



CITY OF ST. PETERSBURG, FLORIDA

PLANNING AND DEVELOPMENT SERVICES DEPARTMENT

URBAN PLANNING AND HISTORIC PRESERVATION DIVISION

STAFF REPORT

COMMUNITY PLANNING AND PRESERVATION COMMISSION REQUEST FOR LISTING IN THE ST. PETERSBURG REGISTER OF HISTORIC PLACES

For **public hearing** and **recommendation to City Council** on September 8, 2020 beginning 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, Community Planning and Commission member and 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 NUMBER:	20-90300004
LANDMARK NAME:	Springstead Warehouse / Station House
STREET ADDRESS:	260 1 st Avenue South
PARCEL ID NUMBERS:	193117744660360060
LEGAL DESCRIPTION:	REV MAP OF ST PETERSBURG BLK 36, LOTS 6 & 7 & THAT PT OF LOT 5 DESC AS BEG AT NW COR OF LOT 5 TH N89D55' 49"E 24.36FT TH CUR RT RAD 18.53FT ARC 38.58FT CB S32D40'02"W 31.98FT TH S00D01'29"W 73.1FT TH S89D 55'49"W 6.93FT TH N00D04' 43"W 100FT TO POB
OWNER:	G F FH 260 LLC
APPLICANT:	Nicholas Gavulic, Community Coordinator for Station House
REQUEST:	Designation of the Springstead Warehouse/Station House as a local historic landmark to be listed in the St. Petersburg Register of Historic Places

OVERVIEW

The property at 260 First Avenue South (“the subject property”), historically known as the Springstead Warehouse/Holland Hotel and presently functioning as the Station House, was constructed in 1911-1912 as a warehouse to serve the adjacent railroad. The owner proposes its designation in the St. Petersburg Register of Historic Places as a local historic landmark.

Summary: Springstead Warehouse / Station House

Property Name (Current/Common):	Station House
Historic Names:	Springstead Warehouse; Holland Hotel
Date of Construction:	1911-1912
Significant Alterations:	Circa 1985
Period of Significance:	1911-1970
Builder:	C.W. Springstead
Criteria for Landmark Eligibility:	B and F
Areas of Significance:	Architecture, Commerce, and Community Planning and Development
Retention of Historic Integrity:	Location, Design, , Materials, , and Feeling

HISTORICAL CONTEXT AND BACKGROUND

Early Development of St. Petersburg, Florida

The southern portion of the Florida peninsula was largely unsettled in the mid-nineteenth century. The vast majority of the Seminole tribes who had resided in Tampa Bay had been eliminated, migrated, or killed by disease by the conclusion of the Indian Wars in 1858.¹ A small handful of settlers had established fish ranchos and small farms in the lower Pinellas area by the dawn of the Civil War, but most relocated during the conflict.

Following the war, politicians in Florida and states throughout the South struggled to recoup financially while still bickering over the ramifications of emancipation. During these early post-war years, some of the settlers that had called the Pinellas Peninsula home prior to the Civil War returned, and their numbers slowly grew. The expansion of railroad construction further into the state allowed a growing number of large-scale landowners to begin developing what had previously been agricultural land in the final decades of the 1800s. One such landowner was Peter Demens (born Pyotr Alexeyevitch Dementyev), a Russian immigrant and speculative real estate developer. Partially financed by Philadelphian and fellow area landowner Hamilton Disston, Demens expanded the Orange Belt Railway into, and platted the land that would become, St.

¹ Nevin D. Sitler, *Warm Wishes from Sunny St. Pete*, (Charleston, SC: The History Press, 2014), 21-22.

Petersburg. When the first trains arrived in the newly-named town in 1888, it was home to only 30 residents.

Although the Orange Belt Railway was providing service into St. Petersburg, it was not initially successful. The American Medical Association's Dr. W.C. Van Bibber had endorsed the Pinellas peninsula as the perfect location for a "Health City" in 1885. To boost ridership and capitalize on the idea that St. Petersburg's climate offered healing powers, the Orange Belt Railway started to offer seaside excursions to St. Petersburg in 1889.² These excursions were among the first concentrated efforts by the community and its boosters to attract tourists.³ When the railroad could not pay its debts in 1889, the syndicate of Philadelphia financiers holding the debts took over the railroad and the investment company, which was responsible for the land held in the name of the railroad.⁴

Largely as a result of the efforts of city boosters to attract businesses and residents, developers such as H. Walter Fuller, Noel Mitchell, Charles Hall, Charles Roser, and C. Perry Snell triggered the city's first real estate land boom from 1909 to the start of World War I.⁵ Promotional efforts by the Atlantic Coast Line railroad (created in 1902 from the former Orange Belt Railroad and Henry Plant's South Florida Railroad) brought organized tourist trains from New York in 1909 and from the Midwest in 1913. Many early tourists continued to winter in the city; some purchasing second homes in St. Petersburg.⁶

Frank Davis, a prominent publisher from Philadelphia who arrived in Florida to alleviate his own health problems, also utilized Dr. Van Bibber's endorsement to heavily promote the benefits of St. Petersburg. Davis, along with other new residents including St. Petersburg Times editor William Straub and St. Petersburg Evening Independent editor Lew Brown, tirelessly promoted the community during the late 1800s and early 1900s.⁷ By 1890, the population grew from less than 50, prior to the arrival of the railroad, to 273 residents. With two hotels, two ice plants, two churches, a school, a pier, and a sawmill, the economy remained largely dependent on commercial fishing.⁸ Incorporated as a city in 1892, St. Petersburg received telephone, public water, and electric service by 1900. During the early 1900s, the creation of St. Petersburg's waterfront park system, the incorporation of a trolley system, and the construction of the Electric Pier drew additional tourists and new residents to the area.⁹

In his economic history of Florida, William B. Stronge notes the significant and growing impact that the "sunshine sector" had in the twentieth century as production shifted away from "frontier industries" such as lumber and open-range cattle ranching and the state began to establish itself as a destination. His evaluation of the state's growing economy considers the combined impact

² Arsenault, 62.

³ Grismer, 70, 97, 111; "Heavy Real Estate Deal: Old Company Goes Out of Business," *St. Petersburg Times*, December 15, 1906.

⁴ Grismer.

⁵ Arsenault, 136.

⁶ Arsenault, 135-137; 144-145.

⁷ Arsenault, 82-85.

⁸ *Ibid*, 52-61.

⁹ *Ibid*, 64, 81-82, 87-89.

of all industries which depend upon Florida's warm weather, and, perhaps more specifically, upon its mild winters. When taking the impact of tourism into account alongside the production of winter and early spring vegetables, citrus, and other semitropical products, this sunshine sector had come to account for nine percent of the state's total production in 1899. Although this figure trailed so-called "frontier" and "maritime" industries, which created 55 and 34 percent of statewide economic production respectively, the sunshine sector would grow significantly in the coming decades and surpass 50 percent of the state's economy by 1950.¹⁰

St. Petersburg's tourist and winter-resident population had begun to swell thanks to the connectivity afforded by the Orange Belt Railway and the marketing efforts of the individuals mentioned above, and the local citrus industry saw a major boost after the winter of 1894-1895, when a large number of groves further north in Florida were devastated by a lasting freeze, causing growers to move to even more temperate areas, such as Pinellas County.¹¹ Stronge's consideration of a sunshine sector which encompasses both the growth of tourism and of citrus farming in Florida becomes especially relevant when examining resources such as the subject property, which was constructed in the early twentieth century with a vision of industrial growth, but shortly adapted to accommodate the tourism sector as well.

As shown in, Figure 1, some land to the north and west of St. Petersburg (visible for its tightly-gridded development pattern at the lower-right corner), had already been purchased by a number of investors and "Improvement Companies," some of whose names will be familiar to those acquainted with St. Petersburg's history, by 1905. A number of other portions of what is now within the city boundaries of St. Petersburg, however, was still being used for agricultural resources. This appears to include the section of land owned by C.W. Springstead, delineated in red, who was noted to run a productive orange grove.¹²

¹⁰ William B. Stronge, *The Sunshine Economy: An Economic History of Florida Since the Civil War*, (Gainesville, FL: University Press of Florida, 2008), 16-19, 169.

¹¹ Arsenault, 62.

¹² "Warehouse of Concrete is Finished," *St. Petersburg Daily Times*, February 7, 1912.

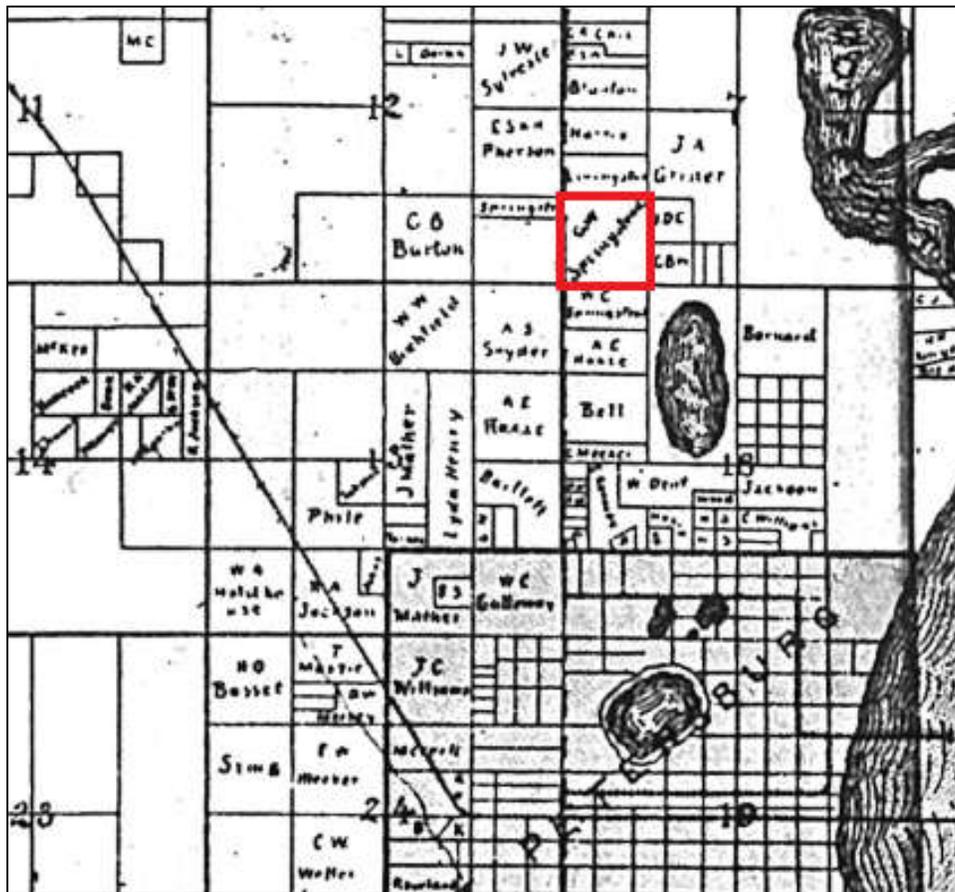


Figure 1: Section from 1902 map of land ownership in Hillsborough County (including present-day Pinellas County), Florida. Springstead grove highlighted by the author. Map image courtesy of the St. Petersburg Museum of History.

The Springstead Warehouse

In 1911-1912, prominent local orange grower and director of the First National Bank, C.W. Springstead, had the subject property constructed as a “fireproof warehouse” facing the railroad tracks along First Avenue South. Its architect is unknown, but the design was utilitarian in nature and motivated by convenience to the tracks. Its original intention was to be used entirely as a warehouse, with a single tenant at the ground floor and space to be divided into smaller rental storage units in the basement and upper floor.¹³

The City’s administration itself began to formally encourage tourism with promotional campaigns following the election of Al Lang as mayor in 1916. Lang had been elected after he arranged to bring the Philadelphia Phillies baseball team to the city for spring training. Under his leadership, the City publicly encouraged tourism and made efforts to improve the physical appearance of the city. With approximately 83 real estate companies operating in the city in 1914, the focus turned

¹³ “Warehouse of Concrete is Finished.”

increasingly to attracting winter residents. The local population soon doubled during “the season.” Winter residents even formed tourist societies organized by their state or region of origin which acted as booster clubs in their native states. Although the real estate market collapsed during World War I, the boom of development had created a pattern for the future growth of the city. During the 1910s, the city’s population grew from 4,127 to 14,237.¹⁴

Amidst St. Petersburg’s growth, the town’s needs from buildings downtown were shifting. Mere months after the subject property’s construction, the Holland Hotel opened with 20 guest rooms in an upper floor of the Springstead Warehouse, in a space that had been planned as storage units.¹⁵ The Holland Hotel remained open at the subject property for nearly five decades, despite several changes in ownership. Likewise, as the railroad continued to operate just steps beyond the building’s doors, the ground floor served various commercial and storage purposes fairly consistently, including service as a Montgomery Ward warehouse. As seen in Figure 2, both the subject property and its neighbors retained their utilitarian warehouse designs through the 1963 departure of the final train to leave downtown along the 1st Avenue South tracks.

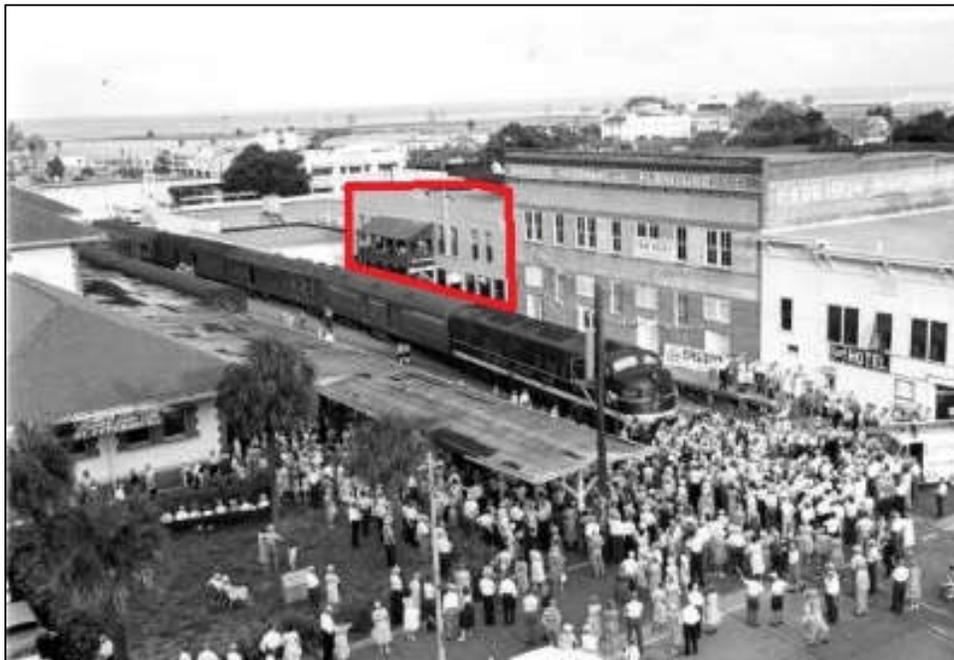


Figure 2: 1963 Photograph of final train departing from downtown St. Petersburg before the tracks were decommissioned, subject property outlined in red by author. Courtesy of Florida Memory.

In the late 1970s, as the City of St. Petersburg’s first formal historic preservation program being created, the subject property was among those identified as significant for its association with

¹⁴ Arsenault, 121-125, 143-146, 190; Peck and Wilson, 41; Karl H. Grismer, *The Story of St. Petersburg: The History of Lower Pinellas Peninsula and the Sunshine City*, (St. Petersburg, FL: P.K. Smith & Company, 1924), 189.

¹⁵ “Holland Hotel Opened” *Tampa Bay Times*, November 15, 1912.

the town's commercial development, although designation was not pursued at that time. In the mid-1980s, the building was remodeled for use as office space by Hunnicutt Equities, Inc.¹⁶

DESIGNATION BOUNDARY DESCRIPTION AND JUSTIFICATION

The proposed designation boundary includes the entirety of the parcel located at 260 1st Avenue South. The property boundaries are appropriately applied to the designation boundary as an urban resource.

PHYSICAL DESCRIPTION

Summary

The subject property is a two-story, brick and concrete building with a flat roof and raised basement. It occupies the entirety of its parcel, which is roughly 100- by 105 feet. Sited on the historic path of the railroad into St. Petersburg, it was designed with a vernacular and utilitarian aesthetic to provide easy access for freight. It was constructed in 1911-1912 and has since been adapted to serve the changing needs of St. Petersburg.

Setting

The subject property was sited to face the historic Orange Belt Railroad Depot, around which St. Petersburg's downtown commercial core grew. The depot has since been demolished, and the path of the tracks that served it repurposed as the Pinellas Trail bike trail. It is approximately two blocks outside of the southern boundary of the Downtown St. Petersburg National Register Historic District. Its surroundings are urban and commercial in nature, including both properties that retain architectural significance dating to the town's early twentieth's century development, and those that have been more recently redeveloped. Buildings along the street front tend to be united by minimal setbacks and commercial use at their ground floors.

Narrative Description

The subject property is a two-story rectangular building with a concrete structural foundation and a brick exterior. It sits above a raised basement. It features a flat roof with parapet, at the center of which the 1911 date at which construction began is noted at the cornice. The building's footprint and some exterior materials have been retained, though the fenestration was altered by the circa 1985 office conversion, which introduced a round-arch motif.

¹⁶ "Colonial Hotel, Other Buildings Eligible for Place in History," *St. Petersburg Times*, March 14, 1985.



Figure 3: Rear and east elevations of subject property



Figure 4: Close-up of cornice and circa 1985 arches at façade of subject property



Figure 5: Façade of subject property, showing both arches dating to circa 1985 and historic window openings at main and basement levels.

Primary Character-Defining Historic Features

Future exterior alterations to the property will be subject to Certificate of Appropriateness review. The following list does not define all significant features of the subject property but is intended to identify the most distinct elements of this designation:

- Building footprint;
- Exterior brick work;
- Cornice detail and 1911 cartouche;
- Basement window openings.

STAFF FINDINGS

In St. Petersburg, eligibility for designation as a local historic landmark is determined based on evaluations of age, context, and integrity as found in Section 16.30.070.2.5(D) of the City Code. Under the age test, a property must have been constructed over 50 years prior to designation. Historic documentation demonstrates that the subject property was constructed in 1911-1912. The subject property, therefore, meets the age threshold for designation.

Further, staff suggests that the subject property satisfies two Criteria for Significance and four Criteria of Integrity. Staff, therefore, recommends approval of the application to designate the subject property to the St. Petersburg Register of Historic Places.

Historic Significance and Satisfaction of Eligibility Criteria

The next test to determine eligibility for the St. Petersburg Register of Historic Places examines a resource's historic significance with relation to nine criteria, and the period during which this significance was achieved. One or more Criteria for Significance must be met in order for a property to qualify for designation as an individual landmark or district to be placed in the St. Petersburg Register. The nine criteria are based on the National Park Service's criteria for listing in the National Register of Historic Places, and are designed to assess resources' importance in a given historic context with objectivity and comprehensiveness.

Period of Significance

A historic resource's period of significance is the time frame during which a historic resource was associated with the important events, activities, themes, or people which qualify it for consideration as significant.¹⁷ The recommended period of significance for the subject property spans from its construction in 1911 to 1970 end of the historic era at the time of this writing.

Criteria for Significance

Nine criteria for historic significance are defined by St. Petersburg City Code, Historic and Archaeological Preservation Overlay, Section 16.30.070.2.5(D). In the case of the subject

¹⁷ U.S. Department of the Interior, National Park Service, *National Register Bulletin 16A Part III: Completing the National Register Registration Form*, accessed online at https://www.nps.gov/nr/publications/bulletins/nrb16a/nrb16a_iii.htm.

property, staff has determined that the proposed listing satisfies three St. Petersburg Register criteria as follows.

<i>Is at least one of the following criteria for eligibility met?</i>		
No	A	Its value is a significant reminder of the cultural or archaeological heritage of the city, state, or nation.
Yes	B	Its location is the site of a significant local, state, or national event.
No	C	It is identified with a person who significantly contributed to the development of the city, state or nation.
No	D	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.
No	E	Its value as a building is recognized for the quality of its architecture, and it retains sufficient elements showing its architectural significance.
Yes	F	It has distinguishing characteristics of an architectural style valuable for the study of a period, method of construction, or use of indigenous materials.
No	G	Its character is a geographically definable area possessing a significant concentration, or continuity of sites, buildings, objects or structures united in past events or aesthetically by plan or physical development.
No	H	Its character is an established and geographically definable neighborhood, united in culture, architectural style or physical plan and development.
No	I	It has contributed, or is likely to contribute, information important to the prehistory or history of the city, state, or nation.

Under Criterion B, **“Its location is the site of a significant local, state, or national event,”** the subject property is significant in the areas of **Commerce** and **Community Planning and Development**.

In historic preservation parlance, discussion of historic events often includes that of the broader trends that shape our built environment. The property at 260 1st Avenue South is one of the few remaining resources in downtown St. Petersburg that is associated with the Orange Belt Railroad. St. Petersburg’s history as a “railroad town” is sometimes overshadowed by the later predominance as a resort town, making the subject property a significant tangible connection to the city’s early development.

Additionally, in a related but distinct way, the subject property holds historic significance under Criterion F, **“It has distinguishing characteristics of an architectural style valuable for the study of a period, method of construction, or use of indigenous materials.”** In the area of **Architecture**, the subject property demonstrates the compact and utilitarian footprint of freight-oriented commercial buildings of the early twentieth century.

Historic Integrity

A staff analysis of the subject property’s historic integrity finds that the subject property retains integrity in four of seven given criteria, surpassing the requirement of one or more criteria be retained.

<i>Is at least one of the following factors of integrity met?</i>						
Location	Design	Setting	Materials	Workmanship	Feeling*	Association*
Yes	Yes	No	Yes	No	Yes	No
*Must be present in addition to at least one other factor.						

The subject property’s integrity has been diminished in the areas of **Setting, Workmanship, and Association**. The historically-associated railroad depot and tracks have been removed, compromising the setting despite the presence of other historic resources nearby that are associated with the historic development of downtown St. Petersburg. The circa 1985 alterations, which altered the fenestration, did not fully obscure the building’s historic design, but did substantially remove the visible historic workmanship. Finally, since the use has changed, historic association is no longer present.

PROPERTY OWNER CONSENT AND IMPACT OF DESIGNATION

The application for the proposed local landmark designation was initiated by the building’s owner. Designation of the subject property as a local historic landmark will allow the applicant to pursue adaptive reuse, certain tax credits and exemptions, and variances.

CONSISTENCY WITH ST. PETERSBURG’S COMPREHENSIVE PLAN, EXISTING LAND USE PLAN, AND FUTURE LAND USE PLAN

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

Objective LU10: The historic resources locally designated by the St. Petersburg City Council and Community Planning and Preservation Commission (CPPC) shall be incorporated onto the Land Use Map or 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 CPC 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

RECOMMENDATION

Staff recommends **approval** of the request to designate the Springstead Warehouse/Station House as a local historic landmark, thereby referring the application to City Council for first and second reading and public hearing.

REFERENCES

City of St. Petersburg. Property Card for 260 1st Avenue South. on file, City of St. Petersburg.

City of St. Petersburg. Foster Grove House. Local Landmark Designation Staff Report. On file, City of St. Petersburg. 2018

“Colonial Hotel, Other Buildings Eligible for Place in History,” *St. Petersburg Times*, March 14, 1985.

“Holland Hotel Opens,” *St. Petersburg Times*. November 15, 1912.

Sanborn Map Company. St. Petersburg, Florida. 1889, 1904, 1908, 1913, 1918, 1923, and 1951 editions. Accessed via ProQuest, August 27, 2020.

U.S. Department of the Interior, National Park Service. National Register Bulletin 16A Part III: Completing the National Register Registration Form. Accessed online at https://www.nps.gov/nr/publications/bulletins/nrb16a/nrb16a_iii.htm.

“Warehouse of Concrete is Finished.” *St. Petersburg Daily Times*. February 7, 1912.

Appendix A
Application and Owner Consent



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 _____

other names/site number Station House, Fire Station One, The Holland Hotel / 193117744660250030

address 260 1ST AVE S, Saint Petersburg, FL 33701

historic address 260 1ST AVE S, Saint Petersburg, FL 33701

2. PROPERTY OWNER(S) NAME AND ADDRESS

name Steve Gianfilippo

street and number 4830 W Kennedy Blvd Suite 880

city or town Tampa state FL zip code 33609

phone number (h) _____ (w) 727-895-8260 e-mail steveflip@griesinvsfund.com

3. NOMINATION PREPARED BY

name/title Nicholas Gavulic / Community Coordinator

organization Station House

street and number 260 1ST AVE S

city or town Saint Petersburg state FL zip code 33701

phone number (h) (305)613-9730 (w) (727)-895-8260 e-mail membership@stationhousestpete.com

date prepared 5/20/2020 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)

The boundaries of Parcel ID
193117744660250030.

5. GEOGRAPHIC DATA

acreage of property 0.21

property identification number 193117744660250030

Station House

Name of Property

6. FUNCTION OR USE

Historic Functions

Hotel, Fire Station, and a Bank

Current Functions

Office, Co-Work, and Event Space

7. DESCRIPTION

Architectural Classification

(See Appendix A for list)

Materials

Brick and cedar beams

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	_____

Station 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)

Period of Significance

Post WWII

Significant Dates (date constructed & altered)

Constructed in 1911

Significant Person(s)

Cultural Affiliation/Historic Period

Builder

Architect

Narrative Statement of Significance

(Explain the significance of the property as it relates to the above criterial and information on one or more continuation sheets. Include biographical data on significant person(s), builder and architect, if known.)

10. MAJOR BIBLIOGRAPHICAL REFERENCES

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

St. Petersburg Local Landmark Designation Application

Name of property _____

Continuation Section

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st.petersburg
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AFFIDAVIT TO AUTHORIZE AGENT

I am (we are) the owner(s) and record title holder(s) of the property noted herein

Steve Gianfilippo

Property Owner's Name: _____

This property constitutes the property for which the following request is made

260 1ST AVE S, Saint Petersburg, FL 33701

Property Address: _____

193117744660360060

Parcel ID No.: _____

Request: Begin designation process

The undersigned has(have) appointed and does(do) appoint the following agent(s) to execute any application(s) or other documentation necessary to effectuate such application(s)

Agent's Name(s): Nicholas Gavulic

This affidavit has been executed to induce the City of St. Petersburg, Florida, to consider and act on the above described property

I(we), the undersigned authority, hereby certify that the foregoing is true and correct.

Signature (owner): [Handwritten Signature]

Steve Gianfilippo
Printed Name

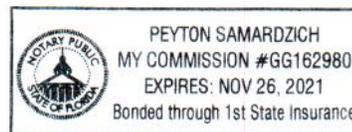
Sworn to and subscribed on this date

Identification or personally known: Personally Known

Notary Signature: [Handwritten Signature]

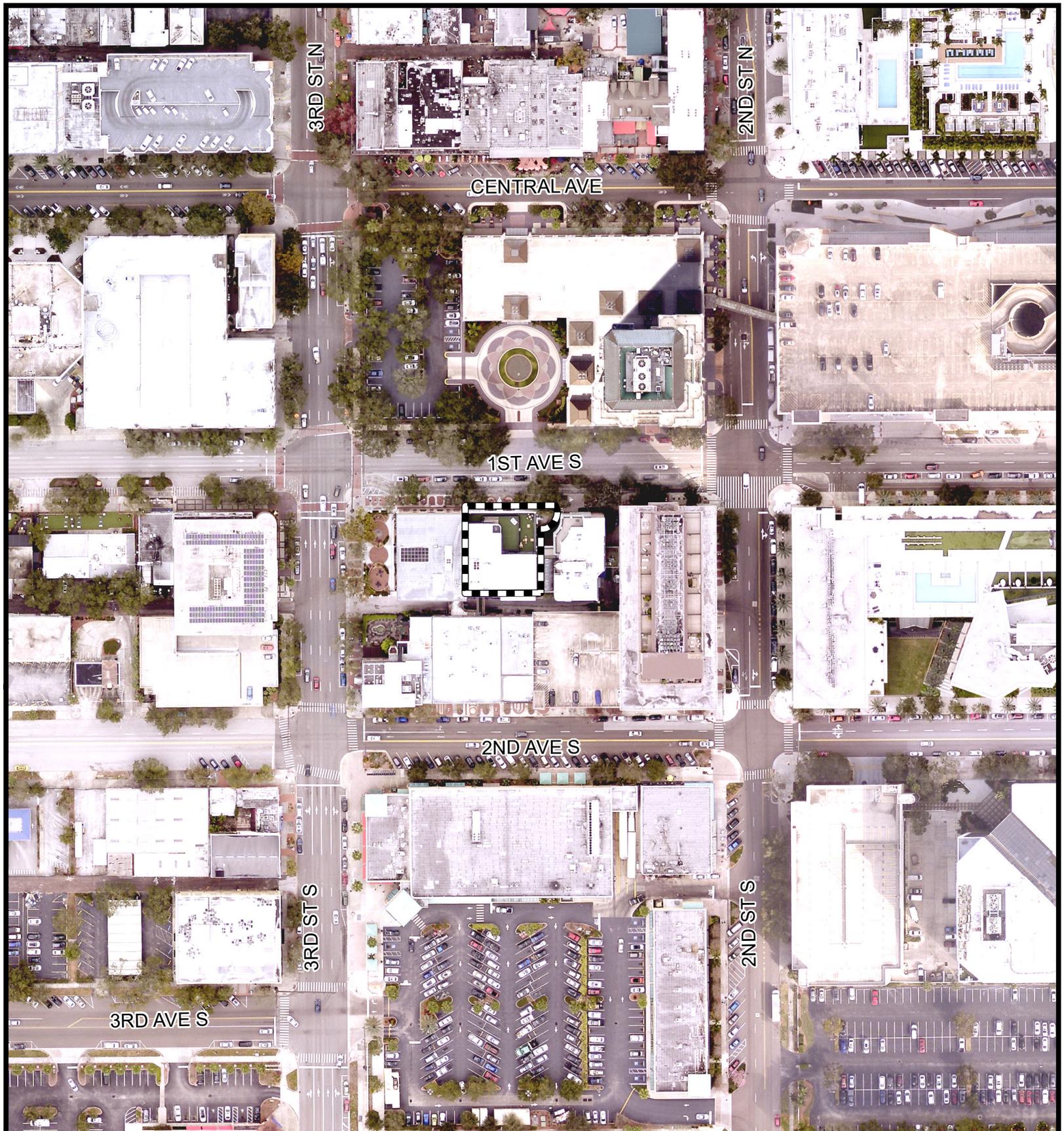
Date: 6/12/20

Commission Expiration (Stamp or date):



Appendix A

Maps of Subject Property and Proposed Boundary

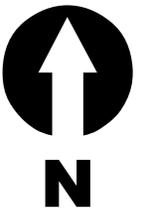


Community Planning and Preservation Commission

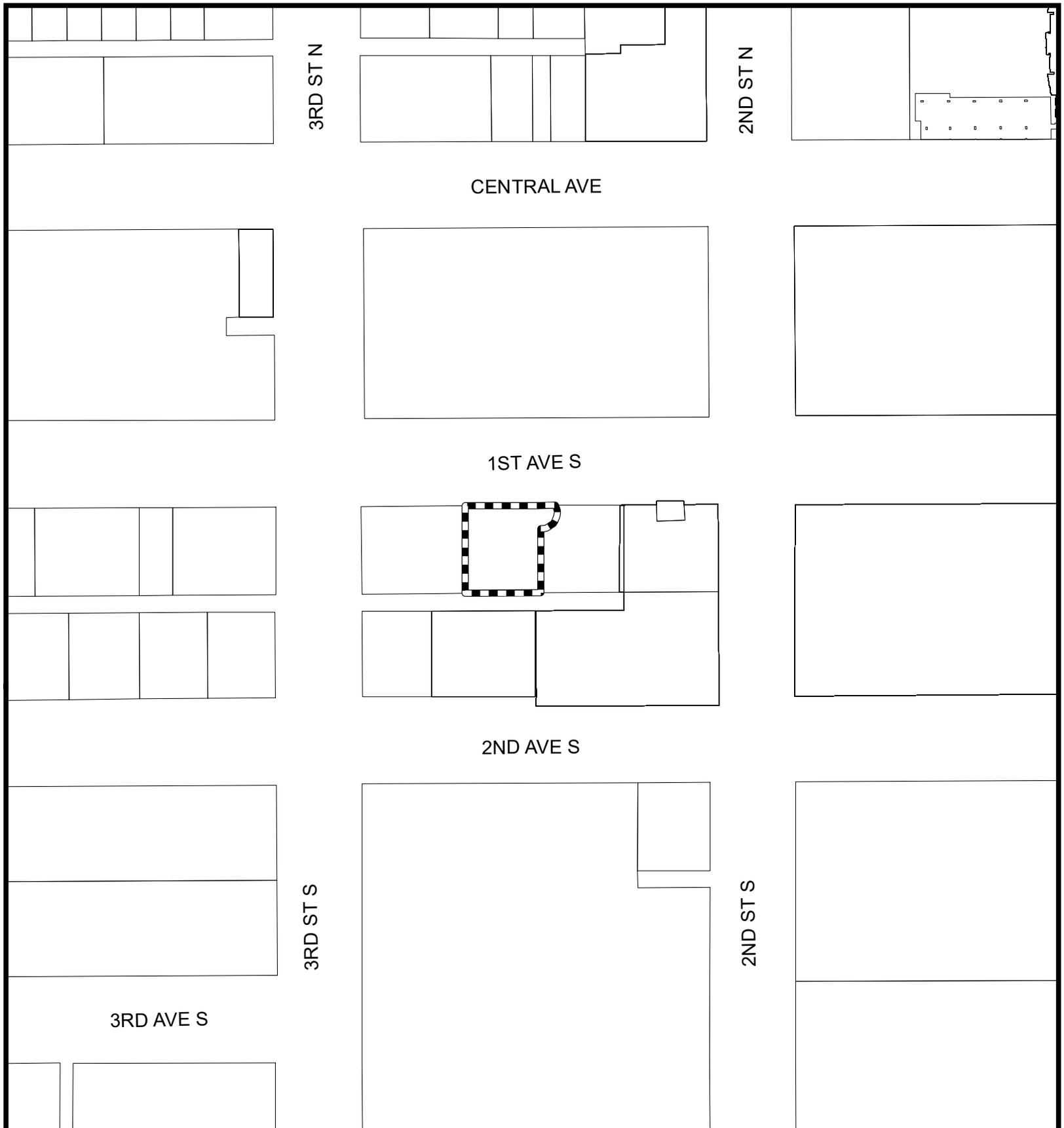
260 1st Ave South

**AREA TO BE APPROVED,
SHOWN IN** 

**CASE NUMBER
20-90300004**



**SCALE:
1" = 164'**



Community Planning and Preservation Commission

260 1st Ave South

AREA TO BE APPROVED,

SHOWN IN



CASE NUMBER

20-90300004



N

SCALE:
1" = 164'