



## Staff Report to the St. Petersburg Community Planning & Preservation Commission

Prepared by the Planning & Development Services Department,  
Urban Planning and Historic Preservation Division

For Public Hearing on Tuesday, September 8, 2020 at 2:00 p.m. City buildings are closed due to the COVID-19 emergency. Accordingly, the meeting location has been changed from in-person to a “virtual” meeting by means of communications media technology pursuant to Executive Order Number 20-192, issued by the Governor on August 5, 2020, and Executive Order 2020-30 issued by the Mayor on July 8, 2020 (as that order may be extended or superseded by another order issued for a similar purpose). The City’s Planning and Development Services Department requests that you visit the City website at [http://www.stpete.org/boards\\_and\\_committees/index.php](http://www.stpete.org/boards_and_committees/index.php) and/or contact the case planner for up-to-date information pertaining to this case before attending the meeting. Everyone is encouraged to view the meetings on TV or online at [www.stpete.org/meetings](http://www.stpete.org/meetings).

According to Planning and Development Services records, no Community Planning & Preservation Commission members reside, or own property located within 2,000 feet of the subject property. All other possible conflicts should be declared upon announcement of the item.

## City File: FLUM-61

1525 29<sup>th</sup> Ave N

This is a private-initiated application requesting the Community Planning and Preservation Commission (“CPPC”), in its capacity as the Local Planning Agency (“LPA”), make a finding of consistency with the Comprehensive Plan and recommend to City Council **APPROVAL** of the following Future Land Use Map amendment from Planned Redevelopment - Residential (PR-R) to Planned Redevelopment – Mixed Use (PR-MU), with a concurrent amendment to the Official Zoning Map from Neighborhood Traditional Single-family-2 (NT-2) to Corridor Residential Traditional -1 (CRT-1) for the subject property. The purpose of the proposed map amendments is to allow for multi-family residential development.

### APPLICANT INFORMATION

**APPLICANT: Megan Stover**

1866 Brightwaters Blvd NE  
St. Petersburg, Florida 33704

**CITY STAFF: Britton Wilson, Planner II**

Urban Planning and Historic Preservation Division  
Planning and Development Services Department  
One 4<sup>th</sup> Street North  
St. Petersburg, Florida 33711  
[Britton.wilson@stpete.org](mailto:Britton.wilson@stpete.org)  
(727) 551-3542

## REQUEST

The applicant is requesting an amendment to the Future Land Use Map from Planned Redevelopment - Residential (PR-R) to Planned Redevelopment - Mixed Use (PR-MU) with a concurrent amendment to the Official Zoning Map from Neighborhood Traditional Single-family-2 (NT-2) to Corridor Residential Traditional -1 (CRT-1) for a 0.14-acre portion (lot 9) of a parcel located at 1525 29<sup>th</sup> Ave N. The purpose of the proposed amendments, as stated by the applicant, is to allow for multi-family residential development.

## SITE DESCRIPTION

Street Address:	1525 29 <sup>th</sup> Ave N
Parcel ID No.:	12-31-16-95022-002-0090 (portion of, Lot 9 only)
Acreage:	0.14 acres total
Zoning:	Neighborhood Traditional Single-family-2 (NT-2) to Corridor Residential Traditional -1 (CRT-1)
Future Land Use:	Planned Redevelopment - Residential (PR-R) to Planned Redevelopment - Mixed Use (PR-MU)
Countywide Plan Map:	From Residential Medium (RM) to Multimodal Corridor (MMC)
Existing Use:	Single-family home
Surrounding Uses:	Commercial to the north and west with single family residential to the south and east
Neighborhood Association:	Greater Woodlawn Neighborhood Association

## BACKGROUND

The subject property is located at 1525 29<sup>th</sup> Ave N with alley access to the rear north side of the lot. Lots 9 and 10 are currently under common ownership, however the requested amendment is for Lot 9 only. Lot 10 will remain NT-2 which will allow for redevelopment of a single-family home. The surrounding land uses to the north and west, are commercial and to the south and east are residential single-family. The site was formally developed with a single-family home that has since been demolished.

The current zoning of Neighborhood Traditional - 2 (NT-2) has been in place since September 2007, following the implementation of the City's Vision 2020 Plan, the Citywide rezoning and update of the Land Development Regulations (LDRs). From 1977 to 2007, the subject property was zoned RS-75 (Residential Single-Family).

## CONSISTENCY AND COMPATIBILITY

The primary criteria associated with this private application are consistency and compatibility of the requested designation with the established surrounding land use and zoning patterns and provisions of adequate public services and facilities, including transportation.

The applicant's proposal for multi-family housing is not consistent with the current Planned Redevelopment - Residential (PR-R) Future Land Use Map designation and Neighborhood Traditional - 2 (NT-2) zoning district. As set forth in the Comprehensive Plan, the PR-R designation is intended for single family residential or single family with accessory residential development, where multi-family development is not permitted. Similarly, the NT-2 zoning district also only allows for single-family residential homes with accessory dwelling units.

The proposed Planned Redevelopment - Mixed Use (PR-MU) Future Land Use Map designation allows for mixed use retail, office, service and medium density residential uses at a net residential density of 24 dwelling units per acre. Similarly, the proposed Corridor Residential Traditional -1 (CRT-1) zoning district

encourages the development of townhomes and mixed use buildings that buffer the adjacent interior single-family neighborhoods from the high volumes of traffic on the major street corridors.

The requested designation is consistent with several Comprehensive Plan goals, objectives, and policies, which are included in the following section of this report. For e.g., Policy LU3.11 calls for *more dense residential uses (more than 7.5 units per acre) to be located along designated major streets*. 16<sup>th</sup> Street North is identified on Map 20 of the Comprehensive Plan and classified as a “Future Major Street: Minor Arterial, City Road.” The proposed amendment will extend the CRT-1 zoning district that fronts 16<sup>th</sup> Street North by one additional lot.

Additionally, the proposed request is consistent with Policy LU3.6 which states that *land use planning decisions shall weigh heavily the established character of predominantly developed areas where changes of use or intensity of development are contemplated*. The established character of the immediate area is commercial to the north and west, with single-family development to the south and east. The parcel to the south is zoned CRT-1. The proposed amendments will allow for a more compatible transition of land use intensities from the high-intensity commercial uses fronting 16<sup>th</sup> Street North to the adjacent single-family home to the east, while providing for a more consistent CRT-1 zoning district boundary (see attached map series).

## RELEVANT CONSIDERATIONS ON AMENDMENTS TO THE FUTURE LAND USE MAP

### 1. Compliance of the proposed use with the goals, objectives, polices and guidelines of the Comprehensive Plan.

The following policies and objectives from the Comprehensive Plan are applicable:

- LU2.4 The City may permit an increase in land use intensity or density outside of activity centers where available infrastructure exists and surrounding uses are compatible.
- LU2.5 The Land Use Plan shall make the maximum use of available public facilities and the need for new facilities by directing new development to infill and redevelopment locations where excess capacity is available.
- LU3.1(F)(1) Planned Redevelopment - Residential (PR-R) - Allowing low to medium density residential uses where either single family residential or single family with accessory residential development may coexist not to exceed 15 dwelling units per net acre, as established in the special area plan; Multi-Family residential uses are not permitted; Residential equivalent uses are not to exceed 3 beds per dwelling unit; non-residential uses allowed by the land development regulations up to a floor area ratio of 0.50. An ancillary non-residential use which exceeds three (3) acres, a transportation/utility use which exceeds three (3) acres, or an institutional use (except public educational facilities which are not subject to this threshold) which exceeds five (5) acres, whether alone or when added to existing contiguous like use(s), shall require a Future Land Use Map amendment that shall include such use and all contiguous like uses.
- LU3.1(F)(2) Planned Redevelopment – Mixed Use (PR-MU) - Allowing medium density residential uses not to exceed 15 dwelling units per net acre; however, when located outside of the Coastal High Hazard Area, and only when abutting a major street as depicted on the Future Major Streets Map (Map 20), Missing Middle Housing at a maximum density of 30 dwelling units per net acre is permitted in accordance with the Land Development Regulations (LDRs). Residential equivalent uses not to exceed 3 beds per dwelling unit; nonresidential uses allowed by the land development regulations up to a floor area ratio of 0.5. Accessory dwelling units

are permitted and may be excluded from the residential density calculation when accessory to a single-family dwelling unit, in accordance with the Land Development Regulations (LDRs). An ancillary non-residential use which exceeds three (3) acres, a transportation/utility use which exceeds three (3) acres, or an institutional use (except public educational facilities which are not subject to this threshold) which exceeds five (5) acres, whether alone or when added to existing contiguous like use(s), shall require a Future Land Use map amendment that shall include such use and all contiguous like uses.

- LU3.4 The Land Use Plan shall provide for compatible land use transition through an orderly land use arrangement, proper buffering, and the use of physical and natural separators.
- LU3.5 The tax base will be maintained and improved by encouraging the appropriate use of properties based on their locational characteristics and the goals, objectives and policies within this Comprehensive Plan.
- 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.
- LU3.7 Land use planning decisions shall include a review to determine whether existing Land Use Plan boundaries are logically drawn in relation to existing conditions and expected future conditions.
- LU3.8 The City shall protect existing and future residential uses from incompatible uses, noise, traffic and other intrusions that detract from the long-term desirability of an area through appropriate land development regulations.
- LU3.11 More dense residential uses (more than 7.5 units per acre) may be located along (1) passenger rail lines and designated major streets or (2) in close proximity to activity centers where compatible.
- LU3.15 The Land Use Plan shall provide housing opportunity for a variety of households of various age, sex, race and income by providing a diversity of zoning categories with a range of densities and lot requirements.
- LU3.26 Land development regulations shall provide performance standards that ensure compatibility with surrounding uses.
- LU4(1) Residential – the City shall provide opportunities for additional residential development where appropriate.
- LU5.3 The Concurrency Management System shall continue to be implemented to ensure proposed development to be considered for approval shall be in conformance with existing and planned support facilities and that such facilities and services be available, at the adopted level of service standards, concurrent with the impacts of development.

**2. Whether the proposed amendment would adversely affect environmentally sensitive lands or properties which are documented as habitat for listed species as defined by the Conservation Element of the Comprehensive Plan.**

The proposed amendment will not adversely affect environmentally sensitive land or properties which are documented as habitat for listed species as defined by the conservation element of the Comprehensive Plan. The subject property was previously developed as a single-family home on two platted lots but is currently vacant.

**3. Whether the proposed changes would alter the population density pattern and thereby adversely affect residential dwelling units.**

The proposed change will not significantly alter the City's population. The 0.14-acre subject property is intended for multi-family housing and could potentially accommodate up to three residential units that would support an additional estimated population of four (4) to five (5) people.

**4. Impact of the proposed amendment upon the adopted level of service (LOS) for public services and facilities including, but not limited to: water, sewer, sanitation, recreation and stormwater management and impact on LOS standards for traffic and mass transit. The POD may require the applicant to prepare and present with the application whatever studies are necessary to determine what effects the amendment will have on the LOS.**

The following LOS impact analysis concludes that the proposed FLUM amendment and concurrent rezoning will not have a significant impact on the City's adopted LOS standards for public services and facilities including potable water, sanitary sewer, solid waste, traffic, mass transit, recreation, and stormwater management. Upon application for site plan review, or development permits, a concurrency review will be completed to determine whether the proposed development may proceed. The property owner must comply with all laws and ordinances in effect at the time development permits are requested.

**POTABLE WATER**

Under the existing inter-local agreement with Tampa Bay Water (TBW), the region's local governments are required to project and submit, on or before February 1<sup>st</sup> of each year the anticipated water demand for the following year. TBW is contractually obligated to meet the City's and other member government's water supply needs. The City's adopted LOS standard is 125 gallons per capita per day (gpcd), while the actual current usage equates to approximately 78 gpcd. The City's overall potable water demand is approximately 28 million gallons per day (mgd), while the systemwide capacity is 68 mgd. With approximately 41% available capacity systemwide, there is excess water capacity to serve the amendment area.

**SANITARY SEWER**

The subject property is served by the Northwest Water Reclamation Facility, which presently has an estimated excess average daily capacity of 10.27 million gallons per day (mgd). The estimate is based on permit capacity of 20 mgd and a calendar year 2018 daily average flow of 9.73 mgd. With approximately 52% available capacity, there is excess average daily capacity to serve the amendment area.

Following several major rain events in 2015-2016, the City increased its' system-wide peak wet weather wastewater treatment capacity from 112 mgd to approximately 157 mgd – a 40% increase in peak flow capacity. The City is also in the process of system reliability improvements at the Water Reclamation Facilities (WRFs). Concurrent to this, the City has been aggressively conducting improvements to the gravity/collection system to decrease the inflow and infiltration (I&I) which would decrease the peak flow to the WRFs. The City remains committed to spending approximately \$16 million a year in continued I&I reduction.

The City is also fully committed to completing the Integrated Water Resources Master Plan, which incorporates growth projections and outlines the required system and network improvements to maintain LOS.

## **SOLID WASTE**

Solid waste collection is the responsibility of the City, while solid waste disposal is the responsibility of Pinellas County. The City and the County have the same designated LOS of 1.3 tons per person per year. The County currently receives and disposes of municipal solid waste generated throughout Pinellas County. All solid waste disposed of at Pinellas County Solid Waste is recycled, combusted or buried at the Bridgeway Acres sanitary landfill. The City and County's commitment to recycling and waste reduction programs, and the continued participation of residents and businesses in these programs, have assisted in keeping down the actual demand for solid waste disposal, which continues to extend the life span of Bridgeway Acres Sanitary Landfill. The landfill is expected to remain in use for approximately 83 years, based on current design (grading) and disposal rates. Thus, there is excess solid waste capacity to serve the amendment area.

## **TRAFFIC**

### Existing Conditions

The subject property is located along 29<sup>th</sup> Avenue North, a two-lane undivided local road maintained by the City of St. Petersburg. According to a count conducted by the City in 2003, 29<sup>th</sup> Avenue North between 15<sup>th</sup> Street and 16<sup>th</sup> Street has an Average Annual Daily Traffic (AADT) count of 292. 16<sup>th</sup> Street North, a four-lane, undivided road, is classified as a Minor Arterial and is maintained by the City of St. Petersburg. According to the 2019 Forward Pinellas Level of Service (LOS) Report, 16<sup>th</sup> street from 22<sup>nd</sup> Avenue North to 62<sup>nd</sup> Avenue North has an AADT count of 7,880, a Volume to Capacity (V/C) Ratio of 0.244, and a LOS of "C". Both roadways have excess capacity and the proposed amendment is not expected to degrade existing traffic conditions on 29<sup>th</sup> Avenue North or 16<sup>th</sup> Street North.

### Trip Generation for the previous one single-family house under the Existing Residential Medium (RM) designation and Proposed three townhomes under the Multimodal Corridor (MMC) Future Land Use Map Designations

The traffic impact assessment provided here is a "macro" level of service analysis that is based on the present Institutional designation.

The vehicle trip generation rate under the existing RM land use is approximately 1 p.m. peak hour trip, calculated as follows:

Step a.        96 avg. daily trips per acre of RM land x 0.14 acres = approximately 13 avg. daily trips

Step b.        13 avg. daily trips x .095 percent = approximately 1 p.m. peak hour trip

The vehicle trip generation rate under the requested MMC land use is approximately 40 p.m. peak hour trips, calculated as follows:

Step a.        400 avg. daily trips per acre of RM land x 0.14 acres = approximately 56 avg. daily trips

Step b.        56 avg. daily trips x .095 percent = approximately 5 p.m. peak hour trips

A Plan change from Residential Medium to Multimodal Corridor will likely result in a net increase of 4 p.m. peak hour trips.

Summary of traffic impact (p.m. peak hour trips):

Existing Residential Medium Category	1
Requested Multimodal Corridor Plan Category	5
New p.m. peak hour trips	4

(The traffic analysis presented above is based on the applicable trip generation rates from the Forward Pinellas’s *Countywide Rules*)

The ITE Trip Generation Manual, 10<sup>th</sup> Edition was used to determine PM Peak Hour trip generation rates for the previous and the proposed uses.

The ITE vehicle trip generation rate (Land Use Code 210 – Single-Family Detached Housing) for the previously-existing single-family house under the existing RM land use designation is was approximately 1 p.m. peak hour trip.

The ITE vehicle trip generation rate (Land Use Code 220 – Multifamily Housing Low-Rise) for the proposed three townhomes under the requested MMC land use designation would be approximately 3 p.m. peak hour trips.

A Plan change from Existing Planned Redevelopment - Residential to Planned Redevelopment – Mixed Use will likely result in a net increase of 2 p.m. peak hour trips.

Summary of traffic impact (p.m. peak hour trips)

Existing Single-Family Home	1
Proposed three townhomes	3
<hr/>	
New p.m. peak hour trips	2

(The traffic analysis presented above is based on the applicable trip generation rates from the Institute of Transportation Engineers Trip Generation Manual, 10<sup>th</sup> Edition)

**MASS TRANSIT**

The Citywide LOS for mass transit will not be affected. PSTA has several routes within walking distance of the subject parcel. Routes 16 and 22 provide 65-minute service on 16<sup>th</sup> Street and 22<sup>nd</sup> Avenue North respectively. Routes 9 and 38 provide 60-minute service on Dr. M.L. King Jr. Street and 38<sup>th</sup> Avenue North respectively. PSTA’s Direct Connect program provides a \$5 discount on Uber or United Taxi trips to or from 26 locations around Pinellas County that connect with PSTA’s route network. Residents of the subject parcel could use the program for a trip from their house to a Direct Connect stop to connect to a different PSTA route or at the end of their trip from a Direct Connect stop to their destination. If residents are making 150% or less of the federal poverty level, they would qualify for PSTA’s Transportation Disadvantaged (TD) program which provides a monthly bus pass for \$11. They would also be eligible for PSTA’s TD Late Shift program which up to 25 on-demand trips per month to/from work when bus service is not available for a \$9 copay. TD riders also receive a \$9 discount on Uber and United Taxi rides through the Direct Connect program. Since the subject parcel is within three-fourths of a mile of a PSTA route it would also be served by PSTA’s Americans with Disabilities Act (ADA) paratransit service, Demand Response Transportation (DART). Eligibility for the DART program is set by federal law and is based on the inability to utilize existing fixed-route transit service due to a disability.

## **COMPLETE STREETS**

The City of St. Petersburg is committed to maintaining a safe transportation system for all users, including pedestrians and bicyclists. A Complete Streets administrative policy was signed in November 2015 that aims to make all city streets and travel ways safe and accommodating to all modes of transportation. The Complete Streets Implementation Plan was adopted in May 2019.

### Pedestrian Network

There are currently no sidewalks on 29<sup>th</sup> Avenue North within the block of the subject parcel. On 16<sup>th</sup> Street there are sidewalks on both sides of the street from 30<sup>th</sup> Avenue North to 38<sup>th</sup> Avenue North and from 22<sup>nd</sup> Avenue North to 26<sup>th</sup> Avenue North. From 26<sup>th</sup> Avenue North to 30<sup>th</sup> Avenue North sidewalks are only on the west side of the street which has a one-block gap from the alley in the 2700 block to the alley in the 2800 block. There are sidewalks on the north side of 30<sup>th</sup> Avenue North. There are no sidewalk projects currently planned for the area.

### Bicycle Network

There is not a designated bicycle facility on 29<sup>th</sup> Avenue North. Existing bicycle facilities within the vicinity of the subject parcel include bicycle lanes on 30<sup>th</sup> Avenue North. Planned bicycle facilities identified in the Complete Streets Implementation Plan within the vicinity of the subject parcel include separated bicycle lanes on 16<sup>th</sup> Street in Phase 3 (2025 and later).

### Neighborhood Traffic Plan

The subject parcel is located within the Greater Woodlawn Neighborhood Association, which has a Neighborhood Traffic Plan. The plan which utilizes landscaped medians, speed plateaus, alley speed humps, traffic islands, traffic circles, and speed humps for traffic calming has been fully implemented. There is a landscaped median on 29<sup>th</sup> Avenue North in front of the subject parcel.

## **RECREATION**

The City's adopted LOS for recreation and open space is 9 acres per 1,000 population, the actual LOS City-wide is estimated to be 21.2 acres per 1,000 population. If approved, there will be no noticeable impact on the adopted LOS standard for recreation and open space.

## **DRAINAGE**

The level of service standard for drainage is implemented by the City through the review of drainage plans for new development and redevelopment. Prior to development of the subject property, site plan approval will be required. At that time, City Code and SWFWMD site requirements for stormwater management criteria will be implemented. The City is currently updating its' Stormwater Master Plan as part of the Integrated Water Resources Master Plan. While this update is consistent with the SWFWMD guidelines, it is enhanced as it takes into consideration sea level rise to identify projects to maintain LOS and enhance water quality. The City's Stormwater Design Standards are being updated to incorporate Low Impact Design (LID) to reduce stormwater runoff and increase water quality. Likewise, the City recently updated its' impervious service mapping throughout the City and will be working towards a credit-based stormwater rate system for commercial and residential properties who implement LID and rain harvesting elements.

**5. Appropriate and adequate land area sufficient for the use and reasonably anticipated operations and expansions.**

The subject land area is both appropriate and adequate for the anticipated multi-family residential use.

**6. The amount and availability of vacant land or land suitable for redevelopment for similar uses in the City or on contiguous properties.**

The City has limited vacant land available for multi-family residential development. Currently there is no vacant multi-family zoned land within close proximity to the subject site.

**7. Whether the proposed change is consistent with the established land use pattern of the areas in reasonable proximity.**

The requested Planned Redevelopment – Mixed Use (PR-MU) Future Land Use Map designation and anticipated multi-family development is consistent with the surrounding established land use pattern. The requested CRT-1 zoning provides an appropriate transition between the commercial uses along 16th Ave N and the low-density residential zoning to the east..

**8. Whether the exiting district boundaries are logically drawn in relation to existing conditions on the property proposed for change.**

The subject property boundary is logically drawn in relation to existing conditions.

**9. If the proposed amendment involves a change from residential to a nonresidential use or a mixed use, whether more nonresidential land is needed in the proposed location to provide services or employment to residents of the City.**

Not applicable.

**10. Whether the subject property is within the 100-year floodplain, hurricane evacuation level zone A or coastal high hazard areas as identified in the coastal management element of the Comprehensive Plan.**

Not applicable.

**11. Other pertinent facts.**

The Community Planning and Preservation Commission and City Council may bring up other pertinent information as necessary.

**CONSISTENCY with the COUNTYWIDE PLAN:**

The subject property is categorized on the Countywide Plan Map as Residential Medium (RM). This plan category is intended to recognize single-family residential. To achieve consistency with the Countywide Plan Map, an amendment to Multi Modal Corridor (MMC) is required and shall be requested through Forward Pinellas (the Countywide Planning Agency), and the Countywide Planning Authority.

**PUBLIC NOTICE and COMMENTS**

A sign was placed on the property and mail notices were sent to affected neighbors within 300 feet of the subject property, the Greater Woodlawn Association, Magnolia Heights, the Council of Neighborhood Associations (CONA) and the Federation of Inner-City Community Organizations (FICO).

**PUBLIC HEARING PROCESS**

The proposed ordinance associated with the Future Land Use Map and Official Zoning Map amendment requires one (1) public hearing with the Community Planning & Preservation Commission (CPPC), one (1) public hearing with City Council, one (1) public hearing with Forward Pinellas, and one (1) public hearing with the County Planning Authority (CPA).

**SUMMARY**

Based upon the analysis contained in this report, City staff finds that the proposed Future Land Use and Official Zoning Map amendments are consistent with the Comprehensive Plan.

## **RECOMMENDATION**

Staff recommends that the Community Planning and Preservation Commission (CPPC), in its capacity as the Local Planning Agency, make a finding of consistency with the Comprehensive Plan and recommend to City Council **APPROVAL** of the Comprehensive Plan Future Land Use Map and Official Zoning Map amendments described herein.

## **ATTACHMENTS**

1. Maps
2. Application



## **ATTACHMENT NO. 1**

### **Maps**



City of St. Petersburg

### AERIAL

CITY FILE

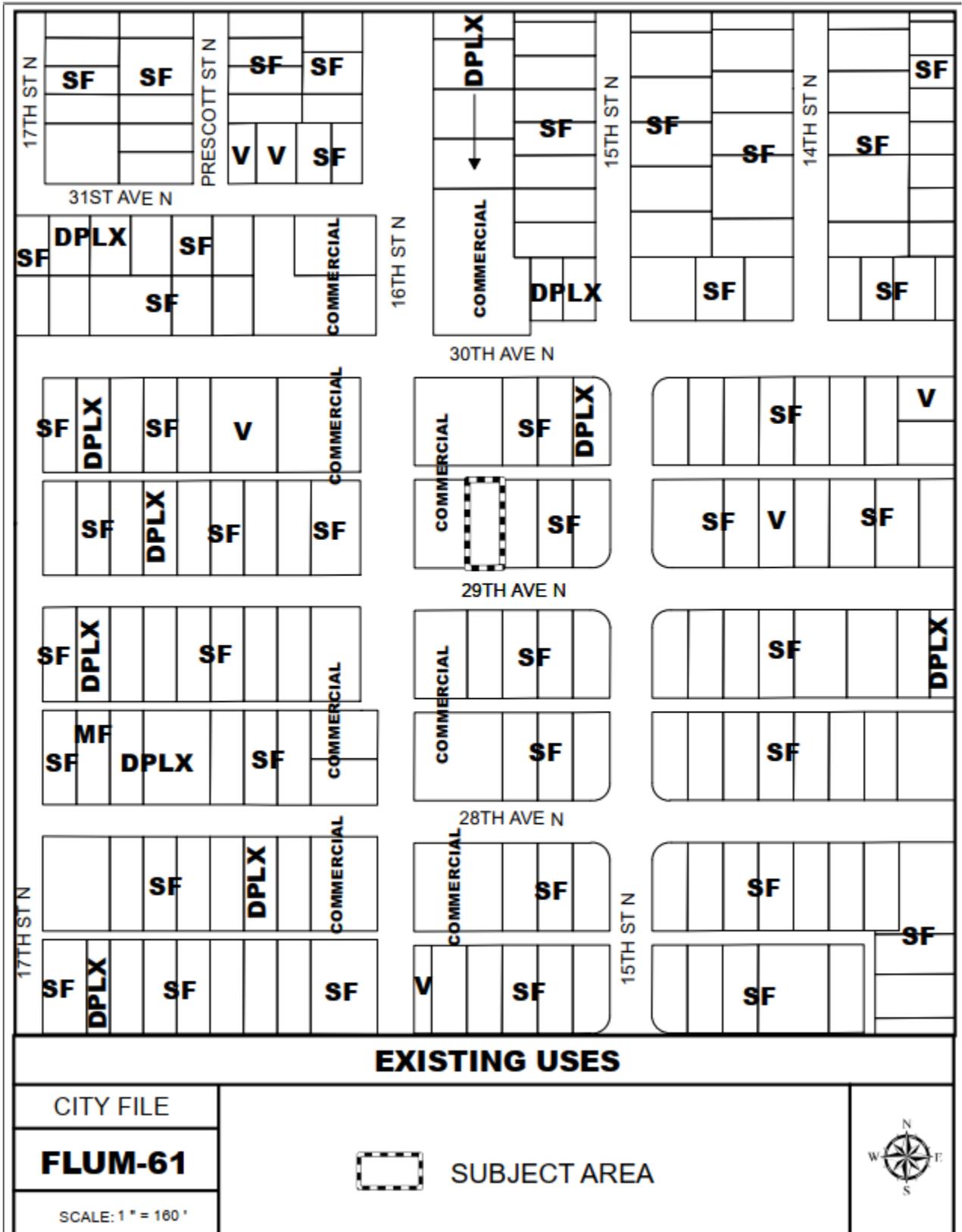
**FLUM-61**

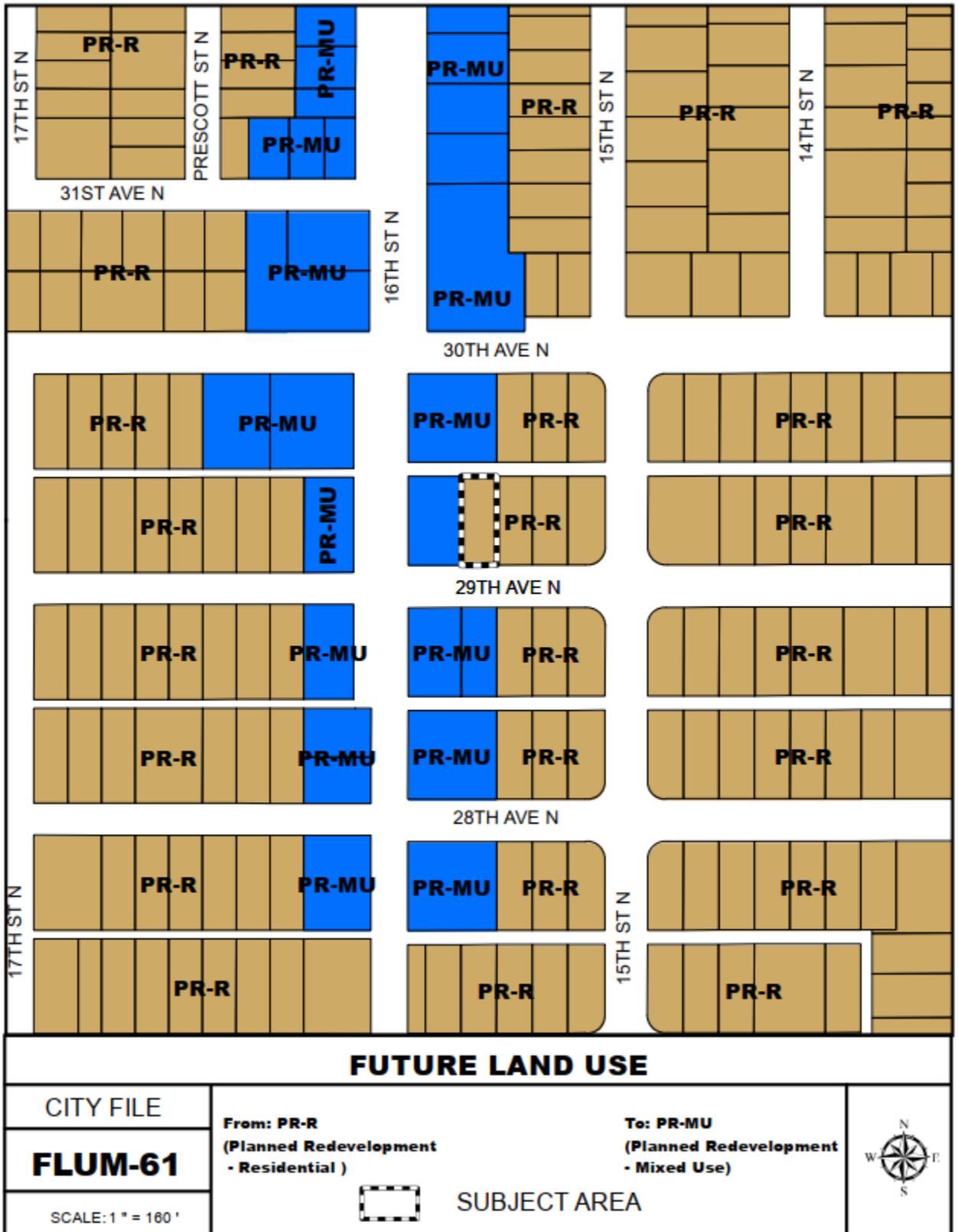
SCALE: 1" = 160'

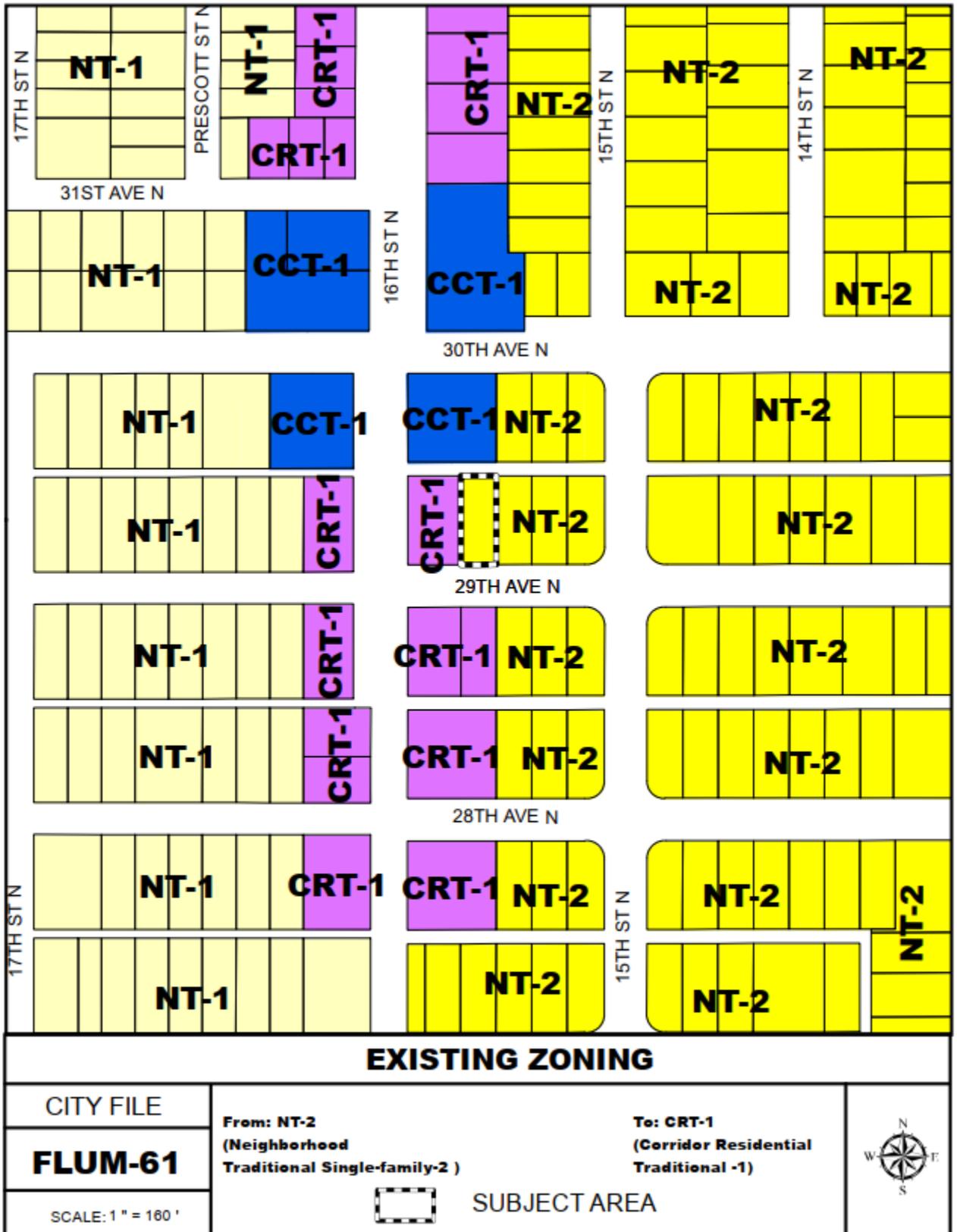


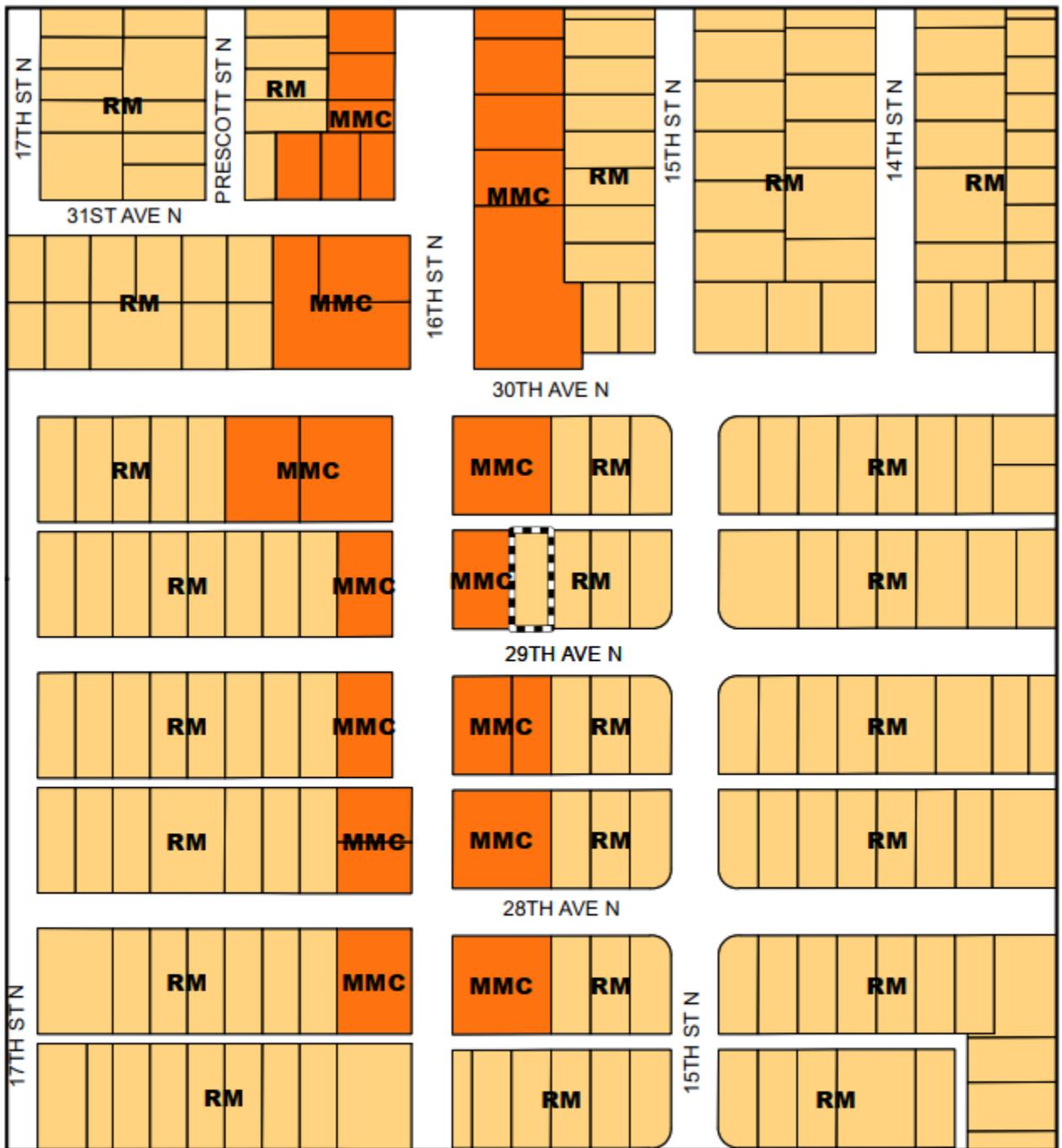
SUBJECT AREA











<b>COUNTYWIDE PLAN MAP</b>		
CITY FILE <b>FLUM-61</b>	<b>From: RM</b> (Residential Medium)	<b>To: MMC</b> (Multimodal Corridor)
SCALE: 1" = 160'	 <b>SUBJECT AREA</b>	



## **ATTACHMENT NO. 2**

### **Application**



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# FUTURE LAND USE PLAN CHANGE REZONING

Application No. \_\_\_\_\_  
*(To Be Assigned)*

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 8<sup>th</sup> floor of the Municipal Services Building, One Fourth Street North, St. Petersburg, Florida.

## GENERAL INFORMATION

### APPLICATION

Date of Submittal: 6/26/2020

Street Address: 1525 29th Ave N

Parcel ID or Tract Number: 123116950220020090 LOT 9 only

Zoning Classification: Present: NT-2 Proposed: CRT-1

Future Land Use Plan Category: Present: PR-R Proposed: PR-MU

### NAME of APPLICANT (Property Owner): Jacksonville 1 LLC

Street Address: 1866 Brightwaters Blvd NE

City, State, Zip: St Petersburg, FL 33704

Telephone No: 813-714-4688

Email Address: winwithpace@gmail.com

### NAME of any others PERSONS (Having ownership interest in property):

Specify Interest Held:

Is such Interest Contingent or Absolute:

Street Address:

City, State, Zip:

Telephone No:

Email Address:

### NAME of AGENT OR REPRESENTATIVE: Megan Stover (Member Jacksonville 1 LLC)

Street Address: 1866 Brightwaters Blvd NE

City, State, Zip: St Petersburg FL 33704

Telephone No: 813-714-4688

Email Address: tampapest@gmail.com

## AUTHORIZATION

Future Land Use Plan amendment and / or rezoning requiring a change to the Countywide Map \$ 2,400.00

Future Land Use Plan amendment and / or rezoning NOT requiring a change to the Countywide Map \$ 2,000.00

Rezoning only \$ 2,000.00

*Cash or credit card or check made payable to the "City of St. Petersburg"*

The UNDERSIGNED CERTIFIES that the ownership of all property within this application has been fully divulged, whether such ownership be contingent or absolute, and that the names of all parties to any contract for sale in existence or any options to purchase are filed with the application. Further, this application must be complete and accurate, before the public hearings can be advertised, with attached justification form completed and filed as part of this application.

Signature: *Megan Stover*  
*Must be signed by title holder(s), or by an authorized agent with letter attached.*

Date: 6/26/2020



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# FUTURE LAND USE PLAN CHANGE REZONING

**NARRATIVE** (PAGE 1 of 1)

## NARRATIVE

### PROPERTY INFORMATION:

Street Address: 1525 29th Ave N, St Petersburg FL  
Parcel ID or Tract Number: 123116950220020090 Lot 9 only  
Square Feet: 6250  
Acreage:  
Proposed Legal Description:  
WASHINGTON HEIGHTS BLK B LOT 9

Is there any existing contract for sale on the subject property: No  
If so, list names of all parties to the contract: N/A  
Is contract conditional or absolute: N/A

Are there any options to purchase on the subject property: No  
Is so, list the names of all parties to option: N/A

### REQUEST:

The applicant is of the opinion that this request would be an appropriate land use and / or rezoning for the above described property, and conforms with the Relevant Considerations of the Zoning Ordinance for the following reasons:

CRT-1 zoning is currently in place to the North, South and West of Lot 9. Allowing CRT-1 zoning to develop a multi-family unit (in accordance with current architectural requirements for the neighborhood) would allow for a transition from the commercial properties to the residential neighborhood.

Note- As of 6/26/2020 Approval has been given to divide Lots 9 and 10 after the demolition of the current structure. Demolition permit has just been issued.