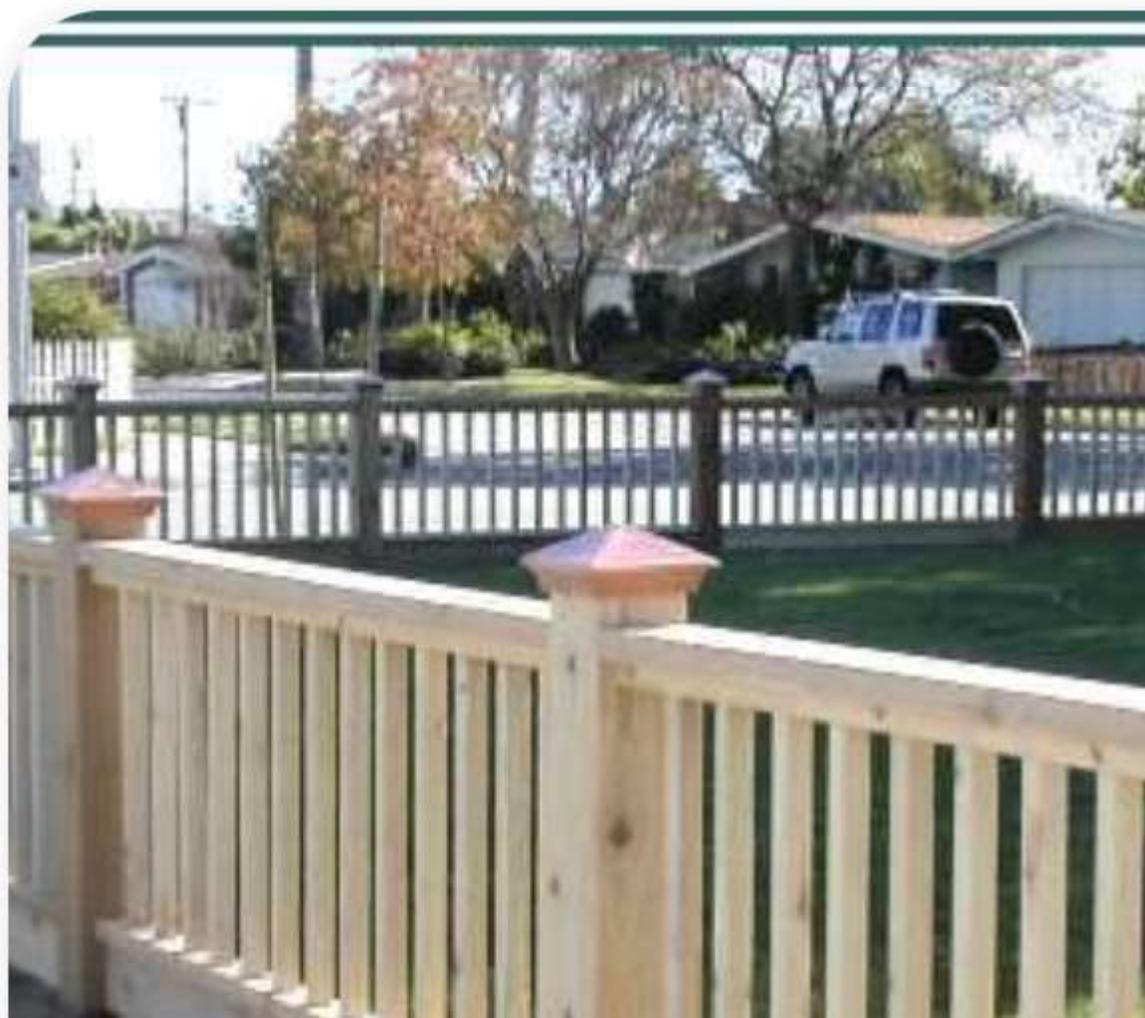
town and country fences - Google Se...

✕ capped pick



Pinterest

★★★★★ 2.58M ratings



On Fri, Apr 10, 2020 at 11:45 AM Laura Duvekot <Laura.Duvekot@stpete.org> wrote:

Good morning Austin –

Yes, a fence would require a COA. Could you please send me a site plan and information on the proposed materials, so I can discuss with my manager how we should review it given the fact that our typical timelines have been thrown off by the pandemic situation? We discourage publicly-visible vinyl or chain-link fences in historic districts. There is some information on fencing in our [Design Guidelines for Historic Properties](#).

Best regards,

Laura Duvekot

Historic Preservationist II

Urban Planning and Historic Preservation Division

Planning and Development Services Department

City of St. Petersburg, Florida

727.892.5451

laura.duvekot@stpete.org

From: Austin Grinder <austin.grinder@gmail.com>

Sent: Friday, April 10, 2020 7:55 AM

To: Laura Duvekot <Laura.Duvekot@stpete.org>

Subject: Re: Local Historic District Hearing

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Laura,

If I were to install a picket fence in the front yard, is this something I need pre-compliance permission before installation?

On Mon, Mar 23, 2020 at 4:05 PM Laura Duvekot <Laura.Duvekot@stpete.org> wrote:

Good afternoon –

Yes, our office will provide you with an updated notice as soon as possible. Unfortunately I don't yet know the rescheduled hearing date at this time but will let you know as more information becomes available. The Planning and Development Services Emergency Operation Procedure is attached for your information. Please let me know if you have any additional questions.

Best regards,

Laura Duvekot

Historic Preservationist II

Urban Planning and Historic Preservation Division

Planning and Development Services Department

City of St. Petersburg, Florida

727.892.5451

laura.duvekot@stpete.org

From: Austin Grinder <austin.grinder@gmail.com>

Sent: Monday, March 23, 2020 3:56 PM

To: Laura Duvekot <Laura.Duvekot@stpete.org>

Subject: Re: Local Historic District Hearing

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

N/m. I just saw your earlier cancellation email. I'm assuming a new Notice will therefore be mailed to me once it is rescheduled to put my neighbors on notice?

On Mon, Mar 23, 2020 at 3:53 PM Austin Grinder <austin.grinder@gmail.com> wrote:

Dear Ms. Duvekot,

I, Austin Grinder, am scheduled to have a hearing on April 14, 2020, in regards to new proposed construction at my residence, 3225 8th Ave N. I was told that a Notice would be sent to me on March 16, for me to put my neighbors on notice of the hearing. I have not received this notice yet. In light of what is going on with the virus, has this Notice been sent to me and is this hearing still scheduled to proceed?

Thanks,

Austin Grinder

727-365-1922

[Your Sunshine City](#)

Appendix B:

Maps of Subject Property

The Kenwood Section –
Northwest Kenwood
Local Historic District

9TH AVE N

33RD ST N

8TH AVE N

32ND ST N

7TH AVE N

Community Planning and Preservation Commission

3225 8th Ave N

AREA TO BE APPROVED,

SHOWN IN



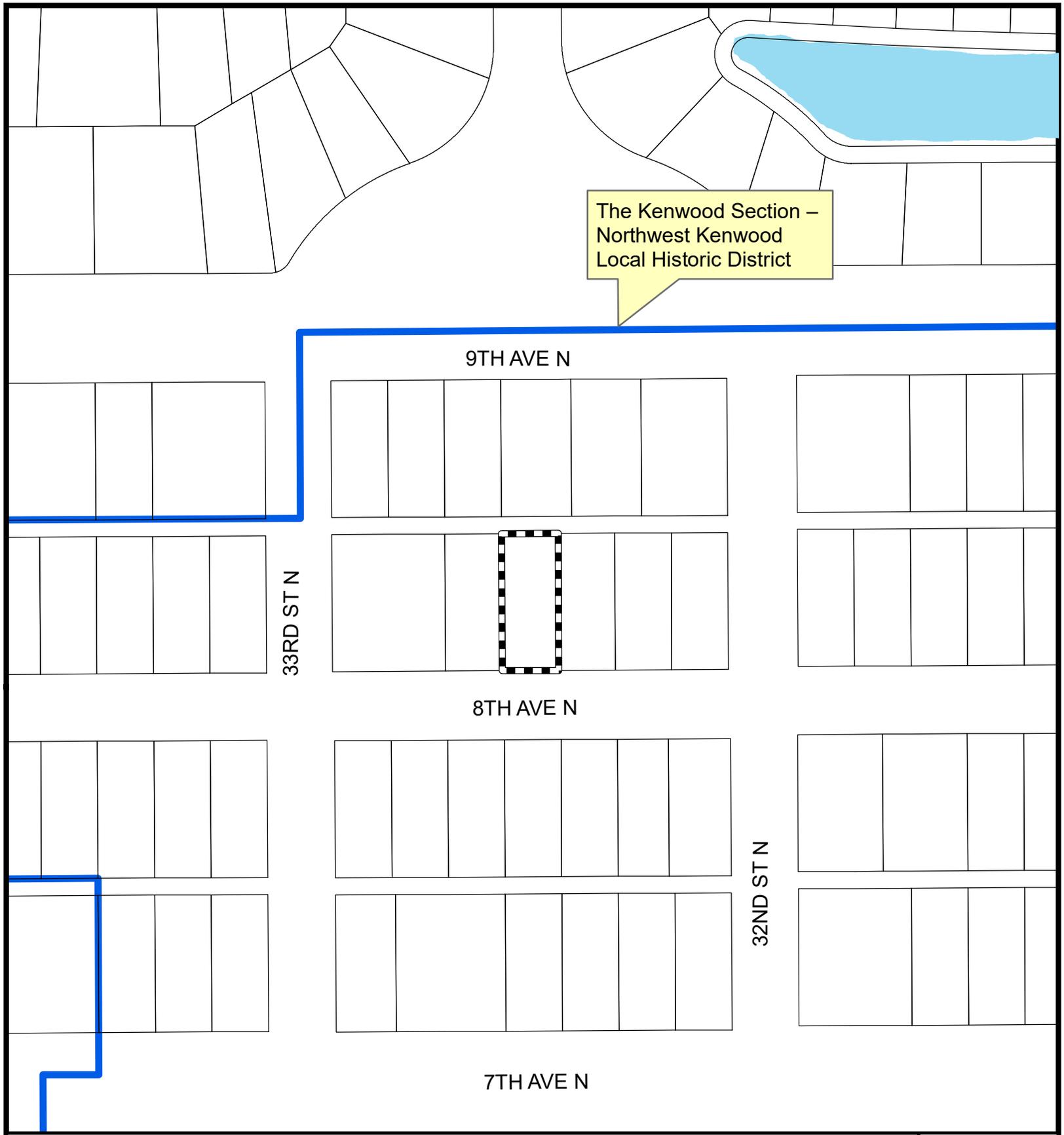
CASE NUMBER

20-90200007



**SCALE:
1" = 125'**

The Kenwood Section –
Northwest Kenwood
Local Historic District



Community Planning and Preservation Commission

3225 8th Ave N

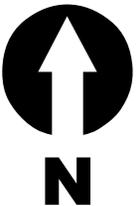
AREA TO BE APPROVED,

SHOWN IN



CASE NUMBER

20-90200007



SCALE:
1" = 125'