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**CITY OF ST. PETERSBURG
PLANNING & ECONOMIC DEVELOPMENT DEPT.
DEVELOPMENT REVIEW SERVICES DIVISION**

**DEVELOPMENT REVIEW COMMISSION
STAFF REPORT**

**REHEARING
SPECIAL EXCEPTION
PUBLIC HEARING**

According to Planning & Economic Development Department records, **Commission Flynt** 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.

REPORT TO THE DEVELOPMENT REVIEW COMMISSION FROM DEVELOPMENT REVIEW SERVICES DIVISION, PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT, for Public Hearing and Executive Action on December 6, 2017, at 2:00 P.M. in Council Chambers, City Hall, 175 Fifth Street North, St. Petersburg, Florida.

CASE NO.: 17-32000023 **PLAT SHEET:** O-6

REQUEST: Approval of a Special Exception and related Site Plan to add a carwash at an existing fuel station with a Variance to setbacks.

OWNER: 7-Eleven, Inc.
3200 Hackberry Road
Irving, Texas 75063

AGENT: Katie Cole, Esq.
Hill Ward Henderson
600 Cleveland Street #800
Clearwater, Florida 33755

ADDRESS: 855 Tyrone Boulevard North
5846 9th Avenue North

PARCEL ID NO.: 17-31-16-50382-000-0640
17-31-16-50382-000-0660
17-31-16-50382-000-0670

LEGAL DESCRIPTION: On File

ZONING: Corridor Commercial Suburban-1 (CCS-1)

SITE AREA TOTAL: 0.71 square feet or 30,928 acres

GROSS FLOOR AREA:

Existing:	7,105 square feet	0.23 F.A.R.
Proposed:	4,033 square feet	0.10 F.A.R.
Permitted:	16,947 square feet	0.55 F.A.R.

BUILDING COVERAGE:

Existing:	7,105 square feet	23% of Site MOL
Proposed:	4,033 square feet	10% of Site MOL
Permitted:	16,947 square feet	55% of Site MOL

IMPERVIOUS SURFACE:

Existing:	24,812 square feet	80% of Site MOL
Proposed:	24,159 square feet	78% of Site MOL
Permitted:	26,191 square feet	85% of Site MOL

OPEN GREEN SPACE:

Existing:	6,001 square feet	19% of Site MOL
Proposed:	6,654 square feet	22% of Site MOL

PAVING COVERAGE:

Existing:	17,707 square feet	57% of Site MOL
Proposed:	20,126 square feet	65% of Site MOL

PARKING:

Existing:	13; including 1 handicapped spaces
Proposed:	15; including 1 handicapped spaces
Required	15; including 1 handicapped spaces

BUILDING HEIGHT:

Existing:	18 feet
Proposed:	18 feet
Permitted:	36 feet

APPLICATION REVIEW:

I. PROCEDURAL REQUIREMENTS: The applicant has met and complied with the procedural requirements of Section 16.10.020.1 of the Municipal Code for a car wash which is a Special Exception use within the CCS-1 Zoning District.

II. DISCUSSION AND RECOMMENDATIONS:

At the October 4, 2017, the Development Review Commission (DRC) approved the Special Exception and related Site Plan by a vote of 6-0 to add a carwash at an existing fuel station with a Variance to setbacks. After the hearing, it was brought to the attention of staff by two abutting property owners that the notice did not include all of the subject parcels and related building addresses. The application documents submitted to the City included only two parcel identification numbers and one building address, while the scope of the site plan encompassed three parcel identification numbers and two addresses (Application, Affidavit to Authorize Agent forms and site plan). Consequently, public notice was not sent out to all affected property owners within 200 feet, minus right-of-way from the subject property and the map that was sent

did not include all three parcels and the two building addresses. Staff received two calls and emails after the hearing stating objections and confusion that the application included 5846 9th Avenue North, and not just the fuel station, 855 Tyrone Boulevard North, see attached emails. Therefore, staff determined that a rehearing, with a new public notice was required.

The Request:

The applicant seeks re-approval of a Special Exception and related site plan to add an automatic single-bay carwash at an existing fuel station. The applicant is seeking a variance to setbacks for the carwash bay. The subject property is located at the southeast corner of Tyrone Boulevard North and 9th Avenue North.

Current Proposal:

The subject property is developed with an existing 2,556 square foot fuel station and fuel canopy that were built in 2007. The applicant purchased the property east of the existing fuel station that will be incorporated into the proposed redevelopment. The eastern property is developed with a 7,000 square foot commercial building that was built in the 1950s.

The existing fuel station building and commercial building will be demolished. The existing fuel canopy will remain. A new 3,053 square foot convenience store will be built generally in the same location as the existing fuel station building. A new car wash bay will be constructed south of the new convenience store. A dumpster enclosure designed to accommodate two new dumpsters will be built on the east side of the new convenience store building. There are two existing ingress/egress driveways. A new ingress/egress point is proposed along the alley, west of the car wash bay and a new driveway connecting the alley to the street is proposed along the east side of the convenience store building. Vehicles will enter the car wash on the west side of the car wash bay and exit on the east side of the car wash bay. Code requires five (5) stacking spaces for the carwash. The applicant will comply with the stacking requirements.

The proposed convenience store building and car wash bay will be of a masonry vernacular style of architecture. The convenience store incorporates ample glazing along the two streets side of the building. Both buildings comply with the building design regulations.

Special Exception:

A carwash in the CCS-1 zoning district is a Special Exception use that requires the Development Review Commission's (DRC's) review and approval. The DRC is responsible to evaluate the proposed use to ensure compliance with the applicable review criteria as outlined in City Code, with a focus on the potential for adverse impacts such as noise, light, traffic circulation, traffic congestion and compatibility. The City's Transportation Planner has requested some changes to the ingress/egress driveways to comply with City and FDOT requirements.

VARIANCE:

Rear Yard Setback

Required:	20 feet
Proposed:	10 feet
Variance:	10 feet

City Code requires a rear yard setback of 20 feet. The applicant is proposing a rear setback of 10 feet. The location of the car wash is to the rear of the site and will not be highly visible from the abutting streets. The property south of the subject property has the same zoning as the

subject property and is developed with a commercial use. There is an existing 16-foot alley that runs along the rear of the subject property. The subject property is located within a designated suburban zoning district. Suburban zoning districts typically do not have alleyways. Incorporating the width of the alley and the proposed 10 foot setback, the proposed car wash bay will be 26 feet from the property that is south of the subject property. The distance of 26 feet between the proposed car wash and abutting property meets the intent of the Code. Staff has approved a similar variance to the rear yard setback for a drive-thru restaurant located at 6511 4th Street North. Lastly, the proposed car wash facility is an accessory use to the fuel station.

Public Comments:

Staff has received a few phone calls and emails from nearby property owners who object to the proposed carwash.

III. RECOMMENDATION:

A. Staff recommends APPROVAL of the following:

- 1. Variance to the rear yard setback; and**
- 2. Special Exception and related site plan, subject to the Special Conditions of Approval.**

B. SPECIAL CONDITIONS OF APPROVAL:

- 1. Plans shall comply with Section 16.50.050. Car Wash and Detailing, including limiting the hours of operation between 8AM to 8PM.**
- 2. Plans shall comply with Section 16.50.165. Gas and Fuel Stations.**
- 3. Exterior lighting shall comply with Section 16.40.070.**
- 3. Bicycle parking shall comply with Section 16.40.090.4.1.**
- 4. Plans shall be revised as necessary to comply with comments provided by the City's Engineering Department, comments are provided in the attached memorandum dated September 13, 2017.**
- 5. Plans shall be revised as necessary to comply with requirements of the City's Transportation and Parking Management Department and Florida Department of Transportation.**
- 6. The Special Exception and related site plan approval is valid until December 6, 2020. Substantial construction shall commence prior to the expiration date, unless an extension has been approved by the POD. A request for an extension must be received in writing prior to the expiration date.**

B. STANDARD CONDITIONS OF APPROVAL

(All or Part of the following standard conditions of approval may apply to the subject application. Application of the conditions is subject to the scope of the subject project and at the discretion of the Zoning Official. Applicants who have questions regarding the application of these conditions are advised to contact the Zoning Official.)

ALL SITE PLAN MODIFICATIONS REQUIRED BY THE DRC SHALL BE REFLECTED ON A FINAL SITE PLAN TO BE SUBMITTED TO THE PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT BY THE APPLICANT FOR APPROVAL PRIOR TO THE ISSUANCE OF PERMITS.

Building Code Requirements:

1. The applicant shall contact the City's Construction Services and Permitting Division and Fire Department to identify all applicable Building Code and Health/Safety Code issues associated with this proposed project.
2. All requirements associated with the Americans with Disabilities Act (ADA) shall be satisfied.

Zoning/Planning Requirements:

1. The applicant shall submit a notice of construction to Albert Whitted Field if the crane height exceeds 190 feet. The applicant shall also provide a Notice of Construction to the Federal Aviation Administration (FAA), if required by Federal and City codes.
2. All site visibility triangle requirements shall be met (Chapter 16, Article 16.40, Section 16.40.160).
3. No building or other obstruction (including eaves) shall be erected and no trees or shrubbery shall be planted on any easement other than fences, trees, shrubbery, and hedges of a type approved by the City.
4. The location and size of the trash container(s) shall be designated, screened, and approved by the Manager of Commercial Collections, City Sanitation. A solid wood fence or masonry wall shall be installed around the perimeter of the dumpster pad.

Engineering Requirements:

1. The site shall be in compliance with all applicable drainage regulations (including regional and state permits) and the conditions as may be noted herein. The applicant shall submit drainage calculations and grading plans (including street crown elevations), which conform with the quantity and the water quality requirements of the Municipal Code (Chapter 16, Article 16.40, Section 16.40.030), to the City's Engineering Department for approval. Please note that the entire site upon which redevelopment occurs shall meet the water quality controls and treatment required for development sites. Stormwater runoff release and retention shall be calculated using the rational formula and a 10-year, one-hour design storm.
2. As per Engineering Department requirements and prior to their approval of any permits, the applicant shall submit a copy of a Southwest Florida Water Management District (or Pinellas County Ordinance 90-17) Management of Surface Water Permit or Letter of Exemption to the Engineering Department and a copy of all permits from other regulatory agencies including but not limited to FDOT and Pinellas County required for this project.
3. A work permit issued by the Engineering Department shall be obtained prior to commencement of construction within dedicated rights-of-way or easements.
4. The applicant shall submit a completed Storm Water Management Utility Data Form to the City's Engineering Department for review and approval prior to the approval of any permits.
5. Curb-cut ramps for the physically handicapped shall be provided in sidewalks at all corners where sidewalks meet a street or driveway.

Landscaping Requirements:

1. The applicant shall submit a revised landscape plan, which complies with the plan approved by the DRC and includes any modifications as required by the DRC. The DRC grants the Planning & Economic Development Department discretion to modify the approved landscape plan where necessary due to unforeseen circumstances (e.g. stormwater requirements, utility conflicts, conflicts with existing trees, etc.), provided the intent of the applicable ordinance(s) is/are maintained. Landscaping plans shall be in accordance with Chapter 16, Article 16.40, Section 16.40.060 of the City Code entitled "Landscaping and Irrigation."
2. Any plans for tree removal and permitting shall be submitted to the Development Services Division for approval.
3. All existing and newly planted trees and shrubs shall be mulched with three (3) inches of organic matter within a two (2) foot radius around the trunk of the tree.
4. The applicant shall install an automatic underground irrigation system in all landscaped areas. Drip irrigation may be permitted as specified within Chapter 16, Article 16.40, Section 16.40.060.2.2.
5. Concrete curbing, wheelstops, or other types of physical barriers shall be provided around/within all vehicular use areas to protect landscaped areas.
6. Any healthy existing oak trees over two (2) inches in diameter shall be preserved or relocated if feasible.
7. Any trees to be preserved shall be protected during construction in accordance with Chapter 16, Article 16.40.060.5 and Section 16.40.060.2.1.3 of City Code.

IV. CONSIDERATIONS BY THE DEVELOPMENT REVIEW COMMISSION FOR REVIEW (Pursuant to Chapter 16, Section 16.70.040.1.4 (D)):

- A. The use is consistent with the Comprehensive Plan.
- B. The property for which a Site Plan Review is requested shall have valid land use and zoning for the proposed use prior to site plan approval;
- C. Ingress and egress to the property and proposed structures with particular emphasis on automotive and pedestrian safety, separation of automotive and bicycle traffic and control, provision of services and servicing of utilities and refuse collection, and access in case of fire, catastrophe and emergency. Access management standards on State and County roads shall be based on the latest access management standards of FDOT or Pinellas County, respectively;
- D. Location and relationship of off-street parking, bicycle parking, and off-street loading facilities to driveways and internal traffic patterns within the proposed development with particular reference to automotive, bicycle, and pedestrian safety, traffic flow and control, access in case of fire or catastrophe, and screening and landscaping;
- E. Traffic impact report describing how this project will impact the adjacent streets and intersections. A detailed traffic report may be required to determine the project impact on the level of service of adjacent streets and intersections. Transportation system management techniques may be required where necessary to offset the traffic impacts;

- F. Drainage of the property with particular reference to the effect of provisions for drainage on adjacent and nearby properties and the use of on-site retention systems. The Commission may grant approval, of a drainage plan as required by city ordinance, County ordinance, or SWFWMD;
- G. Signs, if any, and proposed exterior lighting with reference to glare, traffic safety and compatibility and harmony with adjacent properties;
- H. Orientation and location of buildings, recreational facilities and open space in relation to the physical characteristics of the site, the character of the neighborhood and the appearance and harmony of the building with adjacent development and surrounding landscape;
- I. Compatibility of the use with the existing natural environment of the site, historic and archaeological sites, and with properties in the neighborhood as outlined in the City's Comprehensive Plan;
- J. Substantial detrimental effects of the use, including evaluating the impacts of a concentration of similar or the same uses and structures, on property values in the neighborhood;
- K. Substantial detrimental effects of the use, including evaluating the impacts of a concentration of similar or the same uses and structures, on living or working conditions in the neighborhood;
- L. Sufficiency of setbacks, screens, buffers and general amenities to preserve internal and external harmony and compatibility with uses inside and outside the proposed development and to control adverse effects of noise, lights, dust, fumes and other nuisances;
- M. Land area is sufficient, appropriate and adequate for the use and reasonably anticipated operations and expansion thereof;
- N. Landscaping and preservation of natural manmade features of the site including trees, wetlands, and other vegetation;
- O. Sensitivity of the development to on-site and adjacent (within two-hundred (200) feet) historic or archaeological resources related to scale, mass, building materials, and other impacts;
 - 1. The site is **not within** an Archaeological Sensitivity Area (Chapter 16, Article 16.30, Section 16.30.070).
 - 2. The property is **not within** a flood hazard area (Chapter 16, Article 16.40, Section 16.40.050).
- P. Availability of hurricane evacuation facilities for developments located in the hurricane vulnerability zones;
- Q. Meets adopted levels of service and the requirements for a Certificate of Concurrency by complying with the adopted levels of service for:
 - a. Water.
 - b. Sewer (Under normal operating conditions).
 - c. Sanitation.
 - d. Parks and recreation.
 - e. Drainage.

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

The land uses of the surrounding properties are:

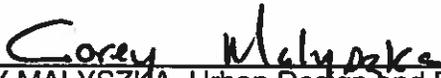
North: **Planned Redevelopment Mixed-use**

South: **Planned Redevelopment Mixed-use**

East: **Planned Redevelopment Mixed-use**

West: **Planned Redevelopment Mixed-use**

REPORT PREPARED BY:



COREY MALYSZKA, Urban Design and Development Coordinator 11-29-17
DATE

REPORT APPROVED BY:



ELIZABETH ABERNETHY, AICP, Zoning Official (POD) 11-29-17
Planning and Economic Development DATE
Development Review Services Division



City of St. Petersburg, Florida
Development Review Services
Case No.: 17-3200023
Address: 855 Tyrone Boulevard North



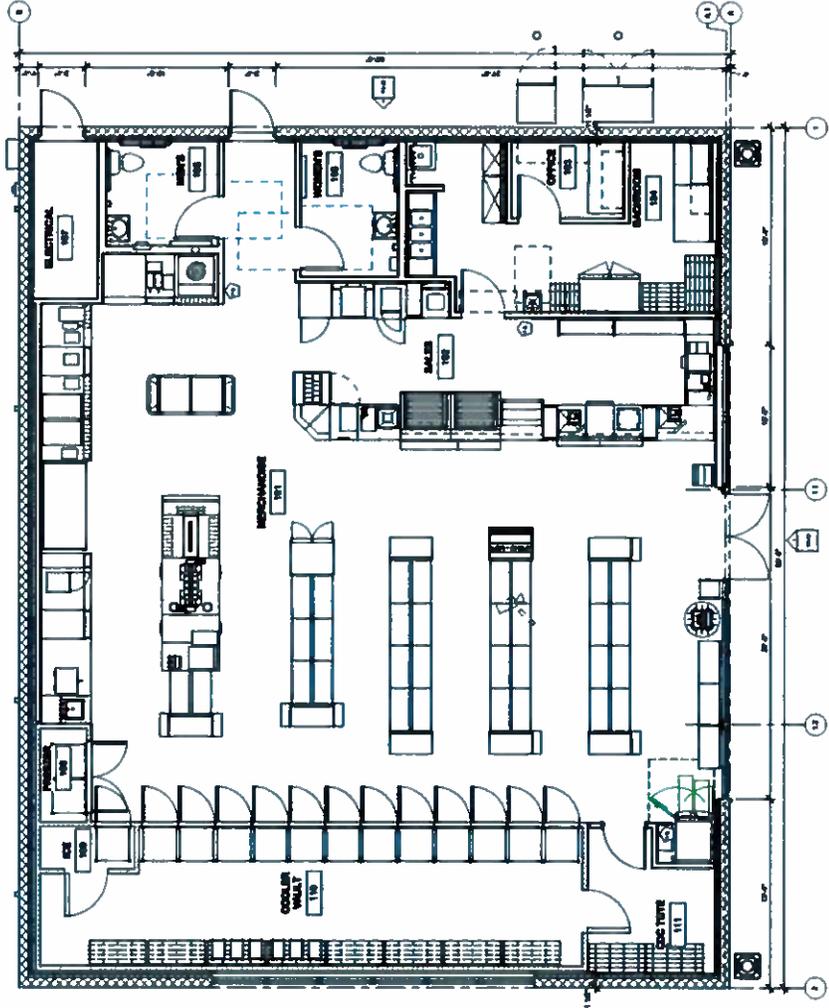
(nts)

721 BAY STORE
 855 TRONE BOULEVARD NORTH
 ST. PETERSBURG, FL 33710
 GREGGTON CONSTRUCTION MANAGEMENT, LLC
 580 PINE BLANCH ROAD, SUITE 202
 CAPE CORAL, FL 33914

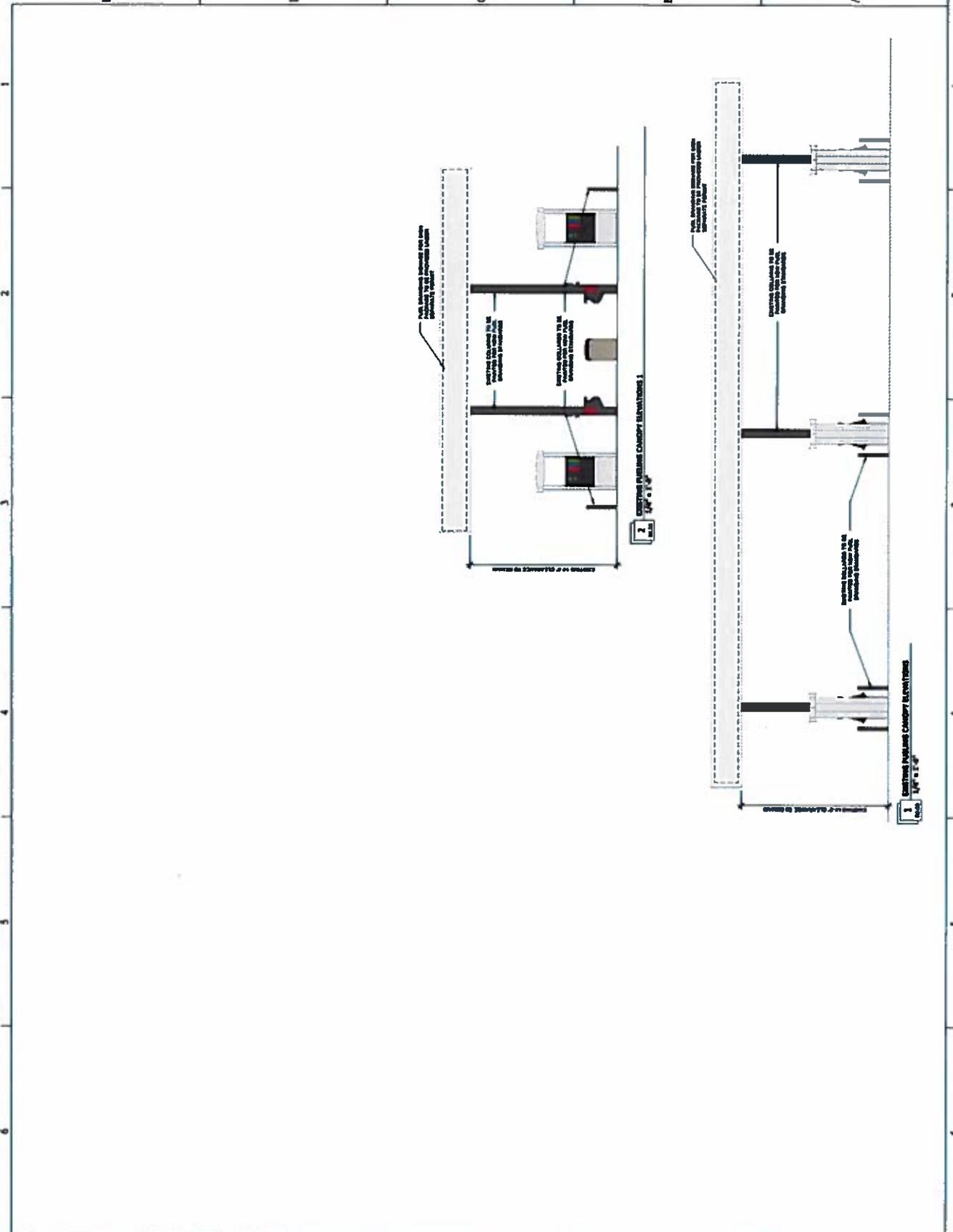
PROJECT NUMBER: 14000
 DRAWING TITLE: REPAIR EXISTING FLOOR PLAN
 DATE: 08/24/2017
 PROJECT LOCATION: 721 BAY STORE
 PROJECT NUMBER: 14000

NOT FOR CONSTRUCTION

PROJECT NUMBER: 14000
 DRAWING TITLE: REPAIR EXISTING FLOOR PLAN
 DATE: 08/24/2017



1 FLOOR PLAN 14000



R0.03

PROJECT NUMBER: 7-EBEN STORE
PROJECT DATE: 08/24/11
ARCHITECT: CREIGHTON CONSTRUCTION

CREIGHTON CONSTRUCTION & MANAGEMENT, LLC
855 TYRONE BOULEVARD NORTH
ST. PETERSBURG, FL 33710
509 PALM BEACH BOULEVARD, SUITE 200
CAPE CORAL, FL 33904

NOT FOR CONSTRUCTION

7-EBEN STORE

bates

**CITY OF ST. PETERSBURG
MEMORANDUM
ENGINEERING DEPARTMENT**

TO: Corey Malyszka, Development Services Department
FROM: Nancy Davis, Engineering Plan Review Supervisor
DATE: September 13, 2017
SUBJECT: Special Exception
FILE: 17-32000023

LOCATION: 855 Tyrone Boulevard North
AND PIN: 17/31/16/50382/000/0640
ATLAS: O-6
PROJECT: Special Exception

REQUEST: Approval of a Special Exception and related Site Plan to add a carwash at an existing fuel station with a Variance to stacking of cars at entrance.

The Engineering Department no objection to the proposed special exception and related site plan with the following special conditions and standard comments:

SPECIAL CONDITIONS:

1. The segment of Tyrone Blvd. (59th Street North) adjacent to the western boundary of this site is controlled by FDOT. The applicant is responsible to obtain any necessary approvals/permits/exemptions from FDOT as may be applicable for all possible impacts to the FDOT right of way (drainage modifications, sidewalk construction, etc.).
2. Tyrone Blvd is an arterial roadway. FAC Rule Chapter 14-97 requires that access connections to a street adjacent to an intersection with an arterial roadway be located at least 125-feet from the intersection. The developer's Engineer of Record must provide evidence of contact with the FDOT to determine if a new permit application and/or modification of existing connections will be required.
3. All existing redundant (abandoned) driveway approaches or drop curbing which exist within the public right-of-way around the perimeter of this project development shall be removed. Pavement surfaces associated with these approaches shall be completely removed from within the right-of-way and any existing drop curbing shall be removed and replaced with a raised curb to match existing curb type per current City Engineering Standards and Specifications.
4. Public sidewalks are required by City of St. Petersburg Municipal Code Section 16.40.140.4.2 unless specifically limited by the DRC approval conditions. Within the CCS zoning district a 6-foot wide sidewalk is required on the eastern parkway of Tyrone Blvd. (59th Street North) and a 6-foot wide sidewalk is required in the southern parkway of 9th Avenue North. Existing sidewalks must be removed and replaced to meet the stated width criteria.
5. Existing sidewalks and new sidewalks will require curb cut ramps for physically handicapped and truncated dome tactile surfaces (of contrasting color to the adjacent sidewalk, colonial red color preferred)

at all corners or intersections with roadways that are not at sidewalk grade and at each side of proposed and existing driveways per current City and ADA requirements if they do not already exist. Concrete sidewalks must be continuous through all driveway approaches. All existing public sidewalks must be restored or reconstructed as necessary to be brought up to good and safe ADA compliant condition prior to Certificate of Occupancy.

6. The construction proposed on this site will trigger compliance with the City's Drainage and Surface Water Management Regulations as found in City Code Section 16.40.030. Submit drainage calculations which conform to the water quantity and the water quality requirements of City Code Section 16.40.030. **Please note the volume of runoff to be treated shall include all off-site and on-site areas draining to and co-mingling with the runoff from that portion of the site which is redeveloped. Stormwater systems which discharge directly or indirectly into impaired waters must provide net improvement for the pollutants that contribute to the water body's impairment. Stormwater runoff release and retention shall be calculated using the Rational formula and a 10 year 1 hour design storm.

7. Per land development code 16.40.140.4.6 (9), habitable floor elevations for commercial projects must be set per building code requirements to at least one foot above the FEMA elevation. Habitable floor elevations for projects subject to compliance with the Florida Building Code, Residential, shall be set per building code requirements to at least two feet above the FEMA elevation. The construction site upon the lot shall be a minimum of one foot above the average grade crown of the road, which crown elevation shall be as set by the engineering director. In no case shall the elevation of the portion of the site where the building is located be less than an elevation of 103 feet according to City datum.

8. Wastewater reclamation plant and pipe system capacity will be verified prior to development permit issuance. Any necessary sanitary sewer pipe system upgrades or extensions (resulting from proposed new service or significant increase in projected flow) as required to provide connection to a public main of adequate capacity and condition, shall be performed by and at the sole expense of the applicant. Proposed design flows (ADF) must be provided by the Engineer of Record on the City's Wastewater Tracking Form (available upon request from the City Engineering department, phone 727-893-7238). If an increase in flow of over 1000 gpd is proposed, the ADF information will be forwarded to the City Water Resources department for a system analysis of public main sizes 10 inches and larger proposed to be used for connection. The project engineer of record must provide and include with the project plan submittal 1) a completed Wastewater Tracking form, and 2) a capacity analysis of public mains less than 10 inches in size which are proposed to be used for connection. If the condition or capacity of the existing public main is found insufficient, the main must be upgraded to the nearest downstream manhole of adequate capacity and condition, by and at the sole expense of the developer. The extent or need for system improvements cannot be determined until proposed design flows and sanitary sewer connection plan are provided to the City's Water Resources department for system analysis of main sizes 10" and larger. Connection charges are applicable and any necessary system upgrades or extensions shall meet current City Engineering Standards and Specifications and shall be performed by and at the sole expense of the developer.

9. A work permit issued by the Engineering Department must be obtained prior to the commencement of construction within dedicated right-of-way or public easement. All work within right of way or public utility easement shall be in compliance with current City Engineering Standards and Specifications and shall be installed at the applicant's expense in accordance with the standards, specifications, and policies adopted by the City.

10. Submit a completed Stormwater Management Utility Data Form to the City Engineering Department with the redevelopment permit application. This form is available upon request via email to Martha.Hegenbarth@stpete.org.

STANDARD COMMENTS: Water service is available to the site. The applicant's Engineer shall coordinate potable water and /or fire service requirements through the City's Water Resources department. Recent fire flow test data shall be utilized by the site Engineer of Record for design of fire protection system(s) for this development. Any necessary system upgrades or extensions shall be performed at the expense of the developer.

Water and fire services and/or necessary backflow prevention devices shall be installed below ground in vaults per City Ordinance 1009-g (unless determined to be a high hazard application by the City's Water Resources department or a variance is granted by the City Water Resources department). Note that the City's Water Resources Department will require an exclusive easement for any meter or backflow device placed within private property boundaries. City forces shall install all public water service meters, backflow prevention devices, and/or fire services at the expense of the developer. Contact the City's Water Resources department, Kelly Donnelly, at 727-892-5614 or kelly.donnelly@stpete.org. All portions of a private fire suppression system shall remain within the private property boundaries and shall not be located within the public right of way (i.e. post indicator valves, fire department connections, etc.).

Plan and profile showing all paving, drainage, sanitary sewers, and water mains (seawalls if applicable) to be provided to the Engineering Department for review and coordination by the applicant's engineer for all construction proposed or contemplated within dedicated right of way or easement.

All required improvements shall be installed at the applicant's expense in accordance with the standards, specifications, and policies adopted by the City. A work permit issued by the City Engineering Department must be obtained prior to the commencement of construction within dedicated right-of-way or public easement.

Development plans shall include a grading plan to be submitted to the Engineering Department including street crown elevations. Lots shall be graded in such a manner that all surface drainage shall be in compliance with the City's stormwater management requirements. A grading plan showing the building site and proposed surface drainage shall be submitted to the engineering director.

Development plans shall include a copy of a Southwest Florida Water Management District Management of Surface Water Permit or Letter of Exemption or evidence of Engineer's Self Certification to FDEP.

It is the developer's responsibility to file a CGP Notice of Intent (NOI) (DEP form 62- 21.300(4)(b)) to the NPDES Stormwater Notices Center to obtain permit coverage if applicable.

The applicant will be required to submit to the Engineering Department copies of all permits from other regulatory agencies including but not limited to FDOT, FDEP, SWFWMD and Pinellas County, as required for this project. Plans specifications are subject to approval by the Florida state board of Health.

NED MJR/meh
pc Kelly Donnelly
Reading File
Correspondence File
Subdivision File TANGERINE TERRACE

Corey D. Malyszka

From: Thomas M Whalen
Sent: Monday, November 13, 2017 9:08 AM
To: Jose Martinez
Cc: Katie E. Cole; Corey D. Malyszka
Subject: RE: staff report

Jose,

Thank you for discussing this matter with me on the phone this morning. Since FDOT has control over driveway modifications along Tyrone Boulevard, I have no issue from a transportation perspective with you following the new guidance that FDOT provided to you regarding the driveway design, consistent with what I stated on September 29, 2017. I have copied Corey on this email so that he is aware of the change from what was shown on the site plan reviewed by the Development Review Commission, so that Corey can address any procedural issues.

Tom Whalen, AICP CTP
Planner III, Transportation and Parking Management
City of St. Petersburg
One Fourth Street North, St. Petersburg, FL 33701
727-893-7883 / Fax: 727-551-3326
Tom.Whalen@stpete.org

From: Jose Martinez [mailto:jmartinez@bowmanconsulting.com]
Sent: Thursday, November 09, 2017 4:30 PM
To: Thomas M Whalen
Cc: Katie E. Cole
Subject: RE: staff report

Tom – Per Todd Croft at the FDOT, since the FDOT's minimum radius dimension can't be achieved (typical is 35' ingress, 25' ingress), a variance is required. To improve the driveway and not impact the surrounding existing features (i.e., alley, lighting), we're currently limited to 18' radii on each side of the driveway. I think in years past the mere fact that there is an improvement (upgrade) would have sufficed, but not now.





Thanks,

**José Martínez | Branch Manager
Bowman Consulting**

One Urban Centre, 4830 W. Kennedy Blvd, Suite 600, Tampa, FL 33609
Direct: (813) 509-2403 | Mobile: (813) 240-7012
jmartinez@bowmanconsulting.com | bowmanconsulting.com

From: Thomas M Whalen [<mailto:Tom.Whalen@stpete.org>]
Sent: Thursday, November 09, 2017 3:35 PM
To: Jose Martinez <jmartinez@bowmanconsulting.com>
Cc: Katie E. Cole <Katie.Cole@hwhlaw.com>
Subject: RE: staff report

Jose,

Why would the driveway upgrade required a variance approval?

Tom Whalen, AICP CTP
Planner III, Transportation and Parking Management
City of St. Petersburg
One Fourth Street North, St. Petersburg, FL 33701
727-893-7883 / Fax: 727-551-3326
Tom.Whalen@stpete.org

From: Jose Martinez [<mailto:jmartinez@bowmanconsulting.com>]
Sent: Thursday, November 09, 2017 11:11 AM
To: Thomas M Whalen
Cc: Katie E. Cole
Subject: RE: staff report

Tom – Per my voicemail, I'd like to discuss the driveway on Tyrone Blvd... now that the FDOT has reviewed the detailed application, the radius improvements that the FDOT requested as an upgrade will end up requiring variance approval. As such we are advised to leave the flares in place and replace the concrete apron that currently has gouges (Item 4 that you reference below). We wanted to run this by you before amending the Special Exception Site Plan.

Thanks,

José Martínez | Branch Manager
Bowman Consulting

One Urban Centre, 4830 W. Kennedy Blvd, Suite 600, Tampa, FL 33609
Direct: (813) 509-2403 | Mobile: (813) 240-7012
jmartinez@bowmanconsulting.com | bowmanconsulting.com

From: Katie E. Cole [<mailto:Katie.Cole@hwhlaw.com>]

Sent: Friday, September 29, 2017 3:01 PM

To: Thomas M Whalen <Tom.Whalen@stpete.org>

Cc: Kyle Simpson <Kyle.Simpson@stpete.org>; Jose Martinez <jmartinez@bowmanconsulting.com>; Stephen Brletic <sbrletic@bowmanconsulting.com>; Corey Malyszka (corey.malyszka@stpete.org) <corey.malyszka@stpete.org>

Subject: RE: staff report

Thank you! I've copied Corey on this email so he can update the staff report accordingly.
Katie

Katie E. Cole
Attorney

Clearwater Office:
600 Cleveland Street, Suite 800
Clearwater, FL 33755
Clearwater Main: 727-724-3900
Clearwater Fax: 727-724-2900
Direct: 727-259-6791
katie.cole@hwhlaw.com

HILL WARD HENDERSON
3700 Bank of America Plaza
101 East Kennedy Boulevard
Tampa, FL 33602
<http://www.hwhlaw.com>
Main: 813-221-3900
Fax: 813-221-2900
Direct: 727-259-6791

From: Thomas M Whalen [<mailto:Tom.Whalen@stpete.org>]

Sent: Friday, September 29, 2017 2:53 PM

To: Katie E. Cole <Katie.Cole@hwhlaw.com>

Cc: Kyle Simpson <Kyle.Simpson@stpete.org>

Subject: RE: staff report

Katie,

I contacted Brian Bennett and John Foley at FDOT about their reviews of the access on Tyrone Boulevard. Mr. Bennett said that Item 4 is a General Use Permit to replace existing in kind (allowing ADA upgrade). Modifying the radius is a new design and would be Item 3. Access Permit and subject to access review. It is acceptable to me to change the condition in the staff report so that FDOT will be responsible for the access review as described under Item 3.

Tom Whalen, AICP CTP
Planner III, Transportation and Parking Management
City of St. Petersburg
One Fourth Street North, St. Petersburg, FL 33701
727-893-7883 / Fax: 727-551-3326
Tom.Whalen@stpete.org

From: Katie E. Cole [<mailto:Katie.Cole@hwhlaw.com>]
Sent: Thursday, September 28, 2017 9:24 AM
To: Kyle Simpson; Thomas M Whalen
Subject: FW: staff report

Per our conversation.

Katie E. Cole
Attorney

Clearwater Office:
600 Cleveland Street, Suite 800
Clearwater, FL 33755
Clearwater Main: 727-724-3900
Clearwater Fax: 727-724-2900
Direct: 727-259-6791
katie.cole@hwhlaw.com

HILL WARD HENDERSON
3700 Bank of America Plaza
101 East Kennedy Boulevard
Tampa, FL 33602
<http://www.hwhlaw.com>
Main: 813-221-3900
Fax: 813-221-2900
Direct: 727-259-6791

From: Katie E. Cole
Sent: Wednesday, September 27, 2017 12:53 PM
To: 'Corey D. Malyszka' <Corey.Malyszka@stpete.org>
Cc: Elizabeth Abernethy <Elizabeth.Abernethy@stpete.org>; 'Jose Martinez' <jmartinez@bowmanconsulting.com>
Subject: RE: staff report

Corey –

Regarding the FDOT comment from engineering, we have had pre-app meetings and received information inconsistent with what is referenced in the report (see attached). We would like for the comment to be revised to reflect that the City would defer to the FDOT as the permitting agency as opposed to having a separate obligation from the City relative to the RIRO?

While FDOT would prefer it not to be there, at our pre-app meeting, this was specifically discussed and determined that fuel trucks couldn't navigate otherwise.

Please advise?

Thanks
Katie

Katie E. Cole
Attorney

Clearwater Office:
600 Cleveland Street, Suite 800
Clearwater, FL 33755
Clearwater Main: 727-724-3900
Clearwater Fax: 727-724-2900
Direct: 727-259-6791
katie.cole@hwlaw.com

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101 East Kennedy Boulevard
Tampa, FL 33602
<http://www.hwlaw.com>
Main: 813-221-3900
Fax: 813-221-2900
Direct: 727-259-6791

From: Corey D. Malyszka [<mailto:Corey.Malyszka@stpete.org>]
Sent: Wednesday, September 27, 2017 10:05 AM
To: Katie E. Cole <Katie.Cole@hwlaw.com>
Cc: Elizabeth Abernethy <Elizabeth.Abernethy@stpete.org>
Subject: RE: staff report

Katie,

All correspondences were attached to the staff report.

From: Katie E. Cole [<mailto:Katie.Cole@hwlaw.com>]
Sent: Wednesday, September 27, 2017 9:57 AM
To: Corey D. Malyszka <Corey.Malyszka@stpete.org>
Cc: Elizabeth Abernethy <Elizabeth.Abernethy@stpete.org>
Subject: RE: staff report

Thanks, Corey. Would you please forward me the correspondence received to date?
Katie

Katie E. Cole
Attorney

Clearwater Office:
600 Cleveland Street, Suite 800
Clearwater, FL 33755
Clearwater Main: 727-724-3900
Clearwater Fax: 727-724-2900
Direct: 727-259-6791
katie.cole@hwhlaw.com

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101 East Kennedy Boulevard
Tampa, FL 33602
<http://www.hwhlaw.com>
Main: 813-221-3900
Fax: 813-221-2900
Direct: 727-259-6791

From: Corey D. Malyszka [<mailto:Corey.Malyszka@stpete.org>]
Sent: Wednesday, September 27, 2017 9:27 AM
To: Katie E. Cole <Katie.Cole@hwhlaw.com>
Cc: Elizabeth Abernethy <Elizabeth.Abernethy@stpete.org>
Subject: staff report

Attached is the staff report and agenda for next Wednesday's DRC meeting. If you have any questions feel free to call or email me.

Corey Malyszka
Urban Design and Development Coordinator, Planning and Economic Development Department
City of St Petersburg
727.892.5453
corey.malyszka@stpete.org

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HILL WARD HENDERSON
ATTORNEYS AT LAW
TAMPA | CLEARWATER

CONFIDENTIALITY NOTE: The information contained in this transmission may be privileged and confidential information, and is intended only for the use of the individual or entity named above. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this transmission in error, please immediately reply to the sender that you have received this communication in error and then delete it. Thank you.

Elizabeth Abernethy

From: Elizabeth Abernethy
Sent: Friday, October 20, 2017 3:17 PM
To: 'john curwick'
Cc: Corey D. Malyszka
Subject: RE: 855 Tyrone Blvd N

Mr. Curwick,

I went over the case file with our Assistant city attorney this afternoon, and we noted a deficiency in the applicant's submittal materials.

While the site plan did include the land area encompassing Lot 67, 5846 9th Ave N., they did not include this parcel and address on their application documents.

Therefore, we have determined that the case will need to be re-heard. The next available hearing date is December 6th. A new notice will be mailed to surrounding property owners once the hearing date is confirmed in conjunction with the applicant.

Corey Malyszka is the staff planner, and you can direct your comments and concerns regarding the application to him, to be included in the revised staff report.

Regards,

Elizabeth Abernethy, AICP
Zoning Official, Development Review Services Manager
Planning & Economic Development Department
City of St. Petersburg
P.O. Box 2842, St. Petersburg, FL 33731
727-892-5344 / Fax: 727-892-5557
Elizabeth.Abernethy@stpete.org

Please note all emails are subject to public records law.

From: john curwick [mailto:jcurwick@msn.com]
Sent: Thursday, October 19, 2017 6:04 PM
To: Elizabeth Abernethy
Subject: Re: 855 Tyrone Blvd N

Liz,

I did not hear back from you today.

We assumed, per the mailed out letter, that the property known as 855 Tyrone Blvd. was wanting to install a car wash on that specific property, that is what the letter stated, not the property next door, known as 5846 9th. Ave. N.

That is an entire different situation, which heavily impacts our Doctor's office. It did not state, convey, nor imply that an entire store building, and a separate car wash was to be built directly next door to our office.

Therefore we were not properly notified of the massive impact upon our office, and if we were properly notified, we would have been at the meeting, along with several other land owners who will also be impacted, given the proper notification.

This needs to be properly addressed, before legal representation is acquired. Please call me at 9:00am Friday morning.

Thank you.

John Curwick
727 510 6345

From: john curwick <jcurwick@msn.com>
Sent: Thursday, October 19, 2017 1:22:03 PM
To: Elizabeth Abernethy
Subject: Re: 855 Tyrone Blvd N

Elizabeth,

I now see the problem with the notice that was mailed.

The address says 855 Tyrone Blvd. There is no indication of the the purchased property (5846 9th. ave.N.) that would impact our doctors office at 5838 9th. ave. N.

So it was misleading from the start.

I assumed the Shell station was wanting to install a car wash on that property, not the one next to it

John Curwick
727 510 6345

From: Elizabeth Abernethy <Elizabeth.Abernethy@stpete.org>
Sent: Thursday, October 19, 2017 11:04:14 AM
To: jcurwick@msn.com
Subject: 855 Tyrone Blvd N

John,

See attached for the approval letter, staff report and site plan for the 7-Eleven Special Exception, approved by the DRC on October 4th. By code, there is a ten day appeal period, and are now past that point. Feel free to let me know if you have any questions about their plans.

Thanks,

Liz

Elizabeth Abernethy, AICP
Zoning Official, Development Review Services Manager
Planning & Economic Development Department
City of St. Petersburg
P.O. Box 2842, St. Petersburg, FL 33731
727-892-5344 / Fax: 727-892-5557
Elizabeth.Abernethy@stpete.org

Please note all emails are subject to public records law.

[Your Sunshine City](#)

Elizabeth Abernethy

From: john curwick <jcurwick@msn.com>
Sent: Friday, November 17, 2017 8:41 AM
To: Elizabeth Abernethy
Subject: Re: 855 Tyrone Blvd N

*Good morning Liz,
I have tried to contact Corey regarding the rehearing for 855 Tyrone Blvd./5846 9th. Ave. N.
He is out of office til Monday the 20th.
As an opponent of the proposal, I have some questions regarding the hearing, and how to represent properly.
I have also tried to contact the agent you have listed for 7 Eleven, Katie Cole, without reply, regarding the intent and future use of the vacant property also purchased by 7 Eleven, across the alley, directly south of the 5846 9th. ave. N. property.
Thank you.*

John Curwick
727 510 6345

From: Elizabeth Abernethy <Elizabeth.Abernethy@stpete.org>
Sent: Friday, October 20, 2017 3:17:21 PM
To: john curwick
Cc: Corey D. Malyszka
Subject: RE: 855 Tyrone Blvd N

Mr. Curwick,

I went over the case file with our Assistant city attorney this afternoon, and we noted a deficiency in the applicant's submittal materials.

While the site plan did include the land area encompassing Lot 67, 5846 9th Ave N., they did not include this parcel and address on their application documents.

Therefore, we have determined that the case will need to be re-heard. The next available hearing date is December 6th. A new notice will be mailed to surrounding property owners once the hearing date is confirmed in conjunction with the applicant.

Corey Malyszka is the staff planner, and you can direct your comments and concerns regarding the application to him, to be included in the revised staff report.

Regards,
Elizabeth Abernethy, AICP
Zoning Official, Development Review Services Manager
Planning & Economic Development Department
City of St. Petersburg
P.O. Box 2842, St. Petersburg, FL 33731

727-892-5344 / Fax: 727-892-5557

Elizabeth.Abernethy@stpete.org

Please note all emails are subject to public records law.

From: john curwick [mailto:jcurwick@msn.com]

Sent: Thursday, October 19, 2017 6:04 PM

To: Elizabeth Abernethy

Subject: Re: 855 Tyrone Blvd N

Liz,

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That is an entire different situation, which heavily impacts our Doctor's office. It did not state, convey, nor imply that an entire store building, and a separate car wash was to be built directly next door to our office.

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Sent: Thursday, October 19, 2017 1:22:03 PM

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John Curwick
727 510 6345

From: Elizabeth Abernethy <Elizabeth.Abernethy@stpete.org>
Sent: Thursday, October 19, 2017 11:04:14 AM
To: jcurwick@msn.com
Subject: 855 Tyrone Blvd N

John,
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Thanks,
Liz

Elizabeth Abernethy, AICP
Zoning Official, Development Review Services Manager
Planning & Economic Development Department
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P.O. Box 2842, St. Petersburg, FL 33731
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**CITY OF ST. PETERSBURG
PLANNING & ECONOMIC DEVELOPMENT DEPT.
DEVELOPMENT REVIEW SERVICES DIVISION**

**DEVELOPMENT REVIEW COMMISSION
STAFF REPORT**

**VACATION OF RIGHT-OF-WAY
PUBLIC HEARING**

According to Planning & Economic Development Department records, no Commission member 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.

REPORT TO THE DEVELOPMENT REVIEW COMMISSION FROM DEVELOPMENT REVIEW SERVICES DIVISION, PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT, for Public Hearing and Executive Action on December 6, 2017 at 2:00 P.M. in Council Chambers, City Hall, 175 Fifth Street North, St. Petersburg, Florida.

CASE NO.: 17-33000019 **PLAT SHEET:** T-14

REQUEST: Approval of a Vacation of a 60.83 foot portion of Pelham Road North located in the Jungle Beach Subdivision, adjacent to 2444 Pelham Road North (Lot 40) and 8627 Yardley Avenue North (Lot 57).

OWNER: Brian Fredericks and Glenda Diane Fredericks Living Trust
2444 Pelham Road North
Saint Petersburg, Florida 33710-3666

ADDRESS: 2444 PELHAM RD N
8267 YARDLEY AVE N

PARCEL ID NO: 12/31/15/44550/000/0400/
12/31/15/44550/000/0570/

LEGAL DESCRIPTION On File

ZONING Neighborhood Suburban (NS-2)

DISCUSSION AND RECOMMENDATION:

Request. The request is to vacate a 60.83-foot portion of a right-of-way located north of the intersection of Pelham Road North and Yardley Avenue North.

The area of the right-of-way proposed for vacation is depicted on the attached maps (Attachments A and B) and Sketch and Description (Exhibit "A"). The applicant's goal is to vacate the right-of-way in order to consolidate the property for greater use.

- Analysis.** Staff's review of a vacation application is guided by:
- A. The City's Land Development Regulations (LDR's);
 - B. The City's Comprehensive Plan; and
 - C. Any adopted neighborhood or special area plans.

Applicants bear the burden of demonstrating compliance with the applicable criteria for vacation of public right-of-way. In this case, the material submitted by the applicant **does** provide background or analysis supporting a conclusion that vacating the subject right-of-way would be consistent with the criteria in the City Code, the Comprehensive Plan, or any applicable special area plan.

A. Land Development Regulations

Section 16.40.140.2.1E of the LDR's contains the criteria for reviewing proposed vacations. The criteria are provided below in italics, followed by itemized findings by Staff.

1. *Easements for public utilities including stormwater drainage easements may be retained or required to be dedicated as requested by the various departments or utility companies.*

The application was routed to the standard list of City departments and private utility providers. The City does have sanitary sewer facilities within the right-of-way of Pelham Road North. As a suggested condition of this vacation, the location of these facilities are to be field verified and protected by a special condition included in the Engineering Memorandum dated November 7, 2017 (Attachment C). Frontier, WOW! and Duke Energy have indicated that they have facilities in the right-of-way which may be affected. As a condition of approval, the applicant will either relocate the facilities, provide a private easement or obtain a letter of no objection from the prior mentioned private utility providers.

2. *The vacation shall not cause a substantial detrimental effect upon or substantially impair or deny access to any lot of record as shown from the testimony and evidence at the public hearing.*

The vacation of this partial right-of-way will have no effect on the access to any lot of record.

3. *The vacation shall not adversely impact the existing roadway network, such as to create dead-end rights-of-way, substantially alter utilized travel patterns, or undermine the integrity of historic plats of designated historic landmarks or neighborhoods.*

The vacation of this partial right-of-way will have no effect on the existing roadway network.

4. *The easement is not needed for the purpose for which the City has a legal interest and, for rights-of-way, there is no present or future need for the right-of-way for public vehicular or pedestrian access, or for public utility corridors.*

The right-of-way portion is not needed for the purpose for which the City has a legal interest and there is no known present or future need for expansion of the right-of-way. The right-of-way was originally dedicated by the plat of the Jungle Beach Subdivision in 1927.

-
5. *The POD, Development Review Commission, and City Council shall also consider any other factors affecting the public health, safety, or welfare.*

No other factors have been raised for consideration.

B. Comprehensive Plan

There are no policies in the City's Comprehensive Plan which apply to this request.

C. Adopted Neighborhood or Special Area Plans

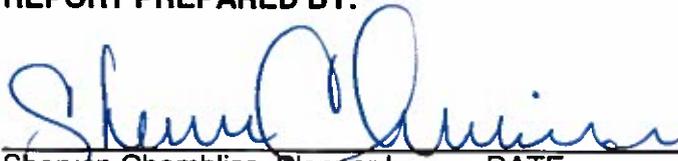
The subject right-of-way is within the boundaries of the Jungle Terrace Civic Association. There are no neighborhood or special area plans which affect vacation of right-of-way in this area of the City.

Comments from Agencies and the Public One City department and two private utility providers indicated that they have facilities located in the subject right-of-way. Suggested conditions of approval have included to address these concerns. One email was received from the public in response to the request regarding the parking of domestic equipment.

RECOMMENDATION. Staff recommends **APPROVAL** of the proposed street easement vacation. If the DRC is inclined to support the vacation, Staff recommends the following special conditions of approval:

1. Prior to recording the vacation ordinance, the applicant shall comply with condition number one of the Engineering Memorandum dated November 7, 2017.
2. The applicant shall comply with condition number two and three of the Engineering Memorandum dated November 7, 2017.
3. Prior to recording of the vacation ordinance, the applicant shall address the location of Frontier, WOW! and Duke Energy utilities and services by relocating private utilities at the applicant's expense, providing a private easement to Frontier, WOW! and Duke Energy or by obtaining letters of no objection. In any case a written letter of no objection from the utility provider is required.
4. Approval of right-of-way vacations shall lapse and become void unless the vacation ordinance is recorded by the City Clerk in the public records within 24 months from the date of such approval or unless an extension of time is granted by the commission designated in the Decisions and Appeals Table or, if appealed, by the City Council prior to the expiration thereof. Each extension shall be for a period of time not to exceed one year. The vacation ordinance shall be recorded after any conditions precedent have been compiled with.

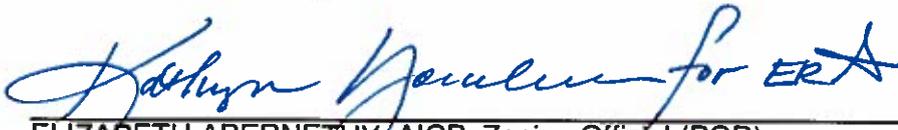
REPORT PREPARED BY:



11/30/2017

Sheron Chambliss, Planner I
DATE
Development Review Services Division
Planning & Economic Development Department

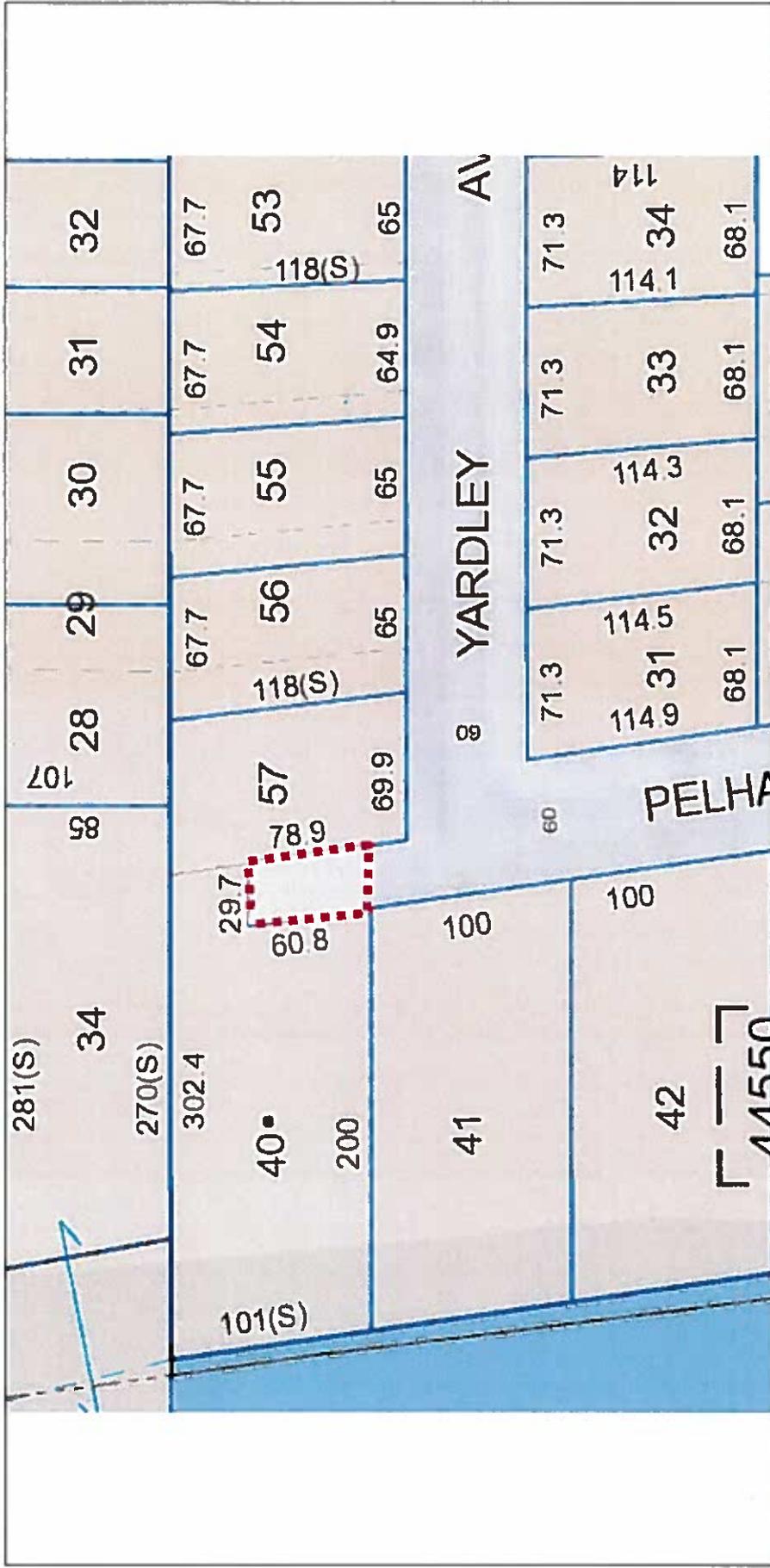
REPORT APPROVED BY:



11/30/17

ELIZABETH ABERNETHY, AICP, Zoning Official (POD)
DATE
Planning and Economic Development
Development Review Services Division

Attachments: A – Parcel Map, B – Aerial Map, C – Engineering Memorandum dated November 7, 2017, Exhibit “A” – Sketch and Description





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Attachment A
City of St. Petersburg, Florida
Planning & Economic Development Department
Case No.: 17-33000019
Address: 2444 Pelham Road North

N ↑
(nts)

Attachment C

MEMORANDUM
CITY OF ST. PETERSBURG
ENGINEERING DEPARTMENT

TO: Iris Winn, Development Services
FROM: Nancy Davis, Engineering Plan Review Supervisor
DATE: November 7, 2017
SUBJECT: Right of Way Vacation
FILE: 17-33000019

LOCATION AND PIN: 2444 Pelham Road North; 12/31/15/44550/000/0400
8267 Yardley Avenue North; 12/31/15/44550/000/0570
ATLAS: T-14
PROJECT: Right of Way Vacation
REQUEST: Approval of a Vacation of a 60.83 foot portion of Pelham Road North located in the Jungle Beach Subdivision, adjacent to 2444 Pelham Road North (Lot 40) and 8627 Yardley Avenue North (Lot 57).

COMMENTS: The Engineering Department has no objection to the vacation request provided the following items are a condition of approval;

1. A 12" public sanitary sewer main exists within the area to be vacated. Based on the size and 10-foot depth of the sanitary sewer main, the applicant must dedicate a *30-foot wide Public Utility Easement* which is centered over the existing sanitary sewer main.
2. Though the narrative indicates that the two parcels, 40 and 57 have been combined into a single parcel, should lots 40 and 57 ever be split, a private ingress/egress easement would need to be dedicated over the vacated right-of-way in order for the adjacent property at 8267 Yardley Avenue North (parcel 12/31/15/44550/000/0570) to continue to access their northernmost driveway approach to Pelham Road.
3. Per the description of the right of way vacation, only the north 60.83' of the Pelham Road North right of way is to be vacated which is acceptable.

*However, *if* any portion of Pelham Road right of way which exists south of the north 60.83' and adjacent to Jungle Beach Lot 41 (parcel 12/31/15/44550/000/0410, 2432 Pelham Road North) is included in the vacation request then a private ingress/egress easement would be required to insure that lot 40 retains legal access to the public right of way, since it appears that the underlying ownership of this portion of the right of way would be retained by Jungle Beach Lot 41.

NED/MJR/meh

pc: Kelly Donnelly
Easement Vacation File 2017
Reading File
Correspondence File

LEGAL DESCRIPTION

A portion of the right-of-way of Pelham Road North in the Southwest 1/4 of Section 12, Township 31 South, Range 15 East, Pinellas County, Florida, more particularly described as follows:

From the Northeast corner of Lot 40, JUNGLE BEACH LOTS 40 TO 49 INC. AND 58, as recorded in Plat Book 19, Page 64, Public Records of Pinellas County, Florida, said point also being the Northwest corner of Lot 57, JUNGLE BEACH, as recorded in Plat Book 14, Page 47, Public Records of Pinellas County, Florida, as a Point of Reference; thence S.07°23'00"E. along the East line of said Lot 40, said line also being the West line of said Lot 57, 40.00 feet to a point being a corner of said Lot 40 and of the right-of-way of Pelham Drive North, for the POINT OF BEGINNING; thence continue S.07°23'00"E. along the West line of said Lot 57, said line also being the East right-of-way line of Pelham Road North, 60.83 feet to a point of intersection with the Easterly extension of the South line of said Lot 40; thence WEST along the Easterly extension of the South line of said Lot 40, 29.75 feet to the Southeast corner of said Lot 40, said point lying on the West right-of-way line of Pelham Road North; thence N.07°23'00"W. along the East line of said Lot 40 and along said West right-of-way line, 60.83 feet to a corner of said Lot 40; thence EAST along the boundary of said Lot 40 and the North right-of-way line of Pelham Road North, 29.75 feet to the POINT OF BEGINNING.

Containing 1,795 square feet, or 0.041 acres, more or less.

St. Petersburg, Florida

NOTES

1. Basis of Bearings: N.07°23'00"W. along the East line of Lot 40, JUNGLE BEACH LOTS 40 TO 49 INC. AND 58, as recorded in Plat Book 19, Page 64, Public Records of Pinellas County, Florida.
2. NOT A BOUNDARY SURVEY.
3. This sketch is a graphic illustration for informational purposes only and is not intended to represent a field survey.
4. This sketch is made without the benefit of a title report or commitment for title insurance.
5. Additions or deletions to survey maps and reports by other than the signing party or parties are prohibited without written consent of the signing party or parties.
6. Not valid without the signature and the original raised seal of a Florida Licensed Surveyor and Mapper.

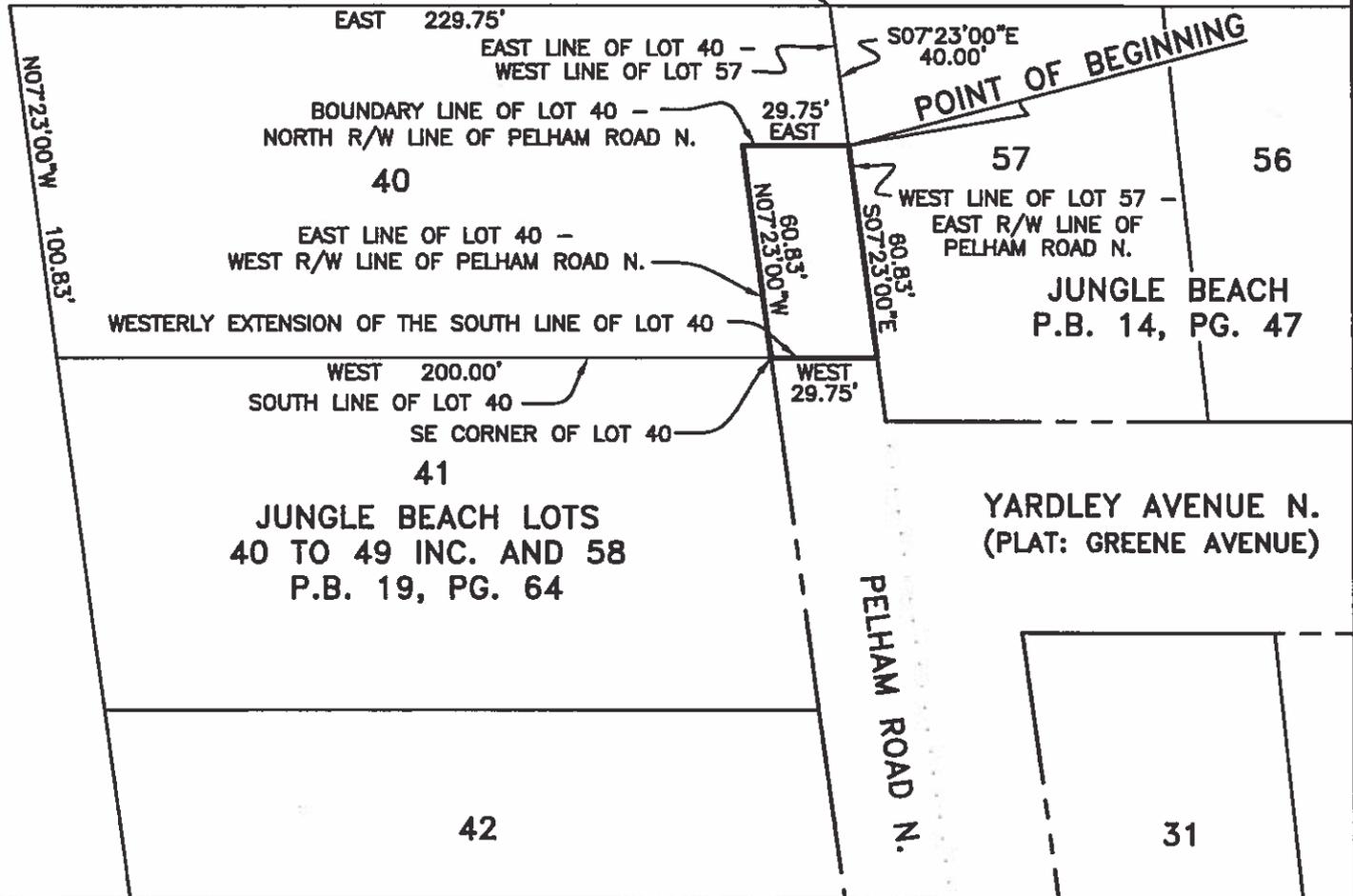
LEGEND

LB Licensed Business LS Licensed Surveyor P.B. Plat Book PG. Page	PSM Professional Surveyor and Mapper R. Range R/W Right-of-way T. Township
--	---

PREPARED FOR: Brian Fredericks 2444 Pelham Road N. St. Petersburg, FL 33710		LEGAL DESCRIPTION			REVISIONS BY DATE DESCRIPTION			
		SECTION 12	TOWNSHIP 31 S.	RANGE 15 E.				
CREW CHIEF	INITIALS	DATE	Catherine A. Bosco PSM LS 6257 October 12, 2017		George F. Young, Inc. 299 DR. MARTIN LUTHER KING JR. STREET N. ST. PETERSBURG, FLORIDA 33701-3126 PHONE (727) 822-4317 FAX (727) 822-2919 LICENSED BUSINESS LE21 CIVIL & TRANSPORTATION ENGINEERING • ECOLOGY • GIS • LANDSCAPE ARCHITECTURE PLANNING • SURVEYING • SUBSURFACE UTILITY ENGINEERING GAINESVILLE • LAKEWOOD RANCH • ORLANDO • ST. PETERSBURG • TAMPA		JOB NO. 17019300SS	SHEET NO. 1 OF 2
SCALE	1" = 50'							



POINT OF REFERENCE
NE CORNER OF LOT 40,
JUNGLE BEACH LOTS
40 TO 49 INC. AND 58 -
NW CORNER OF LOT 57,
JUNGLE BEACH



PREPARED FOR:
Brian Fredericks
2444 Pelham Road N.
St. Petersburg, FL 33710

LEGAL DESCRIPTION		
SECTION 12	TOWNSHIP 31 S.	RANGE 15 E.

REVISED	BY	DATE	DESCRIPTION

CREW CHIEF	INITIALS	DATE
DRAWN	WDK	10/12/17
CHECKED	CAB	10/12/17
FIELD BOOK		
SCALE	1" = 50'	

SEE SHEET ONE OF TWO FOR SIGNATURE, SEAL, DESCRIPTION, LEGEND AND NOTES



George F. Young, Inc.
299 DR. MARTIN LUTHER KING JR. STREET N. ST. PETERSBURG, FLORIDA 33701-3126
PHONE (727) 822-4317 FAX (727) 822-2919
LICENSED BUSINESS (621)
CIVIL & TRANSPORTATION ENGINEERING • ECOLOGY • GIS • LANDSCAPE ARCHITECTURE
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GAINESVILLE • LAKEWOOD RANCH • ORLANDO • ST. PETERSBURG • TAMPA

JOB NO.
17018300SS
SHEET NO.
2 OF 2



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**CITY OF ST. PETERSBURG
PLANNING & ECONOMIC DEVELOPMENT DEPT.
DEVELOPMENT REVIEW SERVICES DIVISION**

**DEVELOPMENT REVIEW COMMISSION
STAFF REPORT**

**SITE PLAN REVIEW
PUBLIC HEARING**

According to Planning & Economic Development Department records, **no Commission member** 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.

REPORT TO THE DEVELOPMENT REVIEW COMMISSION FROM DEVELOPMENT REVIEW SERVICES DIVISION, PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT, for Public Hearing and Executive Action on December 6, 2017, at 2:00 P.M. in Council Chambers, City Hall, 175 Fifth Street North, St. Petersburg, Florida.

CASE NO.:	17-31000008	PLAT SHEET:	E-4
REQUEST:	Approval of a site plan to construct a 23-story, 29-unit multi-family development. The applicant is requesting floor area ratio bonuses and a variance to the Albert Whitted Overlay Height Standards.		
OWNER:	First and Fourth Development, LLC 4830 W. Kennedy Boulevard, Suite 445 Tampa, FL 33609-2583		
REGISTER OPPONENT:	William Herrmann 130 4 th Avenue North St. Petersburg, FL 33701		
ADDRESS:	356 1 st Street North 116 4 th Avenue North		
PACEL IDs	19-31-17-74466-012-0031 19-31-17-74466-012-0013		
LEGAL DESCRIPTION	ON-FILE		
ZONING	DC-2		

SITE AREA TOTAL: 10,000 square feet or 0.23 acres

GROSS FLOOR AREA:

Existing:	0 square feet	
Proposed:	70,000 square feet	7.0 F.A.R.
Permitted:	30,000 square feet	3.0 F.A.R.

BUILDING COVERAGE:

Existing:	0 square feet	
Proposed:	7,678 square feet	77% of Site MOL
Permitted:	9,500 square feet	95% of Site MOL

IMPERVIOUS SURFACE:

Existing:	0 square feet	
Proposed:	7,778 square feet	78% of Site MOL
Permitted:	N/A	

OPEN GREEN SPACE:

Existing:	10,000 square feet	100% of Site MOL
Proposed:	2,222 square feet	22% of Site MOL

PAVING COVERAGE:

Existing:	0 square feet	
Proposed:	100 square feet	1% of Site MOL

PARKING:

Existing:	0;
Proposed:	60; including 0 handicapped spaces
Required:	29; including 2 handicapped spaces

BUILDING HEIGHT:

Existing:	0 feet
Proposed:	288 feet
Permitted:	300 feet

APPLICATION REVIEW:

I. PROCEDURAL REQUIREMENTS: The applicant has met and complied with the procedural requirements of Section 16.10.020.1 of the Municipal Code for a multi-family development which is a permitted use within the DC-2 Zoning District.

II. DISCUSSION AND RECOMMENDATIONS:

Request:

The applicant seeks approval of a site plan to construct a 23-story, 29-unit multi-family development. The applicant is requesting a floor area ratio bonus and a variance to the Albert Whitted Airport Overlay Height Standards. The subject property is located at the southwest corner of 4th Avenue North and 1st Street North.

Proposal:

The subject property is currently vacant. The proposed building will consist of a slender 18-story tower sitting on top of a five-story base. The base of the building consist of 60 parking spaces and will occupy the majority of the subject property. The 18-story tower is 120 feet in length and 35 feet in width, and will be located towards the two street sides of the property.

The ground floor of the residential tower will consist of a lobby, bicycle and vehicular parking. Floors two through five will have 12 vehicular parking spaces per floor and bicycle parking. Residential units will be accommodated in the remaining 18 floors. Vehicular access to the parking garage will be from a one-way ingress driveway from 4th Avenue North and egress from the parking garage will be to 1st Street North. Access to the upper levels of parking will be from a car-freight elevator, instead of a traditional ramp. Pedestrian access to the building will be from the public sidewalk along 4th Avenue North.

The proposed architectural style of the building will be contemporary. The base of the tower will have ample amount of glazing and will be oriented towards 4th Avenue North. The tower portion of the building will have an ample amount of glazing on all four sides. The applicant will integrate projecting balconies and recess and projections on the façade. These architectural features help break down the overall mass of the building.

FLOOR AREA RATIO BONUSES:

The base Floor Area Ratio (FAR) within the DC-2 district is 3.0. The applicant is requesting a bonus of 4.0 FAR for a total FAR of 7.0, which can only be granted by the Development Review Commission (DRC) upon demonstration that the project qualifies for the bonuses.

The applicant is requesting approval of the following bonus:

- 1. 1.5 FAR - Provide financial support to the City's Housing Capital Improvements Projects (HCIP) Trust Fund or its successor fund equal to one-quarter of one percent or more of the total construction cost per each 0.5 of FAR bonus.**

The applicant is seeking to utilize this bonus to achieve an FAR bonus of 1.5. The total construction cost of the project is approximately 15 million dollars. Since the applicant is seeking to utilize this bonus to achieve a bonus of 1.5, the applicant will be required to provide one quarter of one percent of the total construction cost to the HCIP Trust Fund. Based on the estimated construction cost, a minimum of \$112,500 shall be paid to the HCIP Trust Fund. The applicant shall provide the funds to the City prior to the release of building permits. A condition has been added to this report to address this.

- 2. 0.5 FAR - Make structured parking not visible to the streets with an architecturally compatible design above the base to create an attractive and architectural screen to structured parking.**

The applicant is seeking to utilize this bonus to achieve an FAR bonus of 0.5. To qualify for the bonus, the applicant will be required to screen floors two through four of the parking garage along 1st Street North and 4th Avenue North with an architecturally compatible design. The parking garage will be screened from the abutting rights-of-way with architectural metal grid work, art and vegetation. The plans and elevations demonstrate compliance with criterion.

3. **2.0 FAR – Provide public art as an integral part of the pedestrian-level sidewalk area or required ground level open space, or as a decorative crown element of a building that includes night lighting. The value of such feature shall be equal to one-quarter of one percent or more of the total construction cost per 0.5 of FAR bonus. All public art shall be visually accessible to the public.**

The applicant is seeking to utilize this bonus to achieve an FAR bonus of 2.0. The total construction cost of the project is approximately 15 million dollars. Since the applicant is seeking to utilize this bonus to achieve a bonus of 2.0, the applicant will be required to provide one quarter of one percent of the total construction cost towards art. Based on the estimated construction cost, a minimum of \$150,000 shall be allocated towards art. The applicant propose to install art along the pedestrian level of the building and throughout the façade of the parking garage. The proposed art shall be approved by the City prior to the release of building permits. A condition has been added to this report to address this.

Variance:

Airport Zoning Overlay Height Standards

Required:	158 Above Mean Sea Level (AMSL)
Proposed:	324 Above Mean Sea Level (AMSL)
Variance:	166 Above Mean Sea Level (AMSL)

The DC-2 zoning district has an unlimited building height. The Albert Whitted Airport Zoning Ordinance permits a maximum building height of 158 feet AMSL by right. The proposed building will be 300 feet from grade and 324 AMSL. The applicant is requesting a variance to allow for a height of 324 feet AMSL. The applicant has submitted an application to the Federal Aviation Administration requesting approval of the additional height. The FAA issued a Notice of No Hazard to Air Navigation on October 31, 2017, for a building of 324 feet AMSL. In addition to securing the FAA approval, the applicant provided sufficient responses to each of the review criteria as required by the Code. To promote an urban downtown and urban form, variances to the airport zoning restrictions are appropriate where no safety concerns are identifiable related to airport operations. The DRC has granted a number of variances for similar projects elsewhere in the downtown area. Given these considerations, Staff recommends approval of the variance.

The applicant worked with the City's Transportation Department regarding the project's access drives, see attached correspondences.

Public Comments:

Staff has received a two phone calls and two emails either requesting additional information or expressing objections. An adjacent property owner has registered as an opponent.

III. RECOMMENDATION:

- A. **Staff recommends the following:**
1. **APPROVAL of the floor area ratio bonuses.**
 2. **APPROVAL of the variance to the Airport Zoning Overlay Height Standards.**
 3. **APPROVAL of the site plan, subject to the conditions in the staff report.**

B. SPECIAL CONDITIONS OF APPROVAL:

1. The project shall be subject to final review and approval by the Community Redevelopment Agency.
2. The structured parking shall be screened from 1st Street North and 4th Avenue North with an architecturally compatible design as required to receive the F.A.R. bonus. The final design shall be subject to approval by staff. Should the proposed vegetative screening fail to provide sufficient visual screening at time of planting or fail to be maintained in the future to provide such screening, additional architectural metal grill work or artwork shall be provided in lieu of vegetation.
3. The applicant shall provide three-quarters of one percent or more of the total construction cost to the HICP Trust Fund. The funds shall be provided to the City prior to the release of building permits.
4. The applicant shall allocate one percent or more of the total construction cost towards public art. The proposed art shall be approved by the City prior to the release of building permits.
5. The public sidewalk abutting the subject property shall be widened to a minimum of 10-feet prior to the issuance of the certificate of occupancy.
6. Landscaping shall be installed in the public right-of-way as required by Section 16.40.060.
7. The final streetscape and hardscape plan for the abutting streets shall be approved by Staff.
8. Building materials at the street level shall include materials such as metal, stone, brick, precast masonry, glass, stucco or other similar hard surface material. The use of dryvit, EIFS, or other artificial material shall not be permitted.
9. Bicycle parking shall be provided as required by Section 16.40.090.
10. Exterior lighting shall comply with Section 16.40.070.
11. Mechanical equipment shall be screened from the abutting rights-of-way.
12. Construction of piers and/or caissons shall be by auger method unless geotechnical data supports a finding that such a method is impractical or impossible.
13. The site plan shall be modified as necessary to comply with the comments in the Engineering Department's Memorandum dated November 6, 2017, including modification to the proposed gate locations to provide two required vehicular stacking spaces for the car elevator.

C. STANDARD CONDITIONS OF APPROVAL

(All or Part of the following standard conditions of approval may apply to the subject application. Application of the conditions is subject to the scope of the subject project and at the discretion of the Zoning Official. Applicants who have questions regarding the application of these conditions are advised to contact the Zoning Official.)

ALL SITE PLAN MODIFICATIONS REQUIRED BY THE DRC SHALL BE REFLECTED ON A FINAL SITE PLAN TO BE SUBMITTED TO THE PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT BY THE APPLICANT FOR APPROVAL PRIOR TO THE ISSUANCE OF PERMITS.

Building Code Requirements:

1. The applicant shall contact the City's Construction Services and Permitting Division and Fire Department to identify all applicable Building Code and Health/Safety Code issues associated with this proposed project.
2. All requirements associated with the Americans with Disabilities Act (ADA) shall be satisfied.

Zoning/Planning Requirements:

1. The applicant shall submit a notice of construction to Albert Whitted Field if the crane height exceeds 190 feet. The applicant shall also provide a Notice of Construction to the Federal Aviation Administration (FAA), if required by Federal and City codes.
2. All site visibility triangle requirements shall be met (Chapter 16, Article 16.40, Section 16.40.160).
3. No building or other obstruction (including eaves) shall be erected and no trees or shrubbery shall be planted on any easement other than fences, trees, shrubbery, and hedges of a type approved by the City.
4. The location and size of the trash container(s) shall be designated, screened, and approved by the Manager of Commercial Collections, City Sanitation. A solid wood fence or masonry wall shall be installed around the perimeter of the dumpster pad.

Engineering Requirements:

1. The site shall be in compliance with all applicable drainage regulations (including regional and state permits) and the conditions as may be noted herein. The applicant shall submit drainage calculations and grading plans (including street crown elevations), which conform with the quantity and the water quality requirements of the Municipal Code (Chapter 16, Article 16.40, Section 16.40.030), to the City's Engineering Department for approval. Please note that the entire site upon which redevelopment occurs shall meet the water quality controls and treatment required for development sites. Stormwater runoff release and retention shall be calculated using the rational formula and a 10-year, one-hour design storm.
2. As per Engineering Department requirements and prior to their approval of any permits, the applicant shall submit a copy of a Southwest Florida Water Management District (or Pinellas County Ordinance 90-17) Management of Surface Water Permit or Letter of Exemption to the Engineering Department and a copy of all permits from other regulatory agencies including but not limited to FDOT and Pinellas County required for this project.
3. A work permit issued by the Engineering Department shall be obtained prior to commencement of construction within dedicated rights-of-way or easements.
4. The applicant shall submit a completed Storm Water Management Utility Data Form to the City's Engineering Department for review and approval prior to the approval of any permits.
5. Curb-cut ramps for the physically handicapped shall be provided in sidewalks at all corners where sidewalks meet a street or driveway.

Landscaping Requirements:

1. The applicant shall submit a revised landscape plan, which complies with the plan approved by the DRC and includes any modifications as required by the DRC. The DRC grants the Planning & Economic Development Department discretion to modify the approved landscape plan where necessary due to unforeseen circumstances (e.g. stormwater requirements, utility conflicts, conflicts with existing trees, etc.), provided the intent of the applicable ordinance(s) is/are maintained. Landscaping plans shall be in accordance with Chapter 16, Article 16.40, Section 16.40.060 of the City Code entitled "Landscaping and Irrigation."
2. Any plans for tree removal and permitting shall be submitted to the Development Services Division for approval.
3. All existing and newly planted trees and shrubs shall be mulched with three (3) inches of organic matter within a two (2) foot radius around the trunk of the tree.
4. The applicant shall install an automatic underground irrigation system in all landscaped areas. Drip irrigation may be permitted as specified within Chapter 16, Article 16.40, Section 16.40.060.2.2.
5. Concrete curbing, wheelstops, or other types of physical barriers shall be provided around/within all vehicular use areas to protect landscaped areas.
6. Any healthy existing oak trees over two (2) inches in diameter shall be preserved or relocated if feasible.
7. Any trees to be preserved shall be protected during construction in accordance with Chapter 16, Article 16.40.060.5 and Section 16.40.060.2.1.3 of City Code.

IV. CONSIDERATIONS BY THE DEVELOPMENT REVIEW COMMISSION FOR REVIEW (Pursuant to Chapter 16, Section 16.70.040.1.4 (D)):

- A. The use is consistent with the Comprehensive Plan.
- B. The property for which a Site Plan Review is requested shall have valid land use and zoning for the proposed use prior to site plan approval;
- C. Ingress and egress to the property and proposed structures with particular emphasis on automotive and pedestrian safety, separation of automotive and bicycle traffic and control, provision of services and servicing of utilities and refuse collection, and access in case of fire, catastrophe and emergency. Access management standards on State and County roads shall be based on the latest access management standards of FDOT or Pinellas County, respectively;
- D. Location and relationship of off-street parking, bicycle parking, and off-street loading facilities to driveways and internal traffic patterns within the proposed development with particular reference to automotive, bicycle, and pedestrian safety, traffic flow and control, access in case of fire or catastrophe, and screening and landscaping;
- E. Traffic impact report describing how this project will impact the adjacent streets and intersections. A detailed traffic report may be required to determine the project impact on the level of service of adjacent streets and intersections. Transportation system management techniques may be required where necessary to offset the traffic impacts;

- F. Drainage of the property with particular reference to the effect of provisions for drainage on adjacent and nearby properties and the use of on-site retention systems. The Commission may grant approval, of a drainage plan as required by city ordinance, County ordinance, or SWFWMD;
- G. Signs, if any, and proposed exterior lighting with reference to glare, traffic safety and compatibility and harmony with adjacent properties;
- H. Orientation and location of buildings, recreational facilities and open space in relation to the physical characteristics of the site, the character of the neighborhood and the appearance and harmony of the building with adjacent development and surrounding landscape;
- I. Compatibility of the use with the existing natural environment of the site, historic and archaeological sites, and with properties in the neighborhood as outlined in the City's Comprehensive Plan;
- J. Substantial detrimental effects of the use, including evaluating the impacts of a concentration of similar or the same uses and structures, on property values in the neighborhood;
- K. Substantial detrimental effects of the use, including evaluating the impacts of a concentration of similar or the same uses and structures, on living or working conditions in the neighborhood;
- L. Sufficiency of setbacks, screens, buffers and general amenities to preserve internal and external harmony and compatibility with uses inside and outside the proposed development and to control adverse effects of noise, lights, dust, fumes and other nuisances;
- M. Land area is sufficient, appropriate and adequate for the use and reasonably anticipated operations and expansion thereof;
- N. Landscaping and preservation of natural manmade features of the site including trees, wetlands, and other vegetation;
- O. Sensitivity of the development to on-site and adjacent (within two-hundred (200) feet) historic or archaeological resources related to scale, mass, building materials, and other impacts;
 - 1. The site is **not within** an Archaeological Sensitivity Area (Chapter 16, Article 16.30, Section 16.30.070).
 - 2. The property is **not within** a flood hazard area (Chapter 16, Article 16.40, Section 16.40.050).
- P. Availability of hurricane evacuation facilities for developments located in the hurricane vulnerability zones;
- Q. Meets adopted levels of service and the requirements for a Certificate of Concurrency by complying with the adopted levels of service for:
 - a. Water.
 - b. Sewer (Under normal operating conditions).
 - c. Sanitation.
 - d. Parks and recreation.
 - e. Drainage.

The land use of the subject property is: **Central Business District**

The land uses of the surrounding properties are:

North: **Central Business District and Transportation/Utility**

South: **Central Business District**

East: **Central Business District**

West: **Central Business District**

REPORT PREPARED BY:

Corey Malyszka 11-29-17
COREY MALYSZKA, Urban Design and Development Coordinator DATE

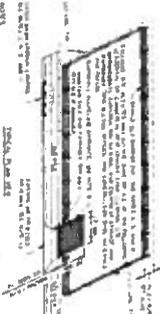
REPORT APPROVED BY:

Elizabeth Abernethy 11-29-17
ELIZABETH ABERNETHY, AICP, Zoning Official (POD) DATE
Planning and Economic Development
Development Review Services Division



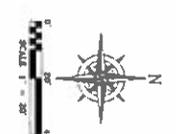
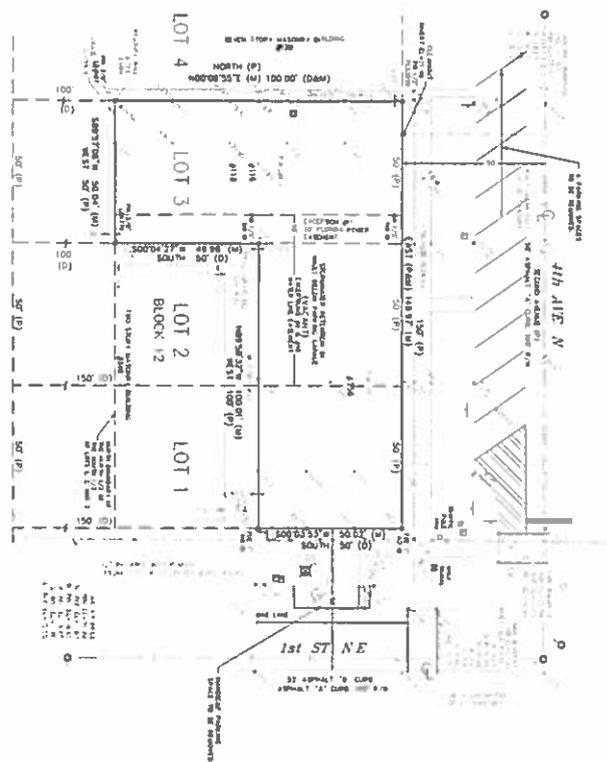
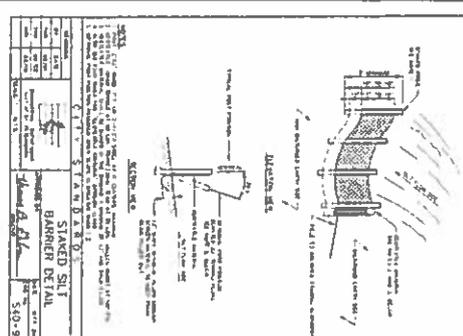
City of St. Petersburg, Florida
Planning & Economic Development Department
Case No.: 17-31000008
Address: 116 4th Avenue North and
356 1st Street North





PROPOSED LEGEND

- 1. Proposed Building Footprint
- 2. Proposed Building Footprint with Porch
- 3. Proposed Building Footprint with Porch and Stairs
- 4. Proposed Building Footprint with Porch, Stairs, and Deck
- 5. Proposed Building Footprint with Porch, Stairs, Deck, and Pool
- 6. Proposed Building Footprint with Porch, Stairs, Deck, Pool, and Tennis Court
- 7. Proposed Building Footprint with Porch, Stairs, Deck, Pool, Tennis Court, and Basketball Court
- 8. Proposed Building Footprint with Porch, Stairs, Deck, Pool, Tennis Court, Basketball Court, and Lawn
- 9. Proposed Building Footprint with Porch, Stairs, Deck, Pool, Tennis Court, Basketball Court, Lawn, and Garden
- 10. Proposed Building Footprint with Porch, Stairs, Deck, Pool, Tennis Court, Basketball Court, Lawn, Garden, and Fencing
- 11. Proposed Building Footprint with Porch, Stairs, Deck, Pool, Tennis Court, Basketball Court, Lawn, Garden, Fencing, and Driveway
- 12. Proposed Building Footprint with Porch, Stairs, Deck, Pool, Tennis Court, Basketball Court, Lawn, Garden, Fencing, Driveway, and Garage
- 13. Proposed Building Footprint with Porch, Stairs, Deck, Pool, Tennis Court, Basketball Court, Lawn, Garden, Fencing, Driveway, Garage, and Pool House
- 14. Proposed Building Footprint with Porch, Stairs, Deck, Pool, Tennis Court, Basketball Court, Lawn, Garden, Fencing, Driveway, Garage, Pool House, and Guest House
- 15. Proposed Building Footprint with Porch, Stairs, Deck, Pool, Tennis Court, Basketball Court, Lawn, Garden, Fencing, Driveway, Garage, Pool House, Guest House, and Guest Cottage
- 16. Proposed Building Footprint with Porch, Stairs, Deck, Pool, Tennis Court, Basketball Court, Lawn, Garden, Fencing, Driveway, Garage, Pool House, Guest House, Guest Cottage, and Guest Suite
- 17. Proposed Building Footprint with Porch, Stairs, Deck, Pool, Tennis Court, Basketball Court, Lawn, Garden, Fencing, Driveway, Garage, Pool House, Guest House, Guest Cottage, Guest Suite, and Guest Apartment
- 18. Proposed Building Footprint with Porch, Stairs, Deck, Pool, Tennis Court, Basketball Court, Lawn, Garden, Fencing, Driveway, Garage, Pool House, Guest House, Guest Cottage, Guest Suite, Guest Apartment, and Guest Condo
- 19. Proposed Building Footprint with Porch, Stairs, Deck, Pool, Tennis Court, Basketball Court, Lawn, Garden, Fencing, Driveway, Garage, Pool House, Guest House, Guest Cottage, Guest Suite, Guest Apartment, Guest Condo, and Guest Townhome
- 20. Proposed Building Footprint with Porch, Stairs, Deck, Pool, Tennis Court, Basketball Court, Lawn, Garden, Fencing, Driveway, Garage, Pool House, Guest House, Guest Cottage, Guest Suite, Guest Apartment, Guest Condo, Guest Townhome, and Guest Villa



SCALE 811
 DISTRICT OF COLUMBIA
 1000 14th Street, N.W.
 Washington, D.C. 20004



REVISIONS

NO.	DATE	DESCRIPTION
1	08/11/11	ISSUE FOR PERMITS
2	08/11/11	ISSUE FOR PERMITS
3	08/11/11	ISSUE FOR PERMITS
4	08/11/11	ISSUE FOR PERMITS
5	08/11/11	ISSUE FOR PERMITS
6	08/11/11	ISSUE FOR PERMITS
7	08/11/11	ISSUE FOR PERMITS
8	08/11/11	ISSUE FOR PERMITS
9	08/11/11	ISSUE FOR PERMITS
10	08/11/11	ISSUE FOR PERMITS

DEUEL & ASSOCIATES
 CONSULTING ENGINEERS

BROWNSTONE APARTMENTS
 EXISTING CONDITIONS/DEMOLITION PLAN

DATE: 08/11/11
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NO.: [Number]

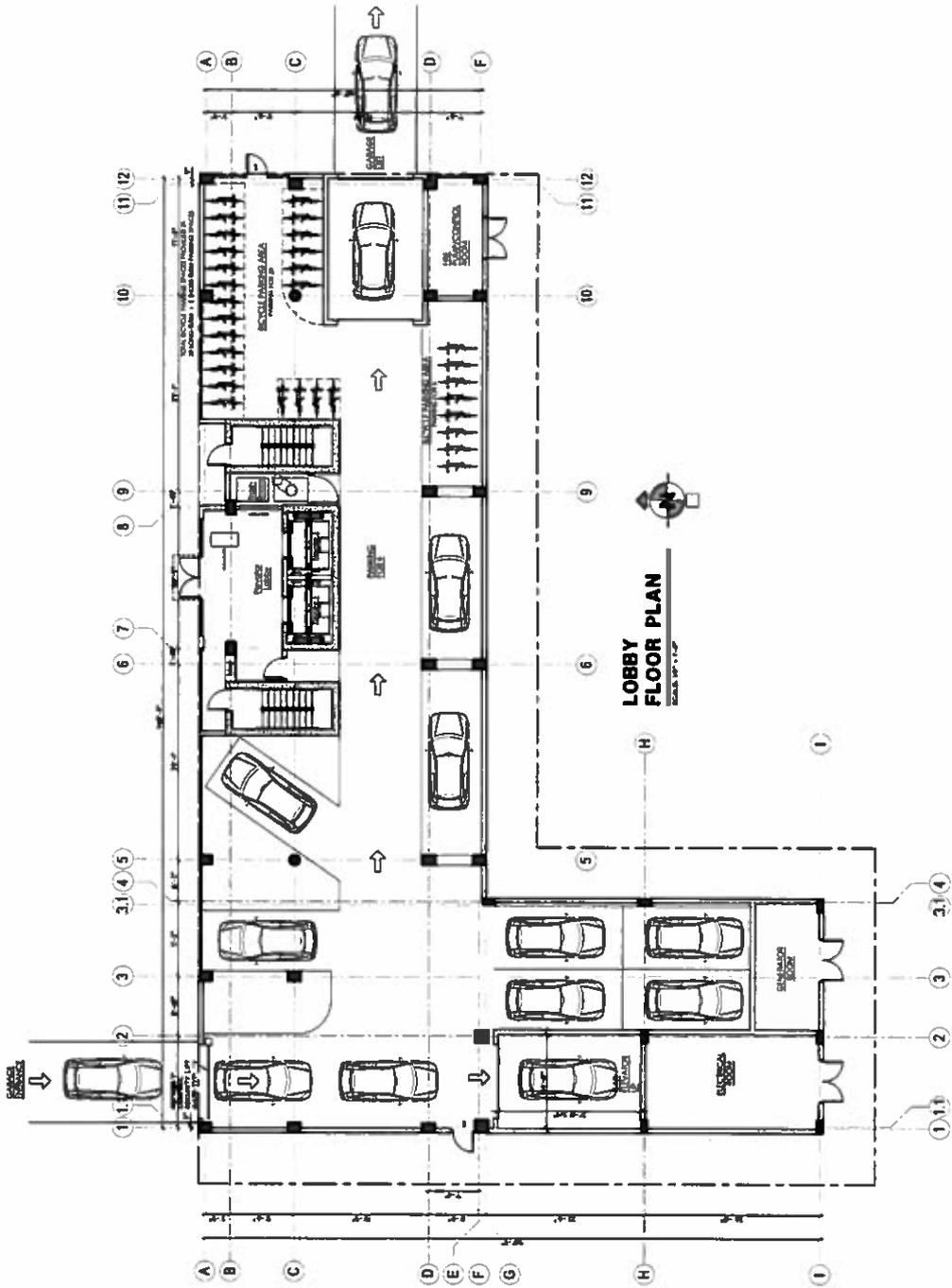
**BEZU
 Condominiums**

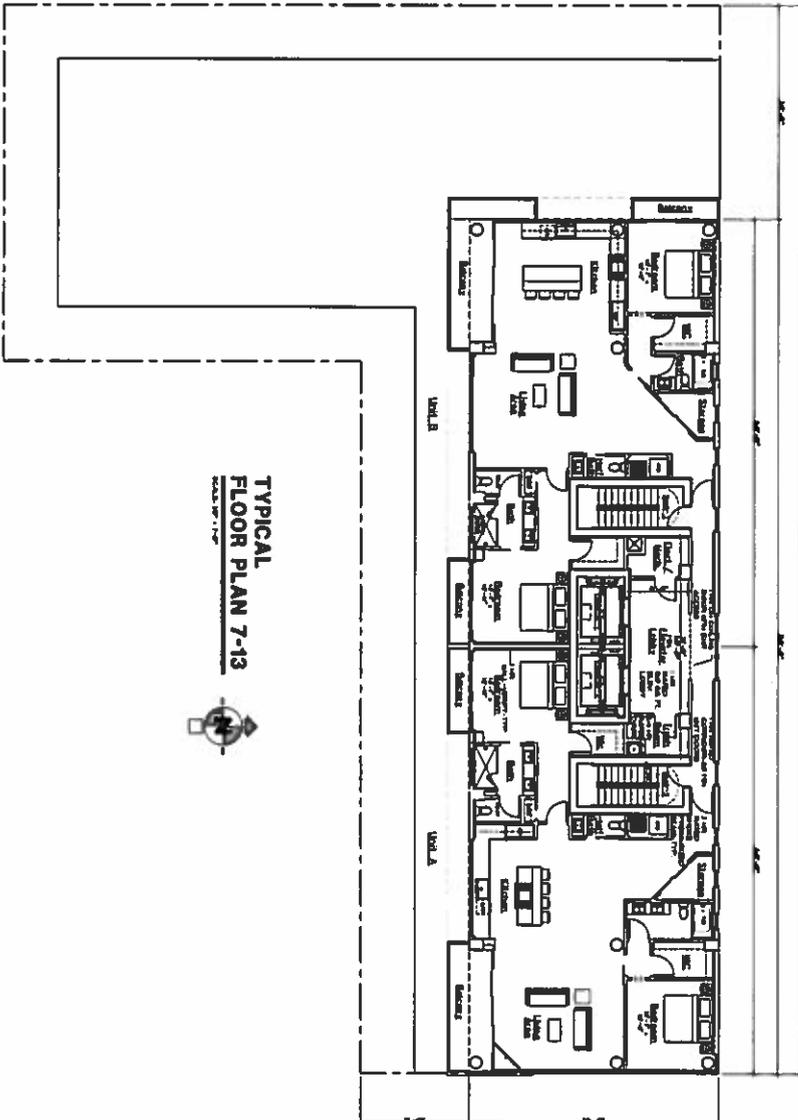
**ST.
 PETERSBURG
 FLORIDA**

Project No. 2017-0040C
 Date: Sept 25, 2017

DATE: 09/25/17
 1:10 (SCALE)

a1.1





4th Ave N

1st Street N

TYPICAL
FLOOR PLAN 7-13
SCALE: 1/8" = 1'-0"



a1.4

DATE: 08/20/14
BY: [Signature]
PROJECT NO. 2017-0806
DATE: Sept 28, 2017

ST. PETERSBURG
FLORIDA

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St. Petersburg, FL 33704
Tel: 727-533-8476
www.architectonicsstudio.com

+ 324'-0" AMSL
EL. +300'-0" AFF

EL. +271'-8" AFF

PROPERTY
LINE TYP.

30'-0"
TO BUILDING

27'-0"
TO BALC.

EL. +50'-0" AFF

DECORATIVE ALUM LATTIC
W/ LIVE VEGETATION TYP

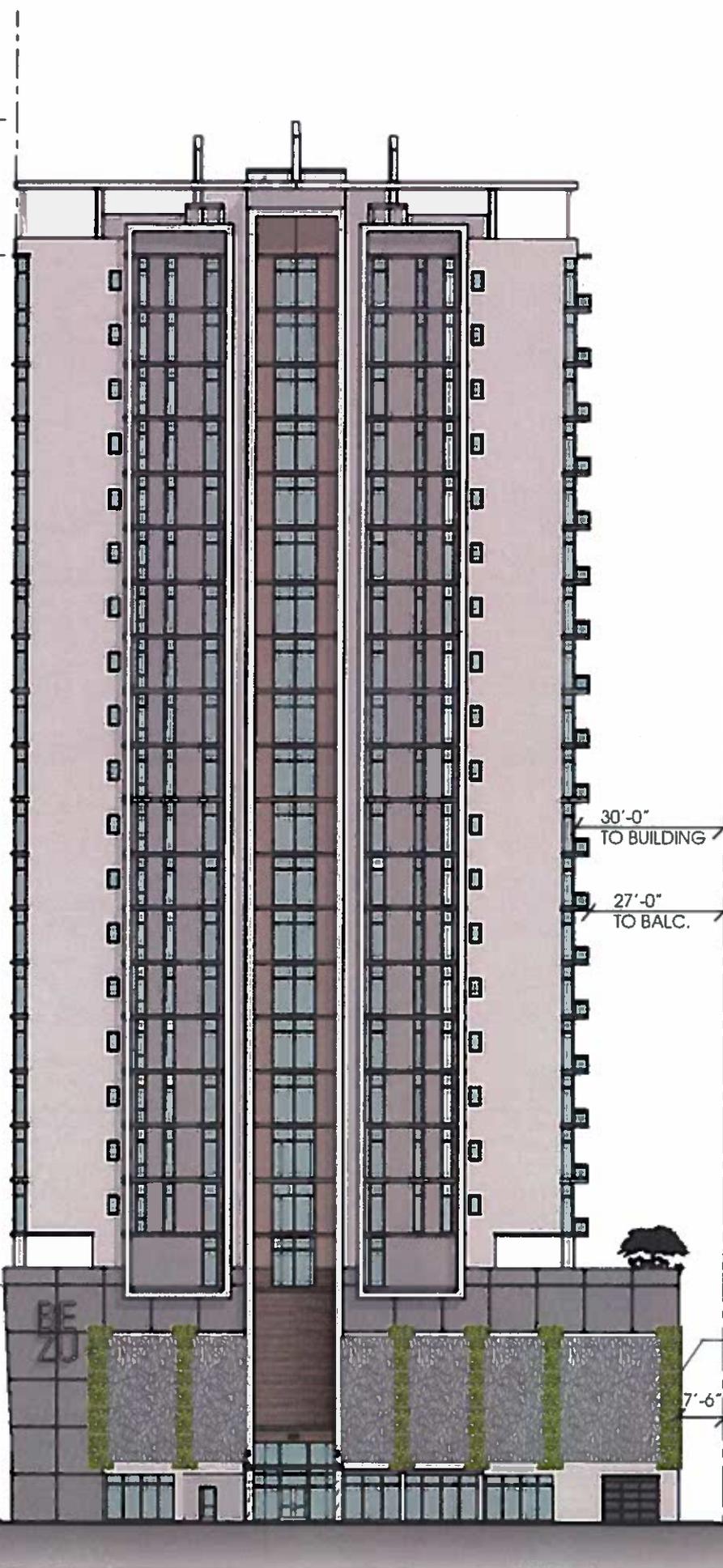
7'-6"

+ 24'-0" AMSL
EL. 0'-0" AFF

NORTH ELEVATION 4th AVE North

SCALE: 1" = 30'-0"

0 15 30 60



EL. +300'-0" AFF

EL. +271'-8" AFF

PROPERTY
LINE TYP.

15'-0"
TO BUILDING

12'-0"
TO BALC.

EL. +50'-0" AFF

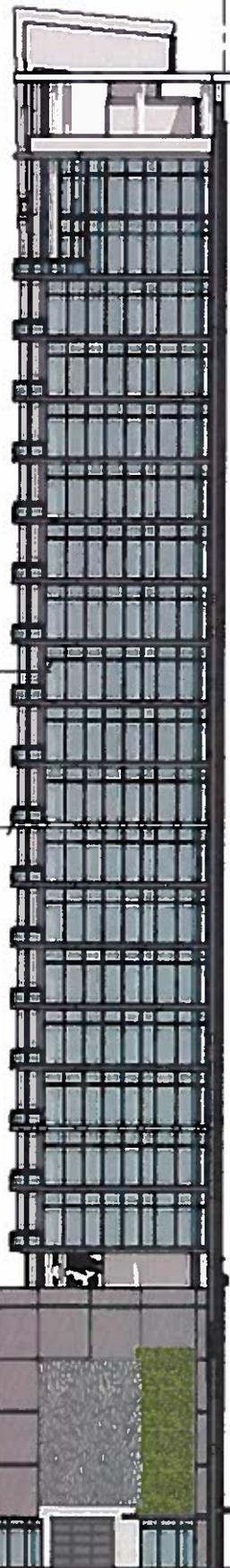
7'-6"

EL. 0'-0" AFF

EAST ELEVATION

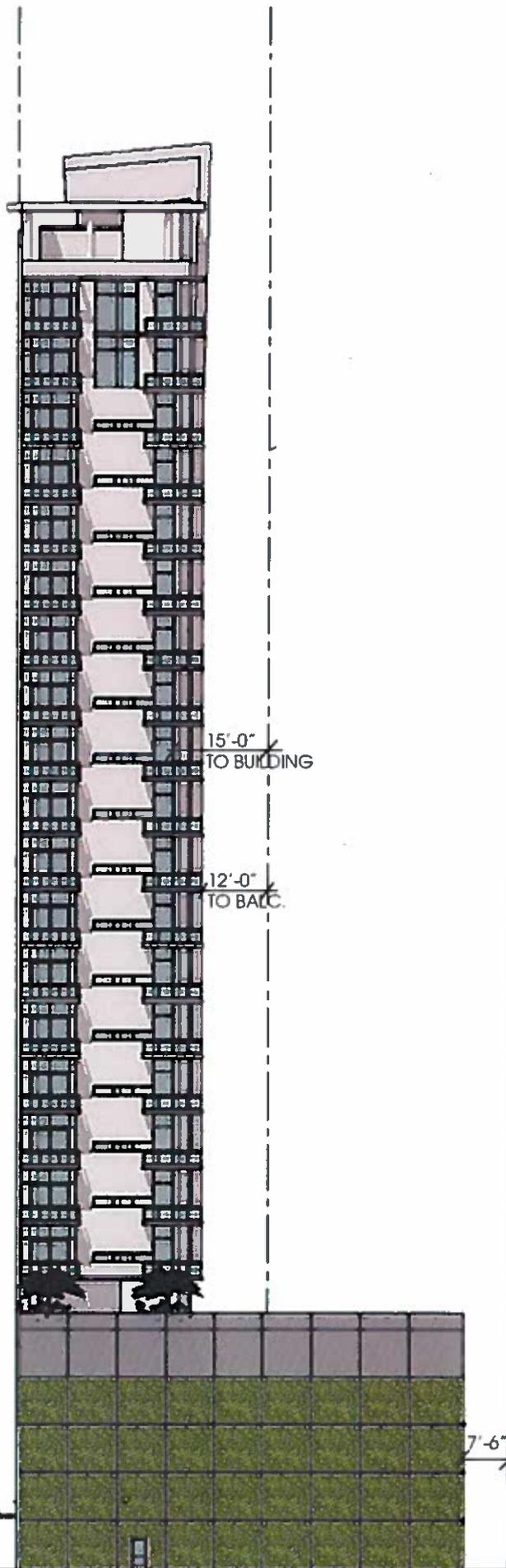
SCALE: 1" = 30'-0"

0 15 30 60



EL. +300'-0" AFF

EL. +271'-8" AFF



PROPERTY LINE TYP.

15'-0" TO BUILDING

12'-0" TO BALC.

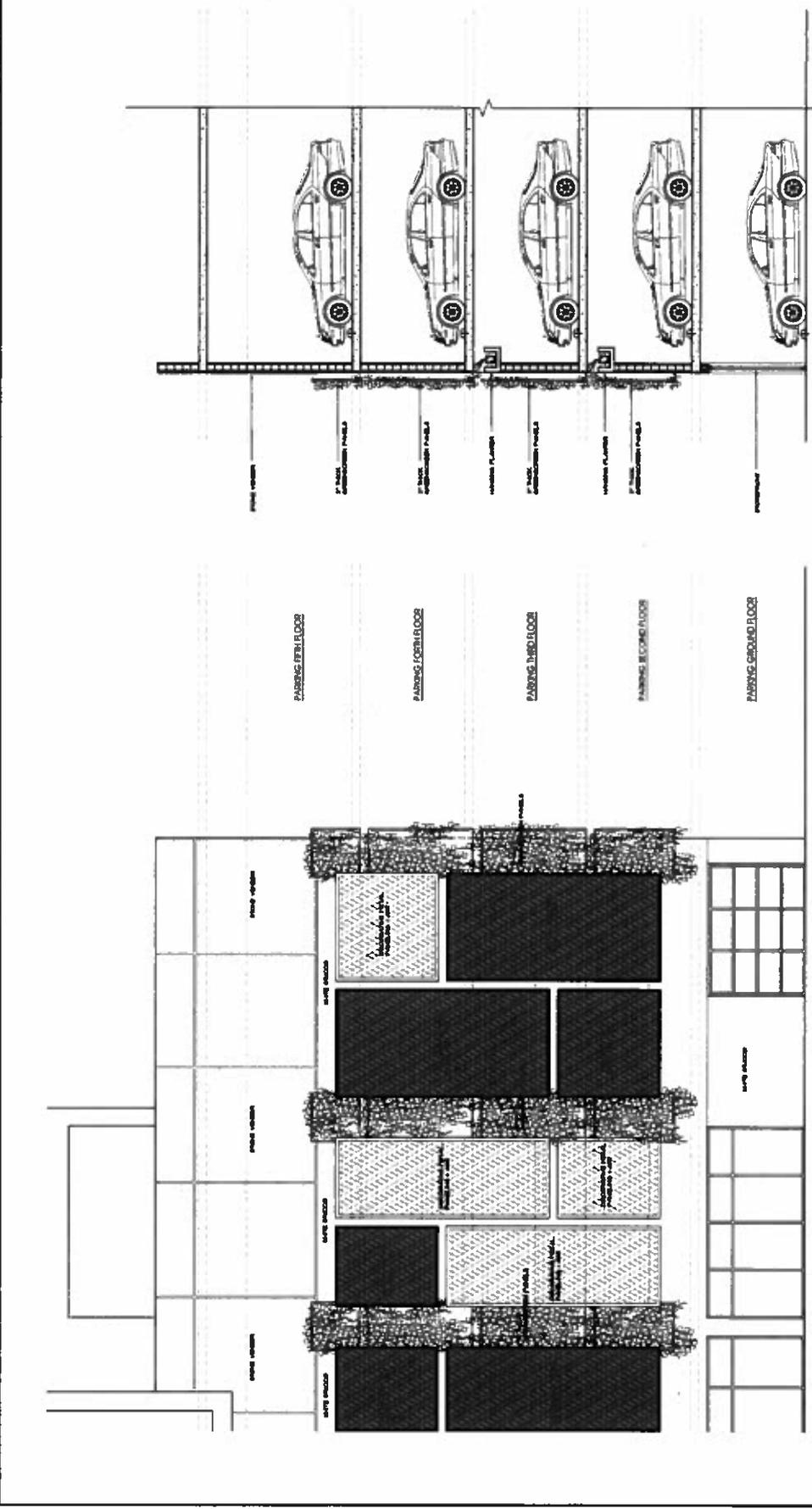
7'-6"

EL. +50'-0" AFF

EL. 0'-0" AFF

WEST ELEVATION

SCALE: 1" = 30'-0"



SECTION DETAIL
 SCALE: 1/4" = 1'-0"

4TH AVE N
PARTIAL ELEVATION
 SCALE: 1/4" = 1'-0"



architects • planners

2600 Dr. MLK Jr. Street N., Suite 600, St. Petersburg, FL 33704 #AA 0003347
(P) 727-323-5676 (F) 727-323-5826
email: info@architectonicsstudio.com <http://www.architectonicsstudio.com>

BEZU Condominium

This new 29-unit multi-family residential condo tower is located on the S.W. corner of 4th Ave N. and 1st street North NE in beautiful downtown St. Petersburg, Florida. The new residential tower will consist of the first 5 floors of parking and 18 floors above the parking with 29 residential units. This boutique condominium project, due to a restricted site size will use car freight elevators for vertical access to the garage floor parking levels. The design concept of Bezu tower will consist of a modern sleek clean contemporary style of architecture which will be in sync with all new large scale residential developments in this area and will enhance the look of St. Petersburg skyline. The building's public area will emphasize art and technology and enhance the experience of downtown visitors.



2600 Dr. MLK Jr. Street N., Suite 600, St. Petersburg. FL 33704 #AA 0003347
(P) 727-323-5676 (F) 727-323-5826
email: info@architectonicsstudio.com <http://www.architectonicsstudio.com>

September 28, 2017

City of St. Petersburg
Construction Services & Permitting
1 4TH Street North
St. Petersburg, Fl 33701
Attention Corey Malyszka

Re: Bezu Condominiums

Dear Mr. Malyszka:

The following is a breakdown of the FAR for the proposed project:
Base approval – **3.0 FAR**

FAR Bonuses:

Make structured parking not visible from streets (not alleys) with an architecturally compatible design above the base to create an attractive and architectural screen to structured parking.

Proposal: The proposed building will screen the parking garage from street views by implementing a combination of art sculptures and architectural metal grid work along with vegetation on the grid work. The implementation of these elements will give a pleasing pedestrian scale while architecturally screening the parking garage from street views. The grill work will be of sufficient spacing to adequately screen the view of the cars. The vegetation screening will be a gridwork attached to the parking garage structure. Planters on strategic floors of the parking garage will allow vine vegetating to grow on the gridwork. The vegetation will be selected by a licensed arborist or landscape architect and chosen for its evergreen qualities, its hardiness for this planting zone and its appearance. The condo association will be required to maintain the vegetation, and the beds will be irrigated. See attached cut sheets on installation details. - **0.5 FAR**

Provide public art as an integral part of the pedestrian level sidewalk area or required ground level open space, or as a decorative crown element of a building that includes night lighting. The value of such feature shall be equal to one quarter of one percent or more of the total construction cost per 0.5 of FAR bonus. All public art shall be visually accessible to the public.

Proposal: The proposed building's main design theme will be art incorporated into the architecture. Art will be provided thru-out the building. To meet this FAR requirement art sculptures and exterior paintings will be provided in an art walk area open to the public during regular business hours. Art will also be intermixed on pedestrian level facades and dispersed thru out the parking levels as sculptures and fine metal work helping to screen parking from the streets. The art will be valued at or above the amount stated above. The projected cost of the project is estimated at 15 million dollars. - 2.0 FAR

Support work force housing:

Provide financial support to the city's housing capital improvements projects(HCIP) trust fund or its successor fund equal to one quarter of one percent or more of the total construction cost per 0.5 of FAR bonus.

Proposal: The developer will pay in the amount stated above to the fund(s) directed by the city in support of work force housing. The projected cost of the project is estimated at 15 million dollars. - 1.5 FAR

Total Proposed: FAR=7.0

Sincerely,

Joseph Lacki
President



2600 Dr. MLK Jr. Street N., Suite 600, St. Petersburg, FL 33704 #AA 0003347
(P) 727-323-5676 (F) 727-323-5826
email: info@architectonicsstudio.com <http://www.architectonicsstudio.com>

September 12, 2017

City of St. Petersburg
Construction Services & Permitting
1 4TH Street North
St. Petersburg, Fl 33701
Attention Corey Malyszka

Re: Bezu Condominiums
Special Exception Application-Airport Zoning Variance

Dear Mr. Malyszka:

The following is our response to the review criteria for Application for variance Airport Zoning-Albert Whitted Field:

1. The nature of the terrain and the height of existing structures;
The terrain of the site is sloping down from west to east, with the average height at 24' AMSL. The site is currently cleared and there are no existing structures.
2. Public and private interests and investments;
The project will bring more residences and vibrancy to the growing downtown, bringing tax money to the city.
3. The character of flying operations and planned developments of airports;
The project does not affect any flying operations or planned developments of Albert Whitted.
4. Federal airways as designated by the Federal Aviation Administration that lie within the radii described in the airport zones;
The proposed project is in the horizontal zone of Albert Whitted and not in any approaches.
5. Whether the construction of the proposed structure would cause an increase in the minimum descent altitude or the decision height at the affected airport;
Since the project is not in an approach area of the airport, this will not be affected.
6. Technological advances;

The project uses car elevators.

7. The safety of persons on the ground and in the air;

The project will not adversely affect safety of persons on the ground or in the air.

8. Land use density;

The project abides by all zoning densities for the zoning district.

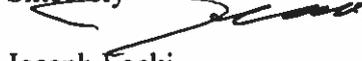
9. The safe and efficient use of navigable airspace;

The proposed building will not adversely affect navigable airspace.

10. The cumulative effects on navigable airspace of all existing structures, proposed structures identified in the applicable jurisdictions' Comprehensive Plans, and all other known proposed structures in the area.

The project in no way negatively affects any of these elements.

Sincerely



Joseph Lacki
President

Elizabeth Abernethy

From: Joe Lacki <jlacki@architectonicsstudio.com>
Sent: Monday, October 16, 2017 3:01 PM
To: Gina Driscoll
Cc: Elizabeth Abernethy; Corey D. Malyszka; michel regignano; Krassen Gueorguiev; todd@pressmaninc.com; Dave S Goodwin
Subject: RE: Bezu Condos

Thanks Gina- if you have any questions please contact us.

Sincerely,
Joseph Lacki, President



Architectonics Studio, Inc.
2600 Dr. Martin Luther King, Jr. Street North
Suite 600
St. Petersburg, FL 33704
Phone: 727-323-5676
Fax: 727-323-5826
Cell: 727-656-1034
Email: jlacki@asi-fl.com
Visit our website @ www.architectonicsstudio.com

From: Gina Driscoll [mailto:ginadriscoll1@gmail.com]
Sent: Monday, October 16, 2017 2:50 PM
To: Joe Lacki <jlacki@architectonicsstudio.com>
Subject: Re: Bezu Condos

Thank you, Joe! I'll share this with the planning and development committee.

Gina

On Oct 16, 2017, at 2:22 PM, Joe Lacki <jlacki@architectonicsstudio.com> wrote:

Hi Gina,

I know you have previously spoke with Michel Regignano, the developer of this project. I just wanted to keep in touch with you and send you the latest plans on the project. There has been some minor revisions to the ingress and egress to the project and we have added some additional drawings to show a typical floor plan, and the parking garage plans. I've also included the latest elevations. I'm hoping you will find that this will be a welcomed addition to our beautiful St. Pete skyline. Please reach out to Michel or I if you have any questions or concerns. Thank-you.

Sincerely,
Joseph Lacki, President
<image003.jpg>



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2017-ASO-16926-OE

Issued Date: 10/31/2017

Krassen Gueorguiev
 Joseph Lacki
 2600 Dr. MLK Jr. N, Suite 600
 St. Petersburg, FL 33704

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building BEZU Condominium
 Location: St. Petersburg, FL
 Latitude: 27-46-34.10N NAD 83
 Longitude: 82-38-03.14W
 Heights: 24 feet site elevation (SE)
 300 feet above ground level (AGL)
 324 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/01/2019 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before November 30, 2017. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager, Airspace Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on December 10, 2017 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASO-16926-OE.

Signature Control No: 341005596-347962350

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2017-ASO-16926-OE

SPG = Albert Whitted Airport
ASN = Aeronautical Study Number
SIAP = Standard Instrument Approach Procedure
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
RWY = Runway
IFR = Instrument Flight Rule
OAS = Obstacle Authoritative Source

ASN 2017-ASO-16926-OE is for a proposed building at height of 300 feet AGL, 324 feet AMSL.

The structure would be located approximately 0.76 NM northwest of the SPG ARP.

It would exceed the Obstruction Standards of Title 14, Code of Federal Regulations (14 CFR), Part 77 as follows:

Section 77.17 (a)(2) SPG --- > Exceeds by 100 feet.

Section 77.19 (a) SPG: Horizontal Surface --- > Exceeds by 168 feet.

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on protected aeronautical operations. While the obstruction standards trigger a formal aeronautical study, including circularization, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

Details of the structure were circularized to the aeronautical public for comment. No letters of objection were received during the comment period.

There are currently two existing taller buildings that are located closer to SPG than ASN 17-16926. The first existing building was evaluated and approved under ASN 2003-ASO-7105-OE, built to a height of 355/365 feet AMSL, charted under OAS Number 12-005031, and located approximately 486 feet southeast of ASN 17-16926. The second existing building was evaluated and approved under ASN 2014-ASO-5935-OE, built to a height 481/491 feet AMSL, charted under OAS Number 12-103913, and located approximately 1,741 feet south of ASN 17-16926.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.

- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

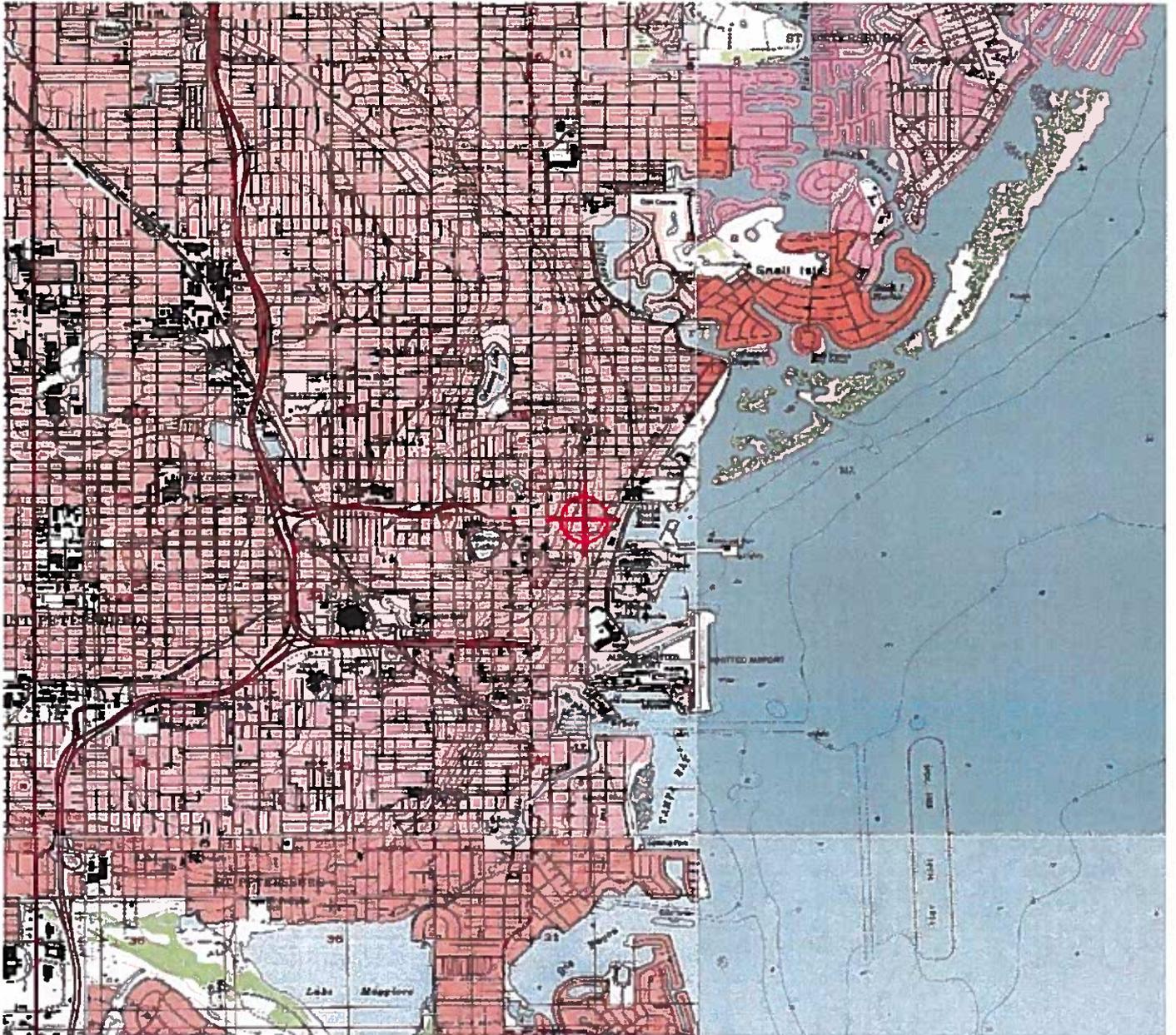
The proposed structures' proximity to the airport was considered and found to be acceptable.

The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed structure would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

Therefore, it is determined that the proposed structure would not have a substantial adverse effect upon the safe and efficient utilization of the navigable airspace by aircraft or on any navigation facility and would not be a hazard to air navigation.

TOPO Map for ASN 2017-ASO-16926-OE



MEMORANDUM
CITY OF ST. PETERSBURG
ENGINEERING DEPARTMENT

TO: Corey Malyszka, Development Services Department
FROM: Nancy Davis, Engineering Plan Review Supervisor
DATE: November 6, 2017
SUBJECT: Site Plan Review – Bezu Condominium
FILE: 17-31000008

LOCATION: 356 1st Street North 19/31/17/74466/012/0013
PIN: 116 4th Avenue North 19/31/17/74466/012/0031
ATLAS: E-4
PROJECT: Bezu Condominium
REQUEST: Approval of a site plan to construct a 23-story, 29-unit multi-family development. The applicant is requesting floor area ratio bonuses and a variance to the Albert Whitted Overlay Height Standards.

The Engineering Department has no objection to the proposed site plan and recommend that the following special conditions and standard comments are included as conditions of approval:

SPECIAL CONDITIONS OF APPROVAL:

1. The scope of this project triggers compliance with the Drainage and Surface Water Management Regulations found in City Code Section 16.40.030. Submit drainage calculations which conform to the water quantity and the water quality requirements of City Code Section 16.40.030. Please note the volume of runoff to be treated shall include all off-site and on-site areas draining to and co-mingling with the runoff from that portion of the site which is redeveloped. Stormwater systems which discharge directly or indirectly into impaired waters must provide net improvement for the pollutants that contribute to the water body's impairment. Stormwater runoff release and retention shall be calculated using the Rational formula and a 10 year 1 hour design storm.

It is noted that plans indicate the construction of an underground retention vault, though it appears that an underground public stormwater conveyance system is not in the vicinity to accept discharges from the vault. Any proposed bubbler type overflow must be properly managed since the bubbler creates a point discharge which no longer mimics existing site discharge conditions. The Engineer of Record must provide a conservative drainage design using a pre-development coefficient of runoff equal to 0.20 and in no case, shall discharge from a bubbler exceed ½ - 1 cfs during the City's 10 year 1 hour design storm. For a bubbler overflow system to be approved by the City, the Engineer of Record must provide adequate information to verify a positive overland flow path to a public stormwater conveyance system. Bubbler discharges shall not create a point discharge over a public sidewalk, shall not cause erosion, and shall not cause a nuisance to adjacent property. A Minor Easement Permit is required for any bubbler system which is placed within the public right of way to document private ownership and maintenance responsibility.

2. Public sidewalks are required by City of St. Petersburg Municipal Code Section 16.40.140.4.2 unless specifically limited by the DRC approval conditions. Within the DC zoning district, a minimum 10-foot wide public sidewalk is required in the right-of-way of 1st Street North and within the right of way of 4th Avenue North adjacent to the project. Existing sidewalks must be removed and replaced to meet the width requirements of the City's code as may be applicable. Existing sidewalks and new sidewalks will require curb cut ramps for physically handicapped and truncated dome tactile surfaces (of contrasting color to the adjacent sidewalk, colonial red color preferred) at all corners or intersections with roadways that are not at sidewalk grade and at each side of proposed driveways per current ADA requirements. Concrete sidewalks must be continuous through all driveway approaches. All public sidewalks must be restored or reconstructed as necessary to good and safe ADA compliant condition prior to Certificate of Occupancy.

3. Per land development code 16.40.140.4.6 (9), habitable floor elevations for commercial projects must be set per building code requirements to at least one foot above the FEMA elevation. Habitable floor elevations for projects subject to compliance with the Florida Building Code, Residential, shall be set per building code requirements to at least two feet above the FEMA elevation. The construction site upon the lot shall be a minimum of one foot above the average grade crown of the road, which crown elevation shall be as set by the engineering director. Adequate swales shall be provided on the lot in any case where filling obstructs the natural ground flow. In no case shall the elevation of the portion of the site where the building is located be less than an elevation of 103 feet according to City datum.

4. Wastewater reclamation plant and pipe system capacity will be verified prior to development permit issuance. Any necessary sanitary sewer pipe system upgrades or extensions (resulting from a proposed service or an increase in projected flow) as required to provide connection to a public collection system of adequate capacity and condition, shall be performed by and at the sole expense of the applicant. Proposed design flows (ADF) must be provided by the Engineer of Record on the City's Wastewater Tracking Form (form available upon request from the City Engineering department, phone 727-893-7238). If an increase in flow of over 1000 gpd is proposed, the ADF information will be forwarded to the City Water Resources department for a system analysis of public main sizes 10 inches and larger proposed to be used for connection. The project engineer of record must provide and include with the proposed civil utility connection plan, 1) a completed Wastewater Tracking form, and 2) a capacity analysis of public mains less than 10 inches in size which are proposed to be used for connection. If the condition or capacity of the existing public conveyance system is found insufficient, the conveyance system must be upgraded to provide adequate capacity and condition, by and at the sole expense of the developer. The extent or need for system improvements cannot be determined until proposed design flows and sanitary sewer connection plan are provided to the City's Water Resources department for system analysis of main sizes 10" and larger. Connection charges are applicable and any necessary system upgrades or extensions shall meet current City Engineering Standards and Specifications and shall be performed by and at the sole expense of the developer.

5. All existing redundant (abandoned) driveway approaches or drop curbing which exist within the public right-of-way around the perimeter of the project redevelopment shall be removed as part of the project. Pavement surfaces associated with these approaches shall be completely removed from within the right-of-way and any existing drop curbing shall be removed and replaced with a raised curb to match existing curb type.

6. This project is within the Downtown National Historic District. All existing roadway brick, granite roadway curbing, and hexagon block sidewalk must be preserved. Any existing brick, granite curbing, or hexagon block which will not be utilized or is contained within streets or alleys to be vacated shall remain the property of the City and shall be neatly stacked, palletized and returned to the City's Maintenance yard by and at the expense of the developer.

7. Parking garage entrances/exits shall be designed to meet requirements as mandated by the City of St. Petersburg Land Development Code Section 16.40.090.3.5. Garage security gates with controlled access and vehicular elevators must be designed to meet the minimum vehicle stacking requirements identified in Section 16.40.090.3.5(g) and to prevent vehicular encroachment into the public sidewalk or public roadway during operation. Any proposed card access readers shall be located within private property boundaries. An automatic warning system must be installed at the garage exit which activates an audible and visible signal sufficient to warn pedestrians of vehicles exiting the garage and to require vehicles to yield to pedestrians. The final plan must include adequate signage, warning lights and wiring as required for public safety.

8. A work permit issued by the Engineering Department must be obtained prior to the commencement of construction within dedicated right-of-way or public easement. All work within right of way or public utility easement shall be in compliance with current City Engineering Standards and Specifications and shall be installed at the applicant's expense in accordance with the standards, specifications, and policies adopted by the City.

STANDARD COMMENTS:

Water service is available to the site. The applicant's Engineer shall coordinate potable water and /or fire service requirements through the City's Water Resources department. Recent fire flow test data shall be utilized by the site Engineer of Record for design of fire protection system(s) for this development. Any necessary system upgrades or extensions shall be performed at the expense of the developer.

Water and fire services and/or necessary backflow prevention devices shall be installed below ground in vaults per City Ordinance 1009-g (unless determined to be a high hazard application by the City's Water Resources department or a variance is granted by the City Water Resources department). Note that the City's Water Resources Department will require an exclusive easement for any meter or backflow device placed within private property boundaries. City forces shall install all public water service meters, backflow prevention devices, and/or fire services at the expense of the developer. Contact the City's Water Resources department, Kelly Donnelly, at 727-892-5614 or kelly.donnelly@stpete.org. All portions of a private fire suppression system shall remain within the private property boundaries and shall not be located within the public right of way (i.e. post indicator valves, fire department connections, etc.).

Plan and profile showing all paving, drainage, sanitary sewers, and water mains (seawalls if applicable) to be provided to the Engineering Department for review and coordination by the applicant's engineer for all construction proposed or contemplated within dedicated right-of-way or easement.

Development plans shall include a grading plan to be submitted to the Engineering Department including street crown elevations. Lots shall be graded in such a manner that all surface drainage shall be in compliance with the City's stormwater management requirements. A grading plan showing the building

site and proposed surface drainage shall be submitted to the engineering director.

Development plans shall include a copy of a Southwest Florida Water Management District Management of Surface Water Permit or Letter of Exemption or evidence of Engineer's Self Certification to FDEP.

It is the developer's responsibility to file a CGP Notice of Intent (NOI) (DEP form 62- 21.300(4)(b)) to the NPDES Stormwater Notices Center to obtain permit coverage if applicable.

The applicant will be required to submit to the Engineering Department copies of all permits from other regulatory agencies including but not limited to FDOT, FDEP, SWFWMD and Pinellas County, as required for this project. Plans specifications are subject to approval by the Florida state board of Health.

Upon redevelopment, the applicant will be required to submit a completed Stormwater Management Utility Data Form to the City Engineering Department with any plans for redevelopment on this site. This form may be obtained by contacting the Engineering front counter phone 727-893-7238 or email to Marta.Hegenbarth@stpete.org.

NED/MJR/mh

pc: Kelly Donnelly
Reading File
Correspondence File
SUBDIV FILE SALT CREEK BAYBORO SUB #2 BLK 1, LOT 2 (PER OR'S 9205/595, 13651/1838)



RECEIVED
 NOV 22 2017
 DEVELOPMENT REVIEW

PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT
DEVELOPMENT REVIEW SERVICES DIVISION

DEVELOPMENT REVIEW COMMISSION

REGISTERED OPPONENT FORM

Contact Information

Name	WILLIAM L. HERRMANN	
Street Address	130 4 Ave N #405	
City ST ZIP Code	St Petersburg FL 33701	
Telephone	954-803-6838	
Email Address	WLHERRMANN@Gmail.com	
Signature		Date 11/21/17

Date of Hearing

Date of Hearing	December 6, 2017
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Case No.

Case No.	17 17-31000008
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Case Address

Case Address	116 4th Ave N # 356 1st St N
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Special Requirements

Ability to Project images from either window PC or ppt image to overhead screen

Information on Procedures for Hearing

- 1) Staff, applicant, and, registered opponent will have a total of ten (10) minutes each to present their case.
- 2) The cross-examination phase allows each participant five (5) minutes to ask questions of any individual or party that presented testimony in the presentation phase or public hearing. All questions shall be directed to the Chair who will direct the question to the appropriate person.
- 3) The rebuttal/closing statements phase allows each participant five (5) minutes to rebut prior arguments and make closing statements.
- 4) The Commission Chair will then close the proceedings and go into Executive Action and make a decision. The Commission members may ask questions at any time during the Quasi-Judicial process.

Return form to Clerk of DRC Commission, pamela.jones@stpete.org, at least one week prior to the hearing.

Corey D. Malyszka

From: Ron Bullock <ronebullock@gmail.com>
Sent: Friday, November 24, 2017 2:25 PM
To: Corey D. Malyszka
Subject: Case No 17-31000008 re 116 4 Ave N and 356 1St

Dear Corey,

I am an Owner/Resident at Townview (Unit 301) located diagonally across the corner from the proposed 23 story BEZU condo tower. I have the expected local resident dread of yet another 2 years of construction noise, dust and traffic but I hold no particular objections to the application right now. I would like some additional information however to help me decide if I wish to register as an opponent, request a short opportunity to speak as a member of the public or be satisfied to simply sit and listen at the 2:00 pm Dec 6 Public Hearing.

1. What are the proposed start/finish construction dates?
2. What are the dimensions of the proposed building lot shown with dotted lines on the aerial view picture?
3. How much space is there between the proposed foundation footprint and the lot lines?
4. What does the variance "floor area ratio bonuses" mean?
5. Does the tower "mushroom out" as it rises from the foundation footprint? If so at what height and how far out?
6. What is the distance from the resident unit balconies of the existing rear adjacent property that has not even a separating lane way to the proposed structure?
7. How will the proposed structure impact those same residents balcony view, noise and hours a day of sunlight?
8. What is the height variance requested as stated in condo floors above the Albert Witted Airport height standard?
9. What other recent variances to airport height standards in the downtown area that could be considered as precedence have been granted?
10. Where will vehicles owned by residents and guests enter and exit the property?
11. How many parking spaces/units will there be for (a.) residents (b) their guests (c) handicap spaces?
12. Does the design plan for any commercial space on the main floor and if so what off street parking is allocated to it?
13. Where will commercial vehicles i.e. Trades, TV/phone/Internet providers, delivery vans be expected to park?
14. What design provisions have been proposed for (a) residents to dispose of their garbage? (b) Where will the bin(s) be located? (c) Where will the garbage truck stop to pick up garbage? (d) How close to the adjoining property balconies?
15. How will the design impact our apparently inadequate sewers capacity?
16. Does the design provide for the space required for a Parking cop/Concierge/Receptionist/Management company Rep?

I greatly appreciate the time and effort I know you will put into answering me and I assume many others Corey so if I have not been sufficiently clear, please do not hesitate to call me for clarification.

Kindest regards,
Ron Bullock
727-346-5457

Corey D. Malyszka

From: William Herrmann <wlherrmann@gmail.com>
Sent: Wednesday, September 20, 2017 11:08 AM
To: Corey D. Malyszka
Subject: Re: 4th Ave and 1St N

Corey,

Would 1pm today a good time?

Bill

Sent from my iPhone
Please excuse typos and auto-correct errors

On Sep 19, 2017, at 4:53 PM, William Herrmann <wlherrmann@gmail.com> wrote:

Thanks. You do a tough job very well!

Bill

Sent from my iPhone
Please excuse typos and auto-correct errors

On Sep 19, 2017, at 4:45 PM, Corey D. Malyszka <Corey.Malyszka@stpete.org> wrote:

Bill,

Any changes to the street parking will require approval by our Transportation Dept. As part of the site plan approval process, the application is routed to Transportation to make any comments or address any concerns. The base of the building is shown in green, as the building rises, the building is set back from the interior property line. We ask that the elevations show the property lines so we can verify setbacks. We do not ask that they include the neighboring buildings on the elevation drawings. The base of the building will need to be revised to comply with the design regulations of the downtown zoning district. As mentioned before, you will receive notice that the application has been scheduled for public hearing. We try to send out the notice about three to four-weeks prior to the hearing. You can review the plans at any time and speak at the public hearing. If the Development Review Commission approves the project, their approval can be appealed by any citizen of St Petersburg to City Council, there is a nominal fee. If the application is declined by the Development Review Commission, the applicant can appeal the denial to City Council, there is a nominal fee. If the project is approved either by DRC or Council or both, the next step would be for the developer to submit for building permits. Notice is not sent out when drawings have been submitted for permitting.

Corey Malyszka

Urban Design and Development Coordinator, Planning and Economic Development
Department
City of St Petersburg
727.892.5453
corey.malyszka@stpete.org

From: William Herrmann [<mailto:wlherrmann@gmail.com>]
Sent: Tuesday, September 19, 2017 4:10 PM
To: Corey D. Malyszka <Corey.Malyszka@stpete.org>
Cc: Evan Mory <Evan.Mory@stpete.org>
Subject: Re: 4th Ave and 1St N

Corey,

Thank you for getting this to me so quickly.

A few questions- first please confirm that the green outline is the proposed building location. Second, the renderings of the building, do not appear to provide an accurate view of what the area will look like. When looking at the north elevation, it would be useful to see the proximity of the Flori. I do not believe that the look will be what you guys really want.

How can I monitor it through the review process?

Finally, parking is a concern. Evan Mory worked hard to go to diagonal so we could maximize the parking in the area. The submittal calls for going to parallel.

Bill Herrmann

Sent from my iPad
Please excuse typos and auto-correct errors

On Sep 19, 2017, at 15:14, Corey D. Malyszka <Corey.Malyszka@stpete.org> wrote:

William,

Attached is the application that has been submitted. The application is incomplete and has not been scheduled for public hearing. As a property owner within 200 feet of the subject property, you will receive a public notice about when the case will be heard before the Development Review Commission. Staff has a larger copy of site plan that can be viewed, if the site plan that is attached in this email is too small. You are welcome to come down to the Municipal Services Center, 1 4th St N, first floor, during business hours to review the file. Hours are M, T, TH and F 8 to 4:30 and W 8 to 3:00.

Corey Malyszka
Urban Design and Development Coordinator, Planning and Economic
Development Department
City of St Petersburg

727.892.5453
corey.malyszka@stpete.org

Your Sunshine City

<DOC026.pdf>

Corey D. Malyszka

From: Steve Seibert <steve@seibertlaw.com>
Sent: Tuesday, November 28, 2017 4:26 PM
To: Corey D. Malyszka
Cc: 'Jeana'; pbranumbelmont@gmail.com
Subject: Case No: 17-31000008(4th Ave. and 1st St. North); Email in Opposition

Dear Mr. Malyszka,

My wife and I bought a condominium unit at Fareham Square just a couple of months ago (September 2017). We intend to reside there year-round. One of the draws for our particular location is the scale of the neighborhood; we are surrounded by single-digit story buildings (both residential and commercial), although we understand an 11-story hotel is now being constructed to the east.

In no case, however, do we see a 23-story building in our vicinity north of 1st Street North, with a parking garage that would tower over our units. This is, in my opinion, a serious overbuilding of the site. It just doesn't fit on this small lot given the residential structures abutting it. I have not had the opportunity to review the application but hope the City would require the applicant to fully justify the requested floor area bonuses and a Variance to the Overlay Height Standards.

I've always thought that zoning and land use decisions should reflect the *reasonable expectations* of the government, the land owner and the neighbors. I do not believe a 23-story development on that particular site is reasonable to expect; it certainly is not for my wife and me.

We will be out of town for the Dec. 6 Public Hearing on this matter. I respectfully ask that this email be made part of the public record. Thank you for your consideration of these comments.

Sincerely,

Steven M. Seibert

Steven M. Seibert, Esq.
301 2nd Street North #12
St. Petersburg, FL
steve@seibertlaw.com
850.321.9051

Corey D. Malyszka

From: peter belmont <pbranumbelmont@gmail.com>
Sent: Tuesday, November 28, 2017 6:12 PM
To: Corey D. Malyszka
Cc: Elizabeth Abernethy
Subject: Re: Bezu

thanks corey; my perspective is the one I seem to usually express where I have an issue with proposed development - the far & setback requirements, etc. are only part of the standards; there is also a neighborhood compatibility requirement and I don't think it is compatible with the neighboring DC-2 development - having large parking podiums spread around the neighborhood is not my vision for DC-2

On Tue, Nov 28, 2017 at 2:12 PM, Corey D. Malyszka <Corey.Malyszka@stpete.org> wrote:

Peter,

The applicant did send a copy of the application to Marilyn. Staff informed the applicant that Marilyn is not the President of the DNA and that a copy of the application shall be sent to Gina Driscoll, the current President of the DNA. Attached are the email correspondences. The proposed building, including the parking garage, does comply with the applicable setbacks, building height, FAR with bonuses and building design as outlined in Section 16.20.120. Downtown Center Districts. The City's Transportation Department has reviewed and approved the location of the ingress/egress driveways into the parking garage.

Corey Malyszka

Urban Design and Development Coordinator, Planning and Economic Development Department

City of St Petersburg

[727.892.5453](tel:727.892.5453)

corey.malyszka@stpete.org

[Your Sunshine City](#)

----- Forwarded message -----

From: Joe Lacki <jlacki@architectonicsstudio.com>

To: "ginadriscoll1@gmail.com" <ginadriscoll1@gmail.com>
Cc: "Corey D. Malyszka" <Corey.Malyszka@stpete.org>, michel regignano <zrecon2@gmail.com>, Scott Reese <sreese@architectonicsstudio.com>, Krassen Gueorguiev <Kgueorguiev@architectonicsstudio.com>, Elizabeth Abernethy <Elizabeth.Abernethy@stpete.org>, Dave S Goodwin <Dave.Goodwin@stpete.org>, Todd Pressman <todd@pressmaninc.com>
Bcc:
Date: Mon, 16 Oct 2017 18:22:01 +0000
Subject: Bezu Condos

Hi Gina,

I know you have previously spoke with Michel Regignano, the developer of this project. I just wanted to keep in touch with you and send you the latest plans on the project. There has been some minor revisions to the ingress and egress to the project and we have added some additional drawings to show a typical floor plan, and the parking garage plans. I've also included the latest elevations. I'm hoping you will find that this will be a welcomed addition to our beautiful St. Pete skyline. Please reach out to Michel or I if you have any questions or concerns. Thank-you.

Sincerely,

Joseph Lacki, President



Architectonics Studio, Inc.

2600 Dr. Martin Luther King, Jr. Street North

Suite 600

St. Petersburg, FL 33704

Phone: [727-323-5676](tel:727-323-5676)

Fax: [727-323-5826](tel:727-323-5826)

Cell: [727-656-1034](tel:727-656-1034)

Email: jlacki@asi-fl.com

Visit our website @ www.architectonicsstudio.com

----- Forwarded message -----

From: Joe Lacki <jlacki@architectonicsstudio.com>

To: Gina Driscoll <ginadriscoll1@gmail.com>

Cc: Elizabeth Abernethy <Elizabeth.Abernethy@stpete.org>, "Corey D. Malyszka" <Corey.Malyszka@stpete.org>, michel regignano <zrecon2@gmail.com>, Krassen Gueorguiev <Kgueorguiev@architectonicsstudio.com>, "todd@pressmaninc.com" <todd@pressmaninc.com>, Dave S Goodwin <Dave.Goodwin@stpete.org>

Bcc:

Date: Mon, 16 Oct 2017 19:01:10 +0000

Subject: RE: Bezu Condos

Thanks Gina- if you have any questions please contact us.

Sincerely,

Joseph Lacki, President



Architectonics Studio, Inc.

2600 Dr. Martin Luther King, Jr. Street North

Suite 600

St. Petersburg, FL 33704

Phone: [727-323-5676](tel:727-323-5676)

Fax: [727-323-5826](tel:727-323-5826)

Cell: [727-656-1034](tel:727-656-1034)

Email: jlacki@asi-fl.com

Visit our website @ www.architectonicsstudio.com

From: Gina Driscoll [mailto:ginadriscoll1@gmail.com]

Sent: Monday, October 16, 2017 2:50 PM

To: Joe Lacki <jlacki@architectonicsstudio.com>

Subject: Re: Bezu Condos

Thank you, Joe! I'll share this with the planning and development committee.

Gina

On Oct 16, 2017, at 2:22 PM, Joe Lacki <jlacki@architectonicsstudio.com> wrote:

Hi Gina,

I know you have previously spoke with Michel Regignano, the developer of this project. I just wanted to keep in touch with you and send you the latest plans on the project. There has been some minor revisions to the ingress and egress to the project and we have added some additional drawings to show a typical floor plan, and the parking garage plans. I've also included the latest elevations. I'm hoping you will find that this will be a welcomed addition to our beautiful St. Pete skyline. Please reach out to Michel or I if you have any questions or concerns. Thank-you.

Sincerely,

Joseph Lacki, President

Architectonics Studio, Inc.

2600 Dr. Martin Luther King, Jr. Street North

Suite 600

St. Petersburg, FL 33704

Phone: 727-323-5676

Fax: 727-323-5826

Cell: 727-656-1034

Email: jlacki@asi-fl.com

Visit our website @ www.architectonicsstudio.com

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<2017-115-SP-Site Plan.pdf>

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<2017-115-SP-Site Plan_reduced.pdf>

Corey D. Malyszka

From: duellyduo <duellyduo@gmail.com>
Sent: Tuesday, November 21, 2017 9:24 AM
To: Corey D. Malyszka
Subject: 4th Ave N and 1st N public hearing

Dear Corey,

Received notice of Public Hearing for Site Plan approval of 23 story 29 unit building at 116 4thAve N and 357 1st Street N.

I am vehemently opposed to this project. The proposal is too large and brings more problems to the already crowded downtown St. Petersburg. I could go on and on --but feel it is needless.

Again I am strongly opposed.

Sincerely,

Susan E, Wright
Owner #614 Flori deLeon



st.petersburg
www.stpete.org

**CITY OF ST. PETERSBURG
PLANNING & ECONOMIC DEVELOPMENT DEPT.
DEVELOPMENT REVIEW SERVICES DIVISION**

**DEVELOPMENT REVIEW COMMISSION
STAFF REPORT**

**SPECIAL EXCEPTION
PUBLIC HEARING**

According to Planning & Economic Development Department records, **no Commission member** 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.

REPORT TO THE DEVELOPMENT REVIEW COMMISSION FROM DEVELOPMENT REVIEW SERVICES DIVISION, PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT, for Public Hearing and Executive Action on December 6, 2017, at 2:00 P.M. in Council Chambers, City Hall, 175 Fifth Street North, St. Petersburg, Florida.

CASE NO: 17-32000029 **PLAT SHEET:** K-9

REQUEST: Approval of a Special Exception and related Site Plan to construct a surface parking lot on a residential zoned property for a 2,500 square foot restaurant with a drive-thru. The applicant requested Variances to the location of the 1) speaker box and the drive-thru lane and 2) design standards for accessory parking lot on residentially zoned property.

APPLICATION: 17th St S St Pete LLC
Salem Gharsalli 18430 Kuka Lane
Spring Hill, Florida 34610-2129

AGENT: Sycamore Engineering, Inc.
JD Alsabbagh 8370 W. Hillsborough Avenue
Tampa, Florida 33615

ADDRESS: 3412 17TH Avenue South

PARCEL ID NO: 27/31/16/75402/000/0700, 710, 720 & 730

LEGAL DESCRIPTION: On File

ZONING: CCS-1 & NSM-1

SITE AREA TOTAL: 24,232 square feet or 0.55 acres

GROSS FLOOR AREA:

Existing:	0 square feet	0.0 F.A.R.
Proposed:	2,500 square feet	0.14 F.A.R.
Permitted:	9,823square feet	0.55 F.A.R.

BUILDING COVERAGE:

Existing:	0 square feet	0% of Site MOL
Proposed:	2,500 square feet	10% of Site MOL
Permitted:	N/A	

IMPERVIOUS SURFACE:

Existing:	0 square feet	0% of Site MOL
Proposed:	18,182 square feet	75% of Site MOL
Permitted:	19,322 square feet	80% of Site MOL

OPEN GREEN SPACE:

Existing:	24,232 square feet	100% of Site MOL
Proposed:	6,050 square feet	25% of Site MOL

PAVING COVERAGE:

Existing:	0 square feet	0% of Site MOL
Proposed:	15,682 square feet	65% of Site MOL

PARKING:

Existing:	0;
Proposed:	21; including 1 handicapped spaces
Required	17; including 1 handicapped spaces

BUILDING HEIGHT:

Existing:	0 feet
Proposed:	28 feet
Permitted:	36 feet

APPLICATION REVIEW:

I. PROCEDURAL REQUIREMENTS: The applicant has met and complied with the procedural requirements of Section 16.10.020.1 of the Municipal Code for 1) a restaurant with a drive-thru, which is a permitted use in the CCS-1 Zoning District, and 2) an accessory surface parking lot on a residentially-zoned property, which is a Special Exception use within the NSM-1 Zoning District.

II. DISCUSSION AND RECOMMENDATIONS:

The Request:

The applicant seeks approval to construct a 2,500 square foot restaurant with a drive thru and an accessory surface parking lot on a residentially zoned property. The accessory surface parking lot on a residentially zoned property is a Special Exception use which requires approval by the Development Review Commission (DRC). The applicant is requesting Variances to the location of the 1) speaker box and the drive-thru lane and 2) ingress and egress driveway located on a residential zoned lot.

The subject property is located at the southwest corner of 34th Street South and 17th Avenue South. The property was originally developed with four (4) residences. The property is currently vacant.

Current Proposal:

The DRC unanimously approved a substantially similar application on February 2, 2010. The subject application expired on February 2, 2013. The applicant now wants to move forward with the same plan. To proceed, the applicant has submitted a new application for review and approval.

The applicant proposes to construct a 2,500 square foot restaurant with a drive-thru. The site plan identifies the proposed building to be located towards the northeast corner of the subject property. Vehicular ingress/egress will be from 17th Avenue South and the existing east-west alley that abuts the southern portion of the property. The location of the ingress/egress drive at 17th Avenue South is not allowed since that portion of the property is zoned for residential use. The applicant is requesting a variance to permit the location of the ingress/egress drives as proposed. The drive-thru as proposed will wrap the building along the north, west and south sides. The menu board will be located on the north side of the building. As proposed, the drive-thru use will be located in the front yard which is not permit by City Code. The applicant is requesting a variance to this requirement. Pedestrian access to the subject property will be from the existing sidewalk along 34th Street South and from a new sidewalk along 17th Avenue South. The dumpster is identified to be located along the alley on the commercially zoned portion of the subject property.

The proposed building will be a traditional style of architecture. The building will have recesses and projections in the façade and changes in the roof line. The north building elevation requires additional transparency to meet the design regulations. A condition has been added to the report to address this requirement.

Special Exception:

As mentioned above, the parking spaces on the NSM-1 zoned parcel is a Special Exception use that requires the Development Review Commission's (DRC's) review and approval. The DRC is responsible to evaluate the proposed use to ensure compliance with the applicable review criteria as outlined in City Code, with a focus on the potential for adverse impacts such as noise, light, traffic circulation, traffic congestion and compatibility. Staff has suggested several special conditions of approval for the DRC's consideration. The special conditions are intended to promote compatibility and minimize negative impacts on the adjacent residential neighborhood consistent with the applicable standards in the City's Land Development Regulations for these types of uses. If the request is approved consistent with the suggested special conditions, Staff does not anticipate a significant impact to the surrounding area.

VARIANCES:

1 Location of speaker box and the drive-thru lane (Subsection 16.50.150.4.5):

Required:	Interior side or rear yard
Proposed:	Front yard

The drive-thru regulations direct drive-thru uses to interior side yards or rear yards. In the case of the subject property, the site consists of four (4) contiguous platted lots with the legal front

yards facing 17th Avenue South. In addition, because 34th Street South is a major street, the eastern side of the site is also considered to be a front yard. The interior side yard along the western side of the property abuts residentially-zoned land. The applicant proposes to install the menu board and the required stacking for the drive-thru along the north side of the building. The pickup window would be located on the southern side of the building. The Code does not allow drive-thru uses in the front yard. The Code requires that drive-thru uses be situated along the rear and interior side of the property, unless the rear or interior side of the subject property abuts a residential use, then the drive-thru can be located along the street side. The property located west of the subject property is zoned residential. As such, the Code directs that the drive-thru use should not be located along the western portion of the site to protect the adjacent residential zoning. In order to adequately design the site and have adequate stacking between the pick-up window and menu board, the applicant has placed the menu board and drive-thru stacking lane along the north side of the building. The applicant could redesign the site to locate the menu board and drive-thru stacking along the south side of the building. However, doing so would create a conflict between vehicles entering the site and vehicles stacked at the drive-thru. The north side of the property, even though technically a front yard, will function as the perceived street side yard due to the existing commercial development pattern along 34th Street South. A condition has been added to the report that requires the applicant to buffer the drive-thru use from the front of the property facing 17th Avenue South with a low wall, fence or landscaped berm. Similar requirements have been adopted by the Commission in the past for other drive-thru uses facing a public roadway.

2 Design Standards for accessory parking lot on residentially zoned property (Subsection 16.40.090.3.6.A.2):

- a. **Ingress and egress shall be from the alley, or the abutting use; and**
- b. **There shall be no movement of vehicles between the hours of 10:00 p.m. and 7:00 a.m. Access to the parking lot shall be physically prohibited during restricted hours.**

The Code requires that the building be placed closer to the corner of 17th Avenue and 34th Street in an attempt to enhance the streetscape by making the building more prominent than the parking lot. By applying this requirement to a drive-thru use on this specific site, the remaining areas for provision of a well-designed driveway that meets applicable traffic safety standards becomes limited. The subject property, including the residentially zoned portion is 200 feet deep (east-west). To allow for adequate on-site circulation without conflicts with the proposed drive-thru and to prevent vehicles from stacking in the right-of-way, the ingress/egress drive has been proposed as far west as possible. While not a perfect design solution, Staff believes allowing the proposed driveway as depicted on the plan will result in a site that functions more efficiently and results in fewer traffic conflicts. Moving the driveway 20 feet further to the east would comply with the Code but would cause a significant disruption to the overall traffic circulation plan. However, the parking spaces on the residentially zoned lot will be prohibited from being used between the hours of 10:00 p.m. and 7:00 a.m. A condition has been added to report to address this.

Public Comments:

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

III. RECOMMENDATION:

- A. **Staff recommends APPROVAL of the following:**
 1. **Variance for location of speaker box and the drive-thru lane;**

2. Variance for design standards for an accessory parking lot on residentially zoned property; and
3. Special Exception and related side plan for surface parking lot on a residential zoned property.

B. SPECIAL CONDITIONS OF APPROVAL:

1. The building elevations submitted for permitting shall comply with Section 16.20.090.7.
2. The drive-thru services shall be prohibited between the hours of 12:00 a.m. and 6:00 a.m. weekdays and between 1:00 a.m. and 6:00 a.m. on Saturday and Sunday.
3. The applicant shall record a legal instrument approved by the City Attorney and recorded with the Clerk of Circuit Court of Pinellas County that ensures the off-site storm water retention area will not be disposed of so long as the retention is required. Landscaping shall be provided around the exterior perimeter of the retention pond.
4. The applicant shall be responsible for restricting the parking spaces located on the NSM-1 zoned portion of the property. The applicant shall install signs that prohibit the use of those spaces between the hours of 10:00 p.m. and 7:00 a.m.
5. The applicant shall be responsible for ensuring that the NSM-1 portion of the parking lot is not utilized for any sales or service activities, heavy vehicles or similar equipment.
6. A five (5)-foot high concrete masonry wall finished to match the building shall be installed along the western and southern property lines of the NSM-1 zoned portion of the subject property and along the western property line of the off-site storm water retention/overflow parking lot located south of the alley, except where the property line intersects the ingress/egress drive. A four (4)-foot high concrete masonry wall finished to match the building shall be installed along the northern property line of the NSM-1 zoned portion of the subject property, except where the property line intersects the ingress/egress drive.
7. A three (3)-foot high concrete masonry wall finished to match the building or a two (2)-foot high landscape berm shall be installed along the northern side of the drive-thru lane.
8. The alley shall be paved to City Standards between the ingress/egress drive and 34th Street South.
9. The landscape plan submitted for permitting shall identify the proposed freestanding sign.
10. The site plan submitted for permitting shall be revised to comply with the minimum bicycle parking requirement per Code Section 16.40.090.4.
11. The site plan shall comply with Section 16.40.070 Lighting.
12. Bicycle parking shall comply with Section 16.40.090.4.1.
13. Plans shall be revised as necessary to comply with comments provided by the City's Engineering Department memorandum dated November 29, 2017.
14. Plans shall be revised as necessary to comply with comments provided by the City's Transportation and Parking Management Department correspondence dated November 29, 2017.

15. **The special exception and related site plan approval is valid until December 6, 2020. Substantial construction shall commence prior to the expiration date, unless an extension has been approved by the POD. A request for an extension must be received in writing prior to the expiration date.**

C. STANDARD CONDITIONS OF APPROVAL

(All or Part of the following standard conditions of approval may apply to the subject application. Application of the conditions is subject to the scope of the subject project and at the discretion of the Zoning Official. Applicants who have questions regarding the application of these conditions are advised to contact the Zoning Official.)

ALL SITE PLAN MODIFICATIONS REQUIRED BY THE DRC SHALL BE REFLECTED ON A FINAL SITE PLAN TO BE SUBMITTED TO THE PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT BY THE APPLICANT FOR APPROVAL PRIOR TO THE ISSUANCE OF PERMITS.

Building Code Requirements:

1. The applicant shall contact the City's Construction Services and Permitting Division and Fire Department to identify all applicable Building Code and Health/Safety Code issues associated with this proposed project.
2. All requirements associated with the Americans with Disabilities Act (ADA) shall be satisfied.

Zoning/Planning Requirements:

1. The applicant shall submit a notice of construction to Albert Whitted Field if the crane height exceeds 190 feet. The applicant shall also provide a Notice of Construction to the Federal Aviation Administration (FAA), if required by Federal and City codes.
2. All site visibility triangle requirements shall be met (Chapter 16, Article 16.40, Section 16.40.160).
3. No building or other obstruction (including eaves) shall be erected and no trees or shrubbery shall be planted on any easement other than fences, trees, shrubbery, and hedges of a type approved by the City.
4. The location and size of the trash container(s) shall be designated, screened, and approved by the Manager of Commercial Collections, City Sanitation. A solid wood fence or masonry wall shall be installed around the perimeter of the dumpster pad.

Engineering Requirements:

1. The site shall be in compliance with all applicable drainage regulations (including regional and state permits) and the conditions as may be noted herein. The applicant shall submit drainage calculations and grading plans (including street crown elevations), which conform with the quantity and the water quality requirements of the Municipal Code (Chapter 16, Article 16.40, Section 16.40.030), to the City's Engineering Department for approval. Please note that the entire site upon which redevelopment occurs shall meet the water quality controls and treatment required for development sites. Stormwater runoff

release and retention shall be calculated using the rational formula and a 10-year, one-hour design storm.

2. As per Engineering Department requirements and prior to their approval of any permits, the applicant shall submit a copy of a Southwest Florida Water Management District (or Pinellas County Ordinance 90-17) Management of Surface Water Permit or Letter of Exemption to the Engineering Department and a copy of all permits from other regulatory agencies including but not limited to FDOT and Pinellas County required for this project.
3. A work permit issued by the Engineering Department shall be obtained prior to commencement of construction within dedicated rights-of-way or easements.
4. The applicant shall submit a completed Storm Water Management Utility Data Form to the City's Engineering Department for review and approval prior to the approval of any permits.
5. Curb-cut ramps for the physically handicapped shall be provided in sidewalks at all corners where sidewalks meet a street or driveway.

Landscaping Requirements:

1. The applicant shall submit a revised landscape plan, which complies with the plan approved by the DRC and includes any modifications as required by the DRC. The DRC grants the Planning & Economic Development Department discretion to modify the approved landscape plan where necessary due to unforeseen circumstances (e.g. stormwater requirements, utility conflicts, conflicts with existing trees, etc.), provided the intent of the applicable ordinance(s) is/are maintained. Landscaping plans shall be in accordance with Chapter 16, Article 16.40, Section 16.40.060 of the City Code entitled "Landscaping and Irrigation."
2. Any plans for tree removal and permitting shall be submitted to the Development Services Division for approval.
3. All existing and newly planted trees and shrubs shall be mulched with three (3) inches of organic matter within a two (2) foot radius around the trunk of the tree.
4. The applicant shall install an automatic underground irrigation system in all landscaped areas. Drip irrigation may be permitted as specified within Chapter 16, Article 16.40, Section 16.40.060.2.2.
5. Concrete curbing, wheelstops, or other types of physical barriers shall be provided around/within all vehicular use areas to protect landscaped areas.
6. Any healthy existing oak trees over two (2) inches in diameter shall be preserved or relocated if feasible.
7. Any trees to be preserved shall be protected during construction in accordance with Chapter 16, Article 16.40.060.5 and Section 16.40.060.2.1.3 of City Code.

IV. CONSIDERATIONS BY THE DEVELOPMENT REVIEW COMMISSION FOR REVIEW (Pursuant to Chapter 16, Section 16.70.040.1.4 (D)):

- A. The use is consistent with the Comprehensive Plan.
- B. The property for which a Site Plan Review is requested shall have valid land use and zoning for the proposed use prior to site plan approval;

- C. Ingress and egress to the property and proposed structures with particular emphasis on automotive and pedestrian safety, separation of automotive and bicycle traffic and control, provision of services and servicing of utilities and refuse collection, and access in case of fire, catastrophe and emergency. Access management standards on State and County roads shall be based on the latest access management standards of FDOT or Pinellas County, respectively;
- D. Location and relationship of off-street parking, bicycle parking, and off-street loading facilities to driveways and internal traffic patterns within the proposed development with particular reference to automotive, bicycle, and pedestrian safety, traffic flow and control, access in case of fire or catastrophe, and screening and landscaping;
- E. Traffic impact report describing how this project will impact the adjacent streets and intersections. A detailed traffic report may be required to determine the project impact on the level of service of adjacent streets and intersections. Transportation system management techniques may be required where necessary to offset the traffic impacts;
- F. Drainage of the property with particular reference to the effect of provisions for drainage on adjacent and nearby properties and the use of on-site retention systems. The Commission may grant approval, of a drainage plan as required by city ordinance, County ordinance, or SWFWMD;
- G. Signs, if any, and proposed exterior lighting with reference to glare, traffic safety and compatibility and harmony with adjacent properties;
- H. Orientation and location of buildings, recreational facilities and open space in relation to the physical characteristics of the site, the character of the neighborhood and the appearance and harmony of the building with adjacent development and surrounding landscape;
- I. Compatibility of the use with the existing natural environment of the site, historic and archaeological sites, and with properties in the neighborhood as outlined in the City's Comprehensive Plan;
- J. Substantial detrimental effects of the use, including evaluating the impacts of a concentration of similar or the same uses and structures, on property values in the neighborhood;
- K. Substantial detrimental effects of the use, including evaluating the impacts of a concentration of similar or the same uses and structures, on living or working conditions in the neighborhood;
- L. Sufficiency of setbacks, screens, buffers and general amenities to preserve internal and external harmony and compatibility with uses inside and outside the proposed development and to control adverse effects of noise, lights, dust, fumes and other nuisances;
- M. Land area is sufficient, appropriate and adequate for the use and reasonably anticipated operations and expansion thereof;
- N. Landscaping and preservation of natural manmade features of the site including trees, wetlands, and other vegetation;

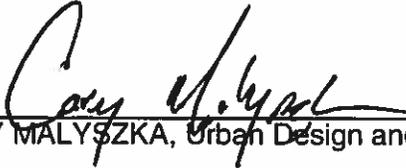
- O. Sensitivity of the development to on-site and adjacent (within two-hundred (200) feet) historic or archaeological resources related to scale, mass, building materials, and other impacts;
1. The site is **not within** an Archaeological Sensitivity Area (Chapter 16, Article 16.30, Section 16.30.070).
 2. The property is **not within** a flood hazard area (Chapter 16, Article 16.40, Section 16.40.050).
- P. Availability of hurricane evacuation facilities for developments located in the hurricane vulnerability zones;
- Q. Meets adopted levels of service and the requirements for a Certificate of Concurrence by complying with the adopted levels of service for:
- a. Water.
 - b. Sewer (Under normal operating conditions).
 - c. Sanitation.
 - d. Parks and recreation.
 - e. Drainage.

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

The land uses of the surrounding properties are:

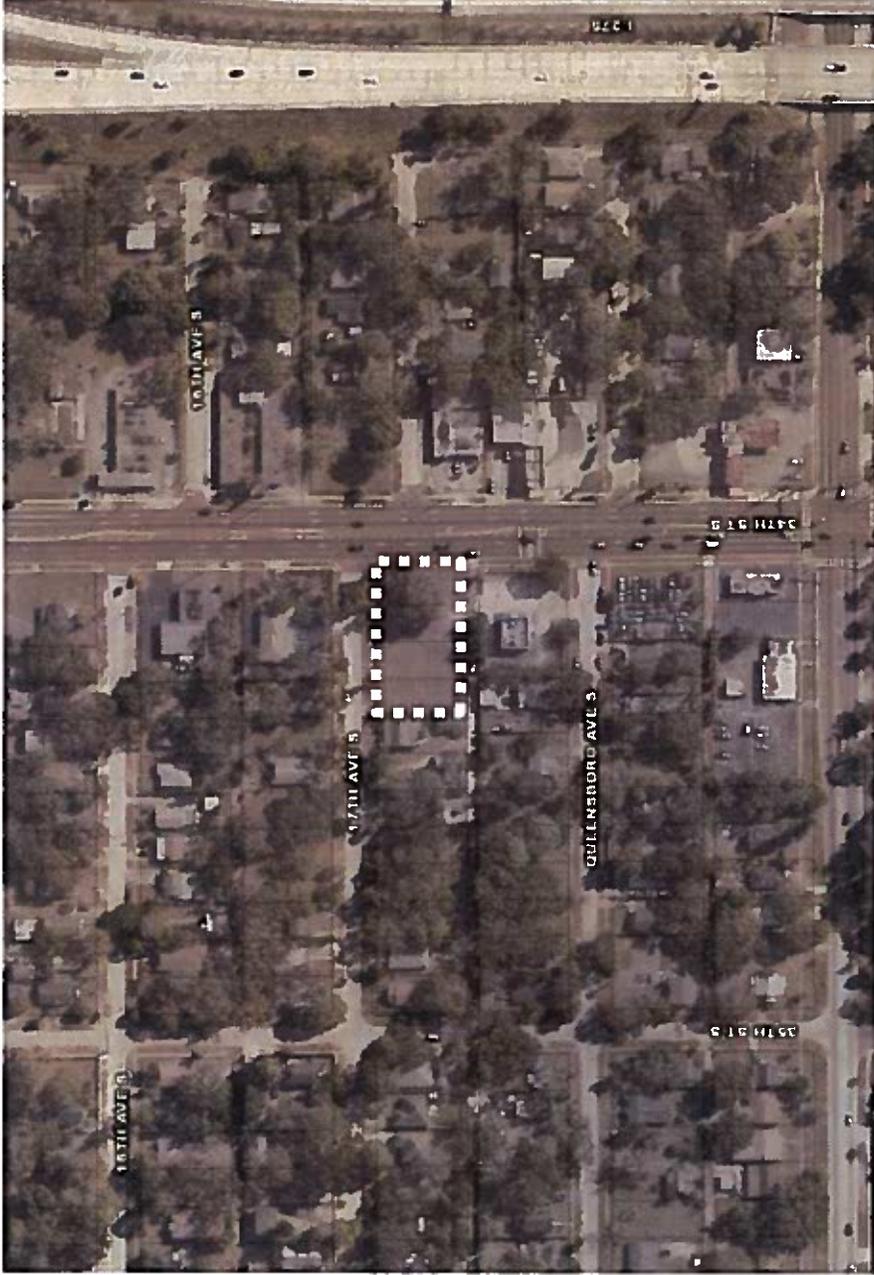
North:	Planned Redevelopment Mixed-use and Residential Medium
South:	Planned Redevelopment Mixed-use and Residential Medium
East:	Planned Redevelopment Mixed-use
West:	Residential Medium

REPORT PREPARED BY:

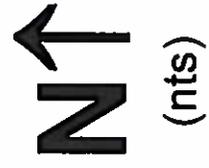

 COREY MALYSZKA, Urban Design and Development Coordinator 11-29-17
 _____ DATE

REPORT APPROVED BY:

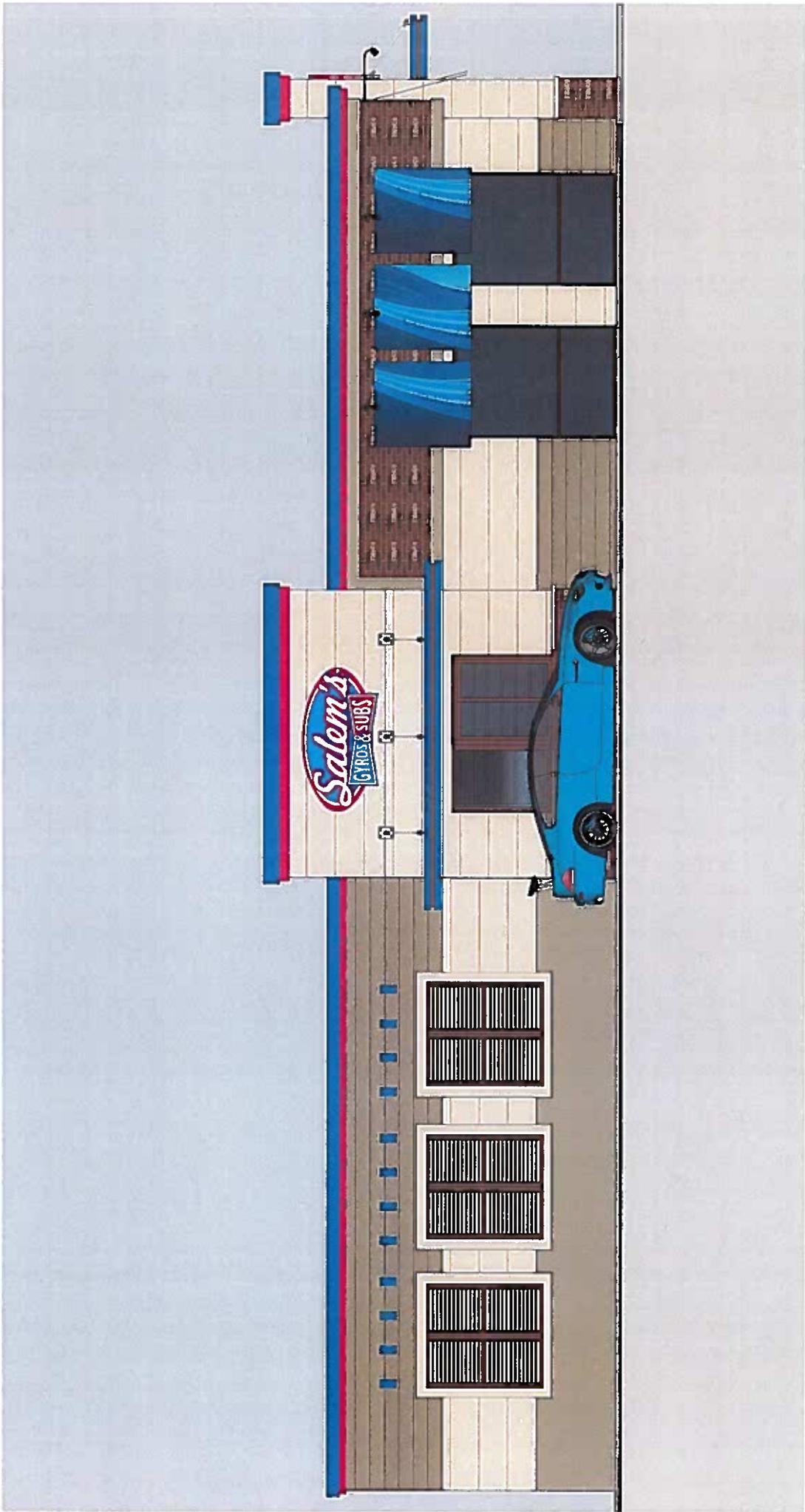

 ELIZABETH ABERNETHY, AICP, Zoning Official (POD) 11-29-17
 _____ DATE
 Planning and Economic Development
 Development Review Services Division



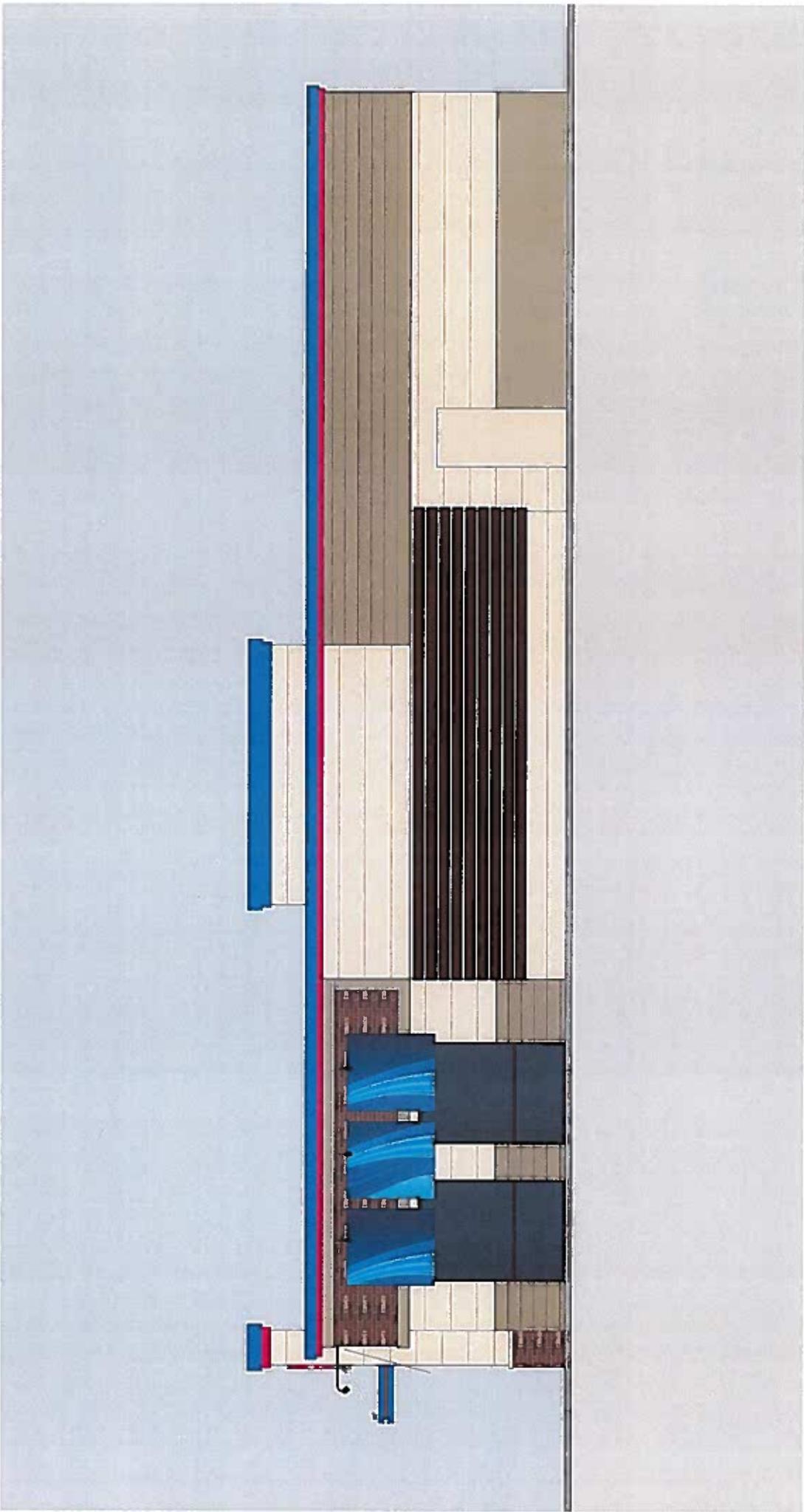
City of St. Petersburg, Florida
Planning & Economic Development Department
Case No.: 17-32000029
Address: 3412 17th Avenue South

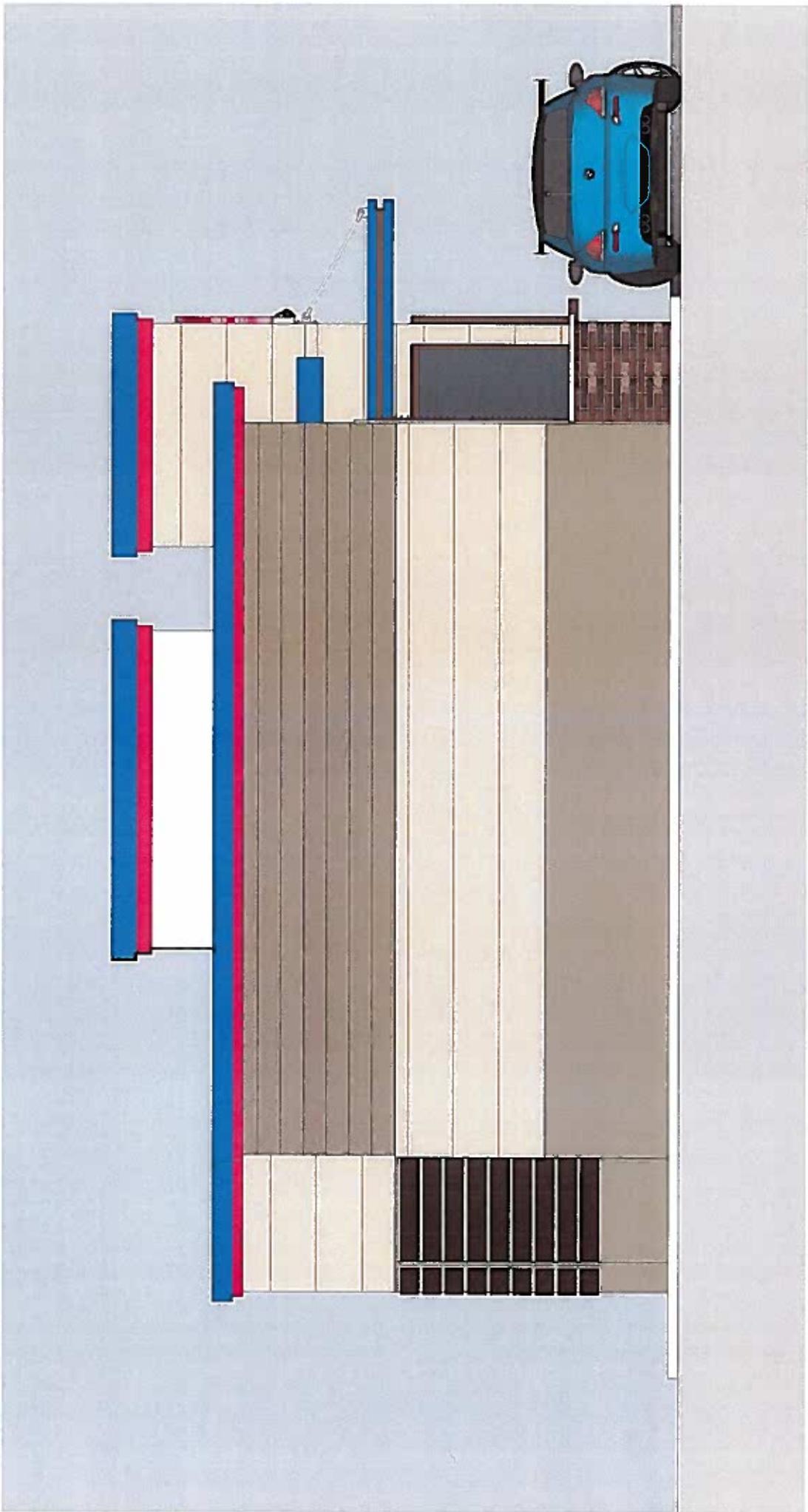












PROJECT & VARIANCE NARRATIVE

The proposed development consists of 2,500 SF restaurant building with drive-thru, associated parking spaces and stormwater drainage system. The proposed property use is a drive-thru restaurant. The property consists of four (4) lots all owned by the applicant. The three lots to the east are commercial zoned as CCS-1 while the last one to the west is zoned as NSM-1.

The proposed development has three accesses. One is from the north (17th Ave. S.) and another from the south (Alley). The other access is one-way drive out into 34th Street South. The proposed driveway entrance will be located in the residential zone lot NSM-1. Since driveway entrances are not allowed in residentially zone lots, a variance is hereby requested. The driveway entrance is being proposed as far as possible from the main State Road (34th Street) to achieve more stacking on site. As a result, this makes the entrance driveway within the residential lot limits. Having the accesses as shown on the site plan will allow more safety traffic circulation by keeping incoming and out coming traffic as far as possible from the main State Road (34th Street) and creating an adequate circulation onsite. At the residential zoned lot, parking spaces are also proposed to make the required number of spaces for the development.

A variance for drive-thru lane and menu board to be located adjacent to 17th Avenue South is also being required. The LDC does not allow drive-thru uses in the front yard. A variance is hereby requested for the drive-thru and call box. Since a residential zone lot is adjacent, the drive-thru cannot be located in the rear or interior side to protect the adjacent residential zone; thus, it was located in the front yard to adequately design the site and have adequate staking between the pick-up window and menu board. Redesigning the site by locating the drive-thru south of the building would create conflicts between vehicles entering the site and vehicles stacked at the drive-thru. Thus, the current site layout proposed provides the greatest vehicular circulation and also meets the setback requirements.

Special Exception consist of allowing the parking lot to be located on a residentially zoned lot and the access from 17th Ave. S. to be located within the residentially zone lot. This allows for the drive-thru to be located in the front yard and have better vehicular circulation within the site and offsite.

**CITY OF ST. PETERSBURG
MEMORANDUM
ENGINEERING DEPARTMENT**

TO: Iris Winn, Administrative Clerk, Development Review Services
FROM: Nancy Davis, Engineering Plan Review Supervisor
DATE: November 29, 2017
SUBJECT: Special Exception
FILE: 17-32000029

LOCATION: 3412 17th Avenue South
AND PIN: 27/31/16/75402/000/0720
ATLAS: K-9
PROJECT: Special Exception

REQUEST: Approval of a Special Exception and related Site Plan to construct a surface parking lot on a residential zoned property for a 2,500 square foot restaurant with a drive-thru. The applicant requested a Variance to the location of the speaker box and the drive-thru lane.

The Engineering Department has no objection to the proposed special exception and related site plan with the following comments and standard conditions of approval:

SPECIAL CONDITIONS OF APPROVAL:

1. The scope of this project will trigger compliance with the Drainage and Surface Water Management Regulations as found in City Code Section 16.40.030. Submit drainage calculations which conform to the water quantity and the water quality requirements of City Code Section 16.40.030. Please note the volume of runoff to be treated shall include all off-site and on-site areas draining to and co-mingling with the runoff from that portion of the site which is redeveloped. Stormwater systems which discharge directly or indirectly into impaired waters must provide net improvement for the pollutants that contribute to the water body's impairment. Stormwater runoff release and retention shall be calculated using the Rational formula and a 10 year 1 hour design storm.
2. Wastewater reclamation plant and pipe system capacity will be verified prior to development permit issuance. Any necessary sanitary sewer pipe system upgrades or extensions (resulting from proposed new service or significant increase in projected flow) as required to provide connection to a public main of adequate capacity and condition, shall be performed by and at the sole expense of the applicant. Proposed design flows (ADF) must be provided by the Engineer of Record on the City's Wastewater Tracking Form (available upon request from the City Engineering department, phone 727-893-7238). If an increase in flow of over 1000 gpd is proposed, the ADF information will be forwarded to the City Water Resources department for a system analysis of public main sizes 10 inches and larger proposed to be used for connection. The project engineer of record must provide and include with the project plan submittal 1) a completed Wastewater Tracking form, and 2) a capacity analysis of public mains less than 10 inches in size which are proposed to be used for connection. If the condition or capacity of the existing public main is found insufficient, the main must be upgraded to the nearest downstream manhole of adequate capacity and

condition, by and at the sole expense of the developer. The extent or need for system improvements cannot be determined until proposed design flows and sanitary sewer connection plan are provided to the City's Water Resources department for system analysis of main sizes 10" and larger. Connection charges are applicable and any necessary system upgrades or extensions shall meet current City Engineering Standards and Specifications and shall be performed by and at the sole expense of the developer.

3. Per land development code 16.40.140.4.6 (9), habitable floor elevations for commercial projects must be set per building code requirements to at least one foot above the FEMA elevation. Habitable floor elevations for projects subject to compliance with the Florida Building Code, Residential, shall be set per building code requirements to at least two feet above the FEMA elevation. The construction site upon the lot shall be a minimum of one foot above the average grade crown of the road, which crown elevation shall be as set by the engineering director. Adequate swales shall be provided on the lot in any case where filling obstructs the natural ground flow. In no case shall the elevation of the portion of the site where the building is located be less than an elevation of 103 feet according to City datum.

4. Note that 34th Street South is an FDOT controlled roadway. It is recommended that the plan be submitted to FDOT for review/approval to obtain comment on the proximity of the proposed easternmost driveway approach to the alley since it appears close to the adjacent state right of way of 34th Street South. Widening of the alley approach to 34th Street as shown on the plan appears to extend beyond the public right of way. Private easement dedication will be required on the property to the south to accommodate the alley widening if the alley widening is a requirement from the FDOT.

5. The applicant will be required to submit to the City Engineering Department copies of all permits from other regulatory agencies including but not limited to FDOT, FDEP, SWFWMD and Pinellas County, as required for this project. Plans specifications are subject to approval by the Florida state board of Health.

6. Public sidewalks are required by City of St. Petersburg Municipal Code Section 16.40.140.4.2 unless specifically limited by the DRC approval conditions. Existing sidewalks and new sidewalks will require curb cut ramps for physically handicapped and truncated dome tactile surfaces (of contrasting color to the adjacent sidewalk, colonial red color preferred) at all corners or intersections with roadways that are not at sidewalk grade and at each side of proposed and existing driveways per current City and ADA requirements. Concrete sidewalks must be continuous through all driveway approaches. All existing public sidewalks must be restored or reconstructed as necessary to be brought up to good and safe ADA compliant condition prior to Certificate of Occupancy.

7. The project building design should adhere to sight visibility requirements as defined in City Code Section 16.40.160 such that clear visibility is provided for safe traffic through adjacent street intersection. At street intersections: beginning at the point where the curb or pavement edge meets at the corner, or in the case of rounded corners the point at which they would meet without such rounding, thence forty-five (45) feet from that point along the curb or pavement edge, thence diagonally to a point along the curb or pavement edge of the intersecting street forty five (45) feet from the point of beginning, and thence to the point of beginning.

STANDARD CONDITIONS OF APPROVAL: Water service is available to the site. The applicant's Engineer shall coordinate potable water and /or fire service requirements through the City's Water Resources department. Recent fire flow test data shall be utilized by the site Engineer of Record for design of fire protection system(s) for this development. Any necessary system upgrades or extensions shall be performed at the expense of the developer.

Water and fire services and/or necessary backflow prevention devices shall be installed below ground in vaults per City Ordinance 1009-g (unless determined to be a high hazard application by the City's Water Resources department or a variance is granted by the City Water Resources department). Note that the City's Water Resources Department will require an exclusive easement for any meter or backflow device placed within private property boundaries. City forces shall install all public water service meters, backflow prevention devices, and/or fire services at the expense of the developer. Contact the City's Water Resources department, Kelly Donnelly, at 727-892-5614 or kelly.donnelly@stpete.org. All portions of a private fire suppression system shall remain within the private property boundaries and shall not be located within the public right of way (i.e. post indicator valves, fire department connections, etc.).

Plan and profile showing all paving, drainage, sanitary sewers, and water mains (seawalls if applicable) to be provided to the Engineering Department for review and coordination by the applicant's engineer for all construction proposed or contemplated within dedicated right of way or easement.

All required improvements shall be installed at the applicant's expense in accordance with the standards, specifications, and policies adopted by the City. A work permit issued by the City Engineering Department must be obtained prior to the commencement of construction within dedicated right-of-way or public easement.

Development plans shall include a grading plan to be submitted to the Engineering Department including street crown elevations. Lots shall be graded in such a manner that all surface drainage shall be in compliance with the City's stormwater management requirements. A grading plan showing the building site and proposed surface drainage shall be submitted to the engineering director.

Development plans shall include a copy of a Southwest Florida Water Management District Management of Surface Water Permit or Letter of Exemption or evidence of Engineer's Self Certification to FDEP.

It is the developer's responsibility to file a CGP Notice of Intent (NOI) (DEP form 62- 21.300(4)(b)) to the NPDES Stormwater Notices Center to obtain permit coverage if applicable.

Submit a completed Stormwater Management Utility Data Form to the City Engineering Department.

A work permit issued by the Engineering Department must be obtained prior to the commencement of construction within dedicated right-of-way or public easement. All work within right of way or public utility easement shall be in compliance with current City Engineering Standards and Specifications and shall be installed at the applicant's expense in accordance with the standards, specifications, and policies adopted by the City.

NED/MJR/meh
pc Kelly Donnelly
Reading File
Correspondence File
Subdivision File KORTSCH'S WEDGEWOOD PARK TRACT 'A' PARTIAL REPLAT E 135FT OF LOT 6

Corey D. Malyszka

From: Thomas M Whalen
Sent: Wednesday, November 29, 2017 2:05 PM
To: Iris L. Winn
Cc: Corey D. Malyszka; Michael J. Frederick; Kyle Simpson; Nancy Davis
Subject: RE: 17-32000029 Special Exception and Site Plan - 3412 17th Ave S.

The Transportation and Parking Management Department has reviewed this case. For the driveways on 17th Avenue South and the alley, we recommend that access be restricted so that outbound motorists cannot turn left onto 17th Avenue South or right onto the alley and travel into the neighborhood. This will require the installation of signage that prohibits these movements and possibly driveway design modifications that direct the outbound motorists towards 34th Street. The applicant is required to provide two short-term bike parking spaces and two long-term bike parking spaces, but indicate that they only plan to install one space.

Tom Whalen, AICP CTP
Planner III, Transportation and Parking Management
City of St. Petersburg
One Fourth Street North, St. Petersburg, FL 33701
727-893-7883 / Fax: 727-551-3326
Tom.Whalen@stpete.org

From: Iris L. Winn
Sent: Tuesday, November 28, 2017 2:06 PM
To: Nancy Davis; Thomas M Whalen
Cc: Corey D. Malyszka
Subject: 17-32000029 Special Exception and Site Plan - 3412 17th Ave S.

Good afternoon,

We are checking to see if you have any comments for case no. 17-32000029 – as the deadline was November 13th. I see that Pamela Jones' email address was originally listed on the routing sheet...and we are unable to access that email account.

Would you please forward those comments to my attention today?

Below are the details:

Attached for your review and comments is the application and supporting information for Approval of a Special Exception and related Site Plan to construct a surface parking lot on a residential zoned property for a 2,500 square foot restaurant with a drive-thru. The applicant requested Variances to the location of the 1) speaker box and the drive-thru lane and 2) design standards for accessory parking lot on residentially zoned property.

Thank you,

Iris Winn
Administrative Clerk, Development Review Services
Planning & Economic Development Department
City of St. Petersburg
P.O. Box 2842, St. Petersburg, FL 33731
727-892-5498 / Fax: 727-892-5557

ILWinn@stpete.org

Please note all emails are subject to public records law.



st.petersburg
www.stpete.org

**CITY OF ST. PETERSBURG
PLANNING & ECONOMIC DEVELOPMENT DEPT.
DEVELOPMENT REVIEW SERVICES DIVISION**

**DEVELOPMENT REVIEW COMMISSION
STAFF REPORT**

**SPECIAL EXCEPTION
PUBLIC HEARING**

According to Planning & Economic Development Department records, **Commission Walker** 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.

REPORT TO THE DEVELOPMENT REVIEW COMMISSION FROM DEVELOPMENT REVIEW SERVICES DIVISION, PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT, for Public Hearing and Executive Action on **December 6, 2017, at 2:00 P.M.** in Council Chambers, City Hall, 175 Fifth Street North, St. Petersburg, Florida.

CASE NO.: 17-32000030 PLAT SHEET: B-24

REQUEST: Approval of a modification to a previously approved Special Exception and related Site Plan to add a private school to an existing house of worship with 13 classrooms and a Variance to the 35-foot setback for an existing playground.

APPLICANT: NE Presbyterian Church Inc.
4400 Shore Acres Blvd NE
Saint Petersburg, FL 33703-4256

ADDRESS: 4400 Shore Acres Blvd NE

PARCEL ID NOS.: 04/31/17/67842/0000/1180/

LEGAL DESCRIPTION: ON-FILE

ZONING: NS-1

SITE AREA TOTAL: 143,371 square feet or 3.29 acres

GROSS FLOOR AREA:

Existing:	29,544 square feet	0.21 F.A.R.
Proposed:	29,544 square feet	0.21 F.A.R.
Permitted:	46,761 square feet	0.35 F.A.R.

BUILDING COVERAGE:

Existing:	26,181 square feet	18% of Site MOL
Proposed:	26,181 square feet	18% of Site MOL
Permitted:	N/A	

IMPERVIOUS SURFACE:

Existing:	73,863 square feet	52% of Site MOL
Proposed:	73,863 square feet	52% of Site MOL
Permitted:	86,023 square feet	60% of Site MOL

OPEN GREEN SPACE:

Existing:	69,508 square feet	48% of Site MOL
Proposed:	69,508 square feet	48% of Site MOL

PAVING COVERAGE:

Existing:	47,682 square feet	33% of Site MOL
Proposed:	47,682 square feet	33% of Site MOL

PARKING:

Existing:	107; including 10 handicapped spaces
Proposed:	107; including 10 handicapped spaces
Required	93; including 4 handicapped spaces

BUILDING HEIGHT:

Existing:	24 feet
Proposed:	24 feet
Permitted:	36 feet

APPLICATION REVIEW:

I. **PROCEDURAL REQUIREMENTS:** The applicant has met and complied with the procedural requirements of Section 16.10.020.1 of the Municipal Code for a house of worship and a private school which are Special Exception uses within the NS-1 Zoning District.

II. DISCUSSION AND RECOMMENDATIONS:**The Request:**

The applicant seeks approval of a modification for a previously approved Special Exception and related site plan to add a private school to an existing house of worship with 13 classrooms and a Variance to the 35-foot setback for an existing playground. The subject property is located at the northwest corner of Shore Acres Boulevard Northeast and 14th Way Northeast.

History:

In 1967, a house of worship consisting of three (3) buildings was constructed on the subject property. On June 13, 1980, (SE-511) the Environmental Development Commission (EDC) approved an 11,300 square foot addition to the existing 9,520 square foot campus. On October 20, 1993, (SE 511-B) the EDC approved a 2,000 square foot sanctuary addition with variances for setbacks and impervious surface. On February 6, 2002, (SE 02-008) the EDC approved an 8,200 square foot, two-story multi-media classroom building. On April 6, 2010, the DRC approved a modification to allow an accessory pre-k school use within the existing church, with one classroom, 24 children and 2 teachers. A condition of approval required that playground

equipment be relocated to meet the 35 foot setback from the northern property line, and evergreen trees be planted as a buffer for the playground.

Current Proposal:

The applicant seeks approval to add a private school to an existing housing of worship. The proposed use will be located within existing buildings. No new construction is proposed at this time. The school will be for 119 children occupying 13 classrooms. The school will hold classes ranging from nursery school to 12th grade. The school will operate during regular school hours Monday, Wednesday and Friday.

Parking is located on the eastern and southern sides of the subject property. Based on the existing and proposed use, the Code requires a total of 93 parking spaces, 14 spaces below what is being provided on-site. Vehicular access is from Shore Acres Boulevard Northeast and 14th Way Northeast.

Special Exception

As previously mentioned, the proposal is to add a private school in the Neighborhood Suburban-1 (NS-1) zoning district which is a Special Exception use requiring approval by the DRC. Staff has reviewed the modification for possible adverse impacts; such as, traffic congestions, access to the site, noise, and parking. The existing vehicular access is adequate to handle the minimal increase in vehicular trips. The site is developed with more parking than required by Code and no new construction is proposed. Staff finds that adding a private school to an existing house of worship should not create any significant adverse impacts.

Variance

Special Exception Setback – playground

Required:	35-feet
Proposed:	0
Variance:	35-feet

City Code requires a setback of 35 feet for a Special Exception use. The applicant is proposing a zero setback to allow an existing playground to be used for students of the private school. The location of the playground is along the northwest portion of the site. The five lots that are northwest of the church are developed with single family residents. These residential lots are owned by the church. The depth of the residential lots are 100 feet. Since these lots are owned by the church and have a depth of 100 feet, the distance of the proposed playground from an abutting property not owned by the church far exceeds the 35 feet, thus meeting the intent of the Code.

Public Comments:

Staff received two emails. The first email requested additional information. The second email expressed objections to the proposed school. Concerns were traffic congestion and cut-through traffic.

III. RECOMMENDATION:

- A. Staff recommends APPROVAL of the following:**
- 1. Variance to the Special Exception setbacks; and**
 - 2. The Special Exception and related site plan, to add a private school to an existing house of worship.**

B. SPECIAL CONDITIONS OF APPROVAL:

1. This Special Exception/Site Plan approval shall be valid through December 6, 2020. The school use shall commence prior to this expiration date, unless an extension has been approved by the POD. A request for extension must be filed in writing prior to the expiration date.
2. Any proposed modifications to on-site signage shall comply with the sign code, 16.40.120.

C. STANDARD CONDITIONS OF APPROVAL

(All or Part of the following standard conditions of approval may apply to the subject application. Application of the conditions is subject to the scope of the subject project and at the discretion of the Zoning Official. Applicants who have questions regarding the application of these conditions are advised to contact the Zoning Official.)

ALL SITE PLAN MODIFICATIONS REQUIRED BY THE DRC SHALL BE REFLECTED ON A FINAL SITE PLAN TO BE SUBMITTED TO THE PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT BY THE APPLICANT FOR APPROVAL PRIOR TO THE ISSUANCE OF PERMITS.

Building Code Requirements:

1. The applicant shall contact the City's Construction Services and Permitting Division and Fire Department to identify all applicable Building Code and Health/Safety Code issues associated with this proposed project.
2. All requirements associated with the Americans with Disabilities Act (ADA) shall be satisfied.

Zoning/Planning Requirements:

1. The applicant shall submit a notice of construction to Albert Whitted Field if the crane height exceeds 190 feet. The applicant shall also provide a Notice of Construction to the Federal Aviation Administration (FAA), if required by Federal and City codes.
2. All site visibility triangle requirements shall be met (Chapter 16, Article 16.40, Section 16.40.160).
3. No building or other obstruction (including eaves) shall be erected and no trees or shrubbery shall be planted on any easement other than fences, trees, shrubbery, and hedges of a type approved by the City.
4. The location and size of the trash container(s) shall be designated, screened, and approved by the Manager of Commercial Collections, City Sanitation. A solid wood fence or masonry wall shall be installed around the perimeter of the dumpster pad.

Engineering Requirements:

1. The site shall be in compliance with all applicable drainage regulations (including regional and state permits) and the conditions as may be noted herein. The applicant shall submit drainage calculations and grading plans (including street crown elevations), which conform with the quantity and the water quality

requirements of the Municipal Code (Chapter 16, Article 16.40, Section 16.40.030), to the City's Engineering Department for approval. Please note that the entire site upon which redevelopment occurs shall meet the water quality controls and treatment required for development sites. Stormwater runoff release and retention shall be calculated using the rational formula and a 10-year, one-hour design storm.

2. As per Engineering Department requirements and prior to their approval of any permits, the applicant shall submit a copy of a Southwest Florida Water Management District (or Pinellas County Ordinance 90-17) Management of Surface Water Permit or Letter of Exemption to the Engineering Department and a copy of all permits from other regulatory agencies including but not limited to FDOT and Pinellas County required for this project.
3. A work permit issued by the Engineering Department shall be obtained prior to commencement of construction within dedicated rights-of-way or easements.
4. The applicant shall submit a completed Storm Water Management Utility Data Form to the City's Engineering Department for review and approval prior to the approval of any permits.
5. Curb-cut ramps for the physically handicapped shall be provided in sidewalks at all corners where sidewalks meet a street or driveway.

Landscaping Requirements:

1. The applicant shall submit a revised landscape plan, which complies with the plan approved by the DRC and includes any modifications as required by the DRC. The DRC grants the Planning & Economic Development Department discretion to modify the approved landscape plan where necessary due to unforeseen circumstances (e.g. stormwater requirements, utility conflicts, conflicts with existing trees, etc.), provided the intent of the applicable ordinance(s) is/are maintained. Landscaping plans shall be in accordance with Chapter 16, Article 16.40, Section 16.40.060 of the City Code entitled "Landscaping and Irrigation."
2. Any plans for tree removal and permitting shall be submitted to the Development Services Division for approval.
3. All existing and newly planted trees and shrubs shall be mulched with three (3) inches of organic matter within a two (2) foot radius around the trunk of the tree.
4. The applicant shall install an automatic underground irrigation system in all landscaped areas. Drip irrigation may be permitted as specified within Chapter 16, Article 16.40, Section 16.40.060.2.2.
5. Concrete curbing, wheelstops, or other types of physical barriers shall be provided around/within all vehicular use areas to protect landscaped areas.
6. Any healthy existing oak trees over two (2) inches in diameter shall be preserved or relocated if feasible.
7. Any trees to be preserved shall be protected during construction in accordance with Chapter 16, Article 16.40.060.5 and Section 16.40.060.2.1.3 of City Code.

IV. CONSIDERATIONS BY THE DEVELOPMENT REVIEW COMMISSION FOR REVIEW (Pursuant to Chapter 16, Section 16.70.040.1.4 (D)):

- A. The use is consistent with the Comprehensive Plan.
- B. The property for which a Site Plan Review is requested shall have valid land use and zoning for the proposed use prior to site plan approval;
- C. Ingress and egress to the property and proposed structures with particular emphasis on automotive and pedestrian safety, separation of automotive and bicycle traffic and control, provision of services and servicing of utilities and refuse collection, and access in case of fire, catastrophe and emergency. Access management standards on State and County roads shall be based on the latest access management standards of FDOT or Pinellas County, respectively;
- D. Location and relationship of off-street parking, bicycle parking, and off-street loading facilities to driveways and internal traffic patterns within the proposed development with particular reference to automotive, bicycle, and pedestrian safety, traffic flow and control, access in case of fire or catastrophe, and screening and landscaping;
- E. Traffic impact report describing how this project will impact the adjacent streets and intersections. A detailed traffic report may be required to determine the project impact on the level of service of adjacent streets and intersections. Transportation system management techniques may be required where necessary to offset the traffic impacts;
- F. Drainage of the property with particular reference to the effect of provisions for drainage on adjacent and nearby properties and the use of on-site retention systems. The Commission may grant approval, of a drainage plan as required by city ordinance, County ordinance, or SWFWMD;
- G. Signs, if any, and proposed exterior lighting with reference to glare, traffic safety and compatibility and harmony with adjacent properties;
- H. Orientation and location of buildings, recreational facilities and open space in relation to the physical characteristics of the site, the character of the neighborhood and the appearance and harmony of the building with adjacent development and surrounding landscape;
- I. Compatibility of the use with the existing natural environment of the site, historic and archaeological sites, and with properties in the neighborhood as outlined in the City's Comprehensive Plan;
- J. Substantial detrimental effects of the use, including evaluating the impacts of a concentration of similar or the same uses and structures, on property values in the neighborhood;
- K. Substantial detrimental effects of the use, including evaluating the impacts of a concentration of similar or the same uses and structures, on living or working conditions in the neighborhood;
- L. Sufficiency of setbacks, screens, buffers and general amenities to preserve internal and external harmony and compatibility with uses inside and outside the proposed development and to control adverse effects of noise, lights, dust, fumes and other nuisances;

- M. Land area is sufficient, appropriate and adequate for the use and reasonably anticipated operations and expansion thereof;
- N. Landscaping and preservation of natural manmade features of the site including trees, wetlands, and other vegetation;
- O. Sensitivity of the development to on-site and adjacent (within two-hundred (200) feet) historic or archaeological resources related to scale, mass, building materials, and other impacts;
1. The site is **not within** an Archaeological Sensitivity Area (Chapter 16, Article 16.30, Section 16.30.070).
 2. The property is **within** a flood hazard area (Chapter 16, Article 16.40, Section 16.40.050).
- P. Availability of hurricane evacuation facilities for developments located in the hurricane vulnerability zones;
- Q. Meets adopted levels of service and the requirements for a Certificate of Concurrence by complying with the adopted levels of service for:
- a. Water.
 - b. Sewer (Under normal operating conditions).
 - c. Sanitation.
 - d. Parks and recreation.
 - e. Drainage.

The land use of the subject property is: **Residential Urban**

The land uses of the surrounding properties are:

North:	Residential Urban
South:	Residential Urban
East:	Residential Urban
West:	Residential Urban

REPORT PREPARED BY:

Corey Malyszka 11-29-17
 COREY MALYSZKA, Urban Design and Development Coordinator DATE

REPORT APPROVED BY:

Elizabeth Abernethy 11-29-17
 ELIZABETH ABERNETHY, AICP, Zoning Official (POD) DATE
 Planning and Economic Development
 Development Review Services Division



Project Location Map
City of St. Petersburg, Florida
Planning and Economic Development
Department
Case No.: 17-32000030
Address: 4400 Shore Acres Blvd NE



Corey D. Malyszka

From: Steve Zoellin <stevez.nepc@gmail.com>
Sent: Wednesday, September 20, 2017 2:03 PM
To: Corey D. Malyszka
Subject: Re: Special Exception Site Plan Review

Students: 119
Nursery: 9
K-2: 16
3-6: 29
7-8: 23
9-12: 42

13 classrooms occupied

Our Sanctuary holds about 400

On Mon, Aug 14, 2017 at 1:57 PM, Corey D. Malyszka <Corey.Malyszka@stpete.org> wrote:

Steve,

The application has not been signed by the church and there was no check included with the application. I also need to know the number of students, the grade levels and number of classrooms that will be occupied. Lastly, what is the size of the sanctuary space? I need these items in order to proceed with the application.

From: Steve Zoellin [mailto:stevez.nepc@gmail.com]
Sent: Monday, August 14, 2017 11:55 AM
To: david.dalrahim@gmail.com
Cc: Corey D. Malyszka <Corey.Malyszka@stpete.org>
Subject: Special Exception Site Plan Review

This is to inform you and the Shore Acres Civic Association that Northeast Presbyterian Church has filed for a hybrid school to operate on our Church campus on Monday, Wednesday, and Friday. No facility changes are to be made. Anticipated facility load will be about 60% of normal Sunday load on Monday and Wednesday, much less on Friday. School will operate during normal school hours; no nights or weekends.

[Your Sunshine City](#)

Corey D. Malyszka

From: Steve Zoellin <stevez.nepc@gmail.com>
Sent: Monday, November 27, 2017 4:05 PM
To: Corey D. Malyszka
Subject: Fwd: PROPOSED SCHOOL AT NE PRESBYTERIAN CHURCH

----- Forwarded message -----

From: Steve Zoellin <stevez.nepc@gmail.com>
Date: Mon, Nov 27, 2017 at 2:49 PM
Subject: Fwd: PROPOSED SCHOOL AT NE PRESBYTERIAN CHURCH
To: Jim Fitton <james.o.fitton@gmail.com>

----- Forwarded message -----

From: Jim Fitton <james.o.fitton@gmail.com>
Date: Fri, Nov 24, 2017 at 2:51 PM
Subject: Re: PROPOSED SCHOOL AT NE PRESBYTERIAN CHURCH
To: Steve Zoellin <stevez.nepc@gmail.com>

Steve,

That's fine, we have plenty of time before the meeting.

V/

Jim Fitton

On Nov 24, 2017 1:07 PM, "Steve Zoellin" <stevez.nepc@gmail.com> wrote:
Would you be so kind to give me until Monday to address your concerns?

I hope you're having a nice holiday.

Steve Zoellin
Treasurer, NEPC

On Wed, Nov 22, 2017 at 8:34 PM, Jim Fitton <james.o.fitton@gmail.com> wrote:
I own the home at [4354 14th Way NE](#) which is adjacent to NE Presbyterian Church. My wife and I have some questions/concerns about the proposed school that we hope you can answer.

1. What grades will be included in the school.

K thru 12

2. Is this a charter school or an extension of the current school operations.

Not an extension or a Charter School

3. What are the planned school hours.

Monday and Wednesday, 8-4, Friday 8-12

4. How many students will be in the school.

Currently 115

5. Is there a guarantee that the school won't expand if it's approved.

No guarantee, but no expansion plans are included in the application

6. Will the school use the existing facilities or build additional buildings.

See #5, currently using existing facility

7. Will the school have to be fenced in for security? If so what type of fence and where will it be placed.

No additional fencing anticipated

8. Will this result in additional school zone traffic controls (15 MPH) on Shore Acres Blvd and 14th Way.

No, subject to the City

9. What is the expected traffic impact on 14th Way.

Minimal

10. Is the school affiliated with the church or will it be a tenant.

The School, while a Christian Organization, is a tenant, however, Our Ministries are in partnership.

I noticed that the Project Location Map you provided shows my property inside the dotted line. Is that due to the proximity of my house or does your file still show the home as part of the church property, which it was in the past.

The City has not updated their records to reflect the sale by the Church of your house.

I look forward to hearing from you.

v/r

Jim Fitton
305-725-6446

Corey D. Malyszka

From: Jim Fitton <james.o.fitton@gmail.com>
Sent: Wednesday, November 22, 2017 8:34 PM
To: Corey D. Malyszka; stevez.nepc@gmail.com
Subject: PROPOSED SCHOOL AT NE PRESBYTERIAN CHURCH

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1. What grades will be included in the school.
2. Is this a charter school or an extension of the current school operations.
3. What are the planned school hours.
4. How many students will be in the school.
5. Is there a guarantee that the school won't expand if it's approved.
6. Will the school use the existing facilities or build additional buildings.
7. Will the school have to be fenced in for security? If so what type of fence and where will it be placed.
8. Will this result in additional school zone traffic controls (15 MPH) on Shore Acres Blvd and 14th Way.
9. What is the expected traffic impact on 14th Way.
10. Is the school affiliated with the church or will it be a tenant.

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I look forward to hearing from you.

v/r

Jim Fitton
305-725-6446

Corey D. Malyszka

From: Steve Zoellin <stevez.nepc@gmail.com>
Sent: Friday, November 24, 2017 1:08 PM
To: Jim Fitton
Cc: Corey D. Malyszka
Subject: Re: PROPOSED SCHOOL AT NE PRESBYTERIAN CHURCH

Would you be so kind to give me until Monday to address your concerns?

I hope you're having a nice holiday.

Steve Zoellin
Treasurer, NEPC

On Wed, Nov 22, 2017 at 8:34 PM, Jim Fitton <james.o.fitton@gmail.com> wrote:
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9. What is the expected traffic impact on 14th Way.
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I noticed that the Project Location Map you provided shows my property inside the dotted line. Is that due to the proximity of my house or does your file still show the home as part of the church property, which it was in the past.

I look forward to hearing from you.

v/r

Jim Fitton
[305-725-6446](tel:305-725-6446)

Corey D. Malyszka

From: Christine Shelton <chris@sheltonhi.com>
Sent: Monday, November 27, 2017 1:34 PM
To: Corey D. Malyszka
Subject: NE Presbyterian Church

Good Afternoon Corey,

I am writing to you regarding my serious concerns about NE Presbyterian Church located at 4400 Shore Acres Blvd NE, St. Pete, FL being permitted to add 13 classrooms to its parish.

We have lived in our home for over 20 years (we live just to the south of the church, our front door looks at the side of their building) on 14th Way NE. #1.) Over the years we have had to deal with three main issues already on 14th Way. 1.) 14th Way NE is a "cut-through" road to avoid the 4-way stop at Shore Acres Blvd and 40th Ave. We were able to put speed bumps on our road to slow them down but lots of traffic still uses our road in the mornings and after work again to avoid the 4 way stop. #2.) Shore Acres Blvd. is the #1 street in St. Pete for flooding (its on the news in every storm or surge). When this happens, which is at least 10 or more times each year, all the homeowners trying to reach Shore Acres and the neighborhoods beyond Shore Acres get stuck in our area and are parked at the church across the street and have done this for years (those homeowners have to walk into their neighborhoods when Shore Acres Blvd is flooded.) #3.) On 14th Way almost all but 4 of our drives are straight drive ways (not U-shaped) so most of the families on our street park in the street to avoid moving their cars back and forth so others in their household can get out. This causes all of us who already live on this street to have to work around those cars every day and when you add work vehicles for people having things done to their home to this street it is a constant obstacle course. So, if you add families driving down our road to drop kids off and pick up this will be horrendous. Even if you tell families they can't do it and must use Shore Acres, you know they still will. If they follow the rules and use Shore Acres Blvd now you have more congestion with the flooding issues too.

So not only for these reasons but also because of the potential of traffic coming down our road and Shore Acres Blvd to get to the school this will cause congestion in our streets surround the church. As a homeowner for over 20 years in this neighborhood I am strongly opposed to this church becoming a school. Did you know they are already acting as a school because I see the teacher sitting out in the grass area to the SW of the building conducting class 3 days a week. Have they already been approved to be a school? Lastly, the dotted line on the map including in the mailing we received appears to include a lot that was bought by our new neighbors across the street a year ago and does not belong to the church any longer. It used to be the pastors house but when the church was having financial troubles a few years back they sold it so the plot of land is also wrong.

Thank you and I look forward to hearing back from you and I also plan to attend the meeting at City Hall on 12/6/17.

Christine Shelton
(727) 417-6020

LEGAL DESCRIPTION: ON-FILE

ZONING: DC-1

BACKGROUND: The subject application requests a variance to the parking stall dimensions to allow construction of a 183 space parking garage to accommodate existing buildings. The subject property is zoned DC-1 and is located at northwest corner of 4th Street North and 1st Avenue North. The subject property is developed with a 38 space surface parking lot, the former Princess Martha Hotel which has 12,500 square feet of ground level retail and office space and a 118-unit independent living facility and a vacant 4,500 square foot portion of a former church building. The existing surface parking spaces are not sufficient to meet the current code required minimum of 152 spaces (118 spaces for the independent living facility, 25 spaces for the retail/office space and 9 spaces for the former church building), and therefore this is considered to be a legal non-conforming condition. The existing structures on the property are designated local historic landmark structures (Princess Martha Hotel and First Baptist Church) and these structures will be preserved. The applicant is seeking to provide additional parking for the residents. The applicant is proposing a 3-story, 183 space parking garage. 115 of the 183 parking spaces or 63% are proposed to be 16 feet in length, which is the minimum length required for a compact parking space. The Code requires a minimum length of a standard parking space to be 18 feet. All the proposed spaces will meet the 9-foot minimum width of a standard space. 68 of the 152 or 45% of the required parking spaces meeting the dimensional requirements of the code.

The area that is available to be developed with a parking garage is constrained by the existing historic buildings on the site, the building on the adjacent property and the existing alley along the north side of the property. Further, the parking garage requires a ramp to access the upper floors. The width required for the ramp and the drive aisle with parking on both sides requires one of the parking stall rows to be compact in depth (16-feet). The applicant provided a vehicle tracking plan that illustrates that a compact vehicle can occupy the 16 foot length parking space without encroaching into the drive aisle.

Appeal: On November 27, 2017, Blanche Hodge, VP The Princess Martha Resident Council and Robb Hasencamp, Advisor, The Princess Martha Resident Council filed an appeal, see attached appeal letter. The appellants generally argue that the proposal removes existing trees, obstructs sunlight and views, minimizes air circulation, and creates security concerns. The appellants reside at the subject property.

Staff Response: Staff finds that the applicant has met the criteria for approval, and provides the following analysis for consideration.

CONSISTENCY REVIEW COMMENTS: The Planning & Economic Development Department staff reviewed this application in the context of the following 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 DRC's 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 application does involve redevelopment of an existing developed site. The subject property is developed with a senior independent living facility, which is a designated local historic landmark (The Princess Martha Hotel), a designated local historic church and a surface parking lot. The variance would allow redevelopment of the surface parking lot and undeveloped portion of the subject property with a three-story surface parking garage, which will serve these two existing landmarked structures and eliminate the non-conforming parking condition.

- 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.*

This criterion is not applicable.

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

As previously noted, the subject property has two locally designated historic buildings, the First Baptist Church, located along 4th Street North and the Princess Martha Hotel, located along 1st Avenue North. Both of these structures will be preserved, and the proposed garage will facilitate the continued use of the hotel and the reuse of the remaining portion of the church.

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

There are no significant vegetative or natural features on the lots. There are several laurel oak trees, palm trees and unprotected trees within the existing surface parking lot. There are no specimen trees and tree planting requirements are focuses along the streets in downtown. There are existing live oak trees along 4th Street and 1st Avenue North which will remain.

- 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 redevelopment of the existing surface parking lot and undeveloped portion of the property with a three story parking garage will allow for a more efficient use of land in an area that is developed with high intensity uses. The proposed parking garage is located to the rear of property behind the existing buildings and will be consistent in height, setbacks, and the established development pattern of the block face.

- 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 Princess Martha Hotel and First Baptist Church were both built in the mid-1920s. The development of these properties predated the dominance of the automobile and its impact on development, which correlates to the lack of parking regulations at that time. Both of these buildings are designated as a local historic landmark. The historic designation of these properties limits how the property can be redeveloped.

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

The applicant has the ability to continue the use of the property as currently developed, however, a three story parking garage that will provide 145 parking spaces would be consistent with the surrounding neighborhood pattern and help alleviate the existing parking demand for on-street parking. Provisions of the parking will eliminate a non-conforming condition on the property which will facilitate the long term use of the existing historic structures.

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;

A majority of the other properties in the surrounding blocks have been developed in the same manner and intensity and therefore the requested variance would allow a more efficient use of land. Without the variance, the parking garage would accommodate significantly less spaces and would not alleviate the non-conforming condition, and redevelopment of the former church would be subject to 16.60.030.6 – Non-conforming uses of sites and sites without site plans, which requires that “New habitable structures or addition thereto shall comply with all requirements in this chapter”.

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

The applicant has designed the proposed improvement to minimize the magnitude of the requested variance. Approval of the request will permit an additional 145 parking spaces to be constructed on-site. The additional parking on-site will free up the on-street parking, which can be used by other businesses for their patrons. The applicant can minimize the impact of the variance to the residents by assigning the compact parking stalls to residents and tenants owning compact cars, and allowing the visitor spaces to be designated in the standard spaces. The current surface parking lot is numbered and assigned individual residents, with one ADA stalls and seven visitor spaces.

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 Downtown Center-1 zoning district provides for intense mixed-use development which creates a strong mixture of uses. The Future Land use designation in this neighborhood is Central Business District (CBD). The land use

designation allows for a mixture of high intensity, retail, office, industrial, service, public school and residential uses. The variance allows the continued and future adaptive reuse of two historically designated landmark buildings.

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 the same intensity as the subject property.

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.*

Non-conforming uses and non-conforming buildings and structures have not been considered in staff's analysis.

FINDING OF CONSISTENCY: Given the above considerations, pursuant Section 16.70.040.1.6, the request was found to be consistent with the purpose and intent of the Code and the Comprehensive Plan.

STAFF RECOMMENDATION: Based on a review of the application according to the evaluation criteria contained within the City Code, the Planning and Economic Development Department Staff recommends **DENIAL** of the appeal, thereby **UPHOLDING** the POD's approval of a variance for the dimensions of a parking space to construct a new 3-story 183 space parking garage.

SPECIAL CONDITIONS OF APPROVAL: If the variance is approved, the Planning and Economic Development Department Staff recommends that the approval be subject to the following special conditions:

1. This variance approval shall be valid through November 27, 2020. Substantial construction shall commence prior to this expiration date, unless an extension has been approved by the POD. A request for extension must be filed in writing prior to the expiration date.
2. The compact parking spaces shall be identified or designated as such through the use of signage or pavement markings. In order to reduce sign clutter, pavement marking is recommended.

Report Approved By:

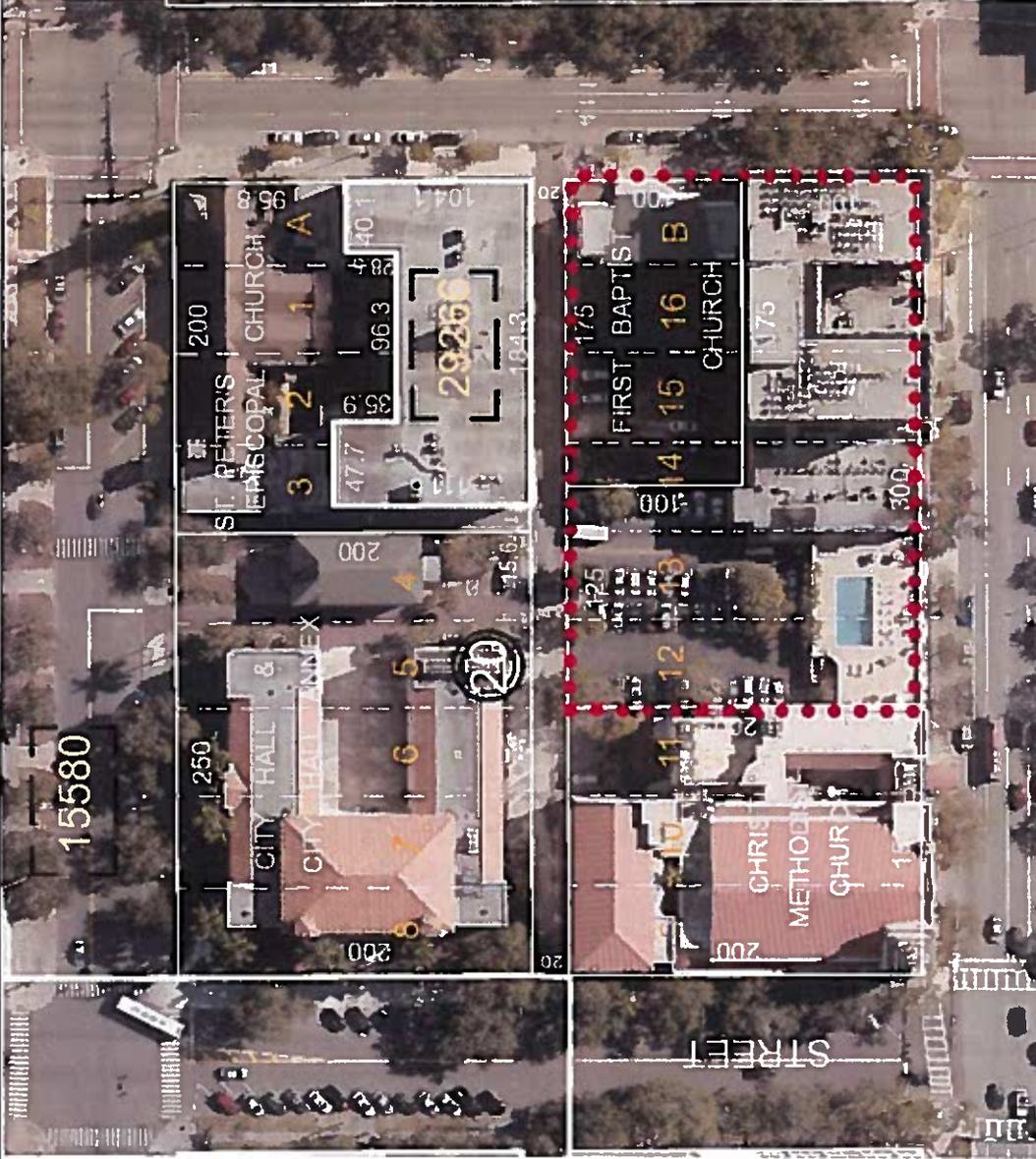


11-29-17

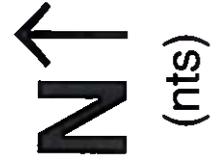
Elizabeth Abernethy, AICP
Zoning Official (POD)
Development Review Services Division

Attachments: plat map, site plan, elevation plan(s), narrative, and letters.

ERA/CDM



Project Location Map
 City of St. Petersburg, Florida
 Planning and Economic Development
 Department
 Case No.: 17-54000069
 Address: 411 1st Avenue North and 120 4th
 Street North

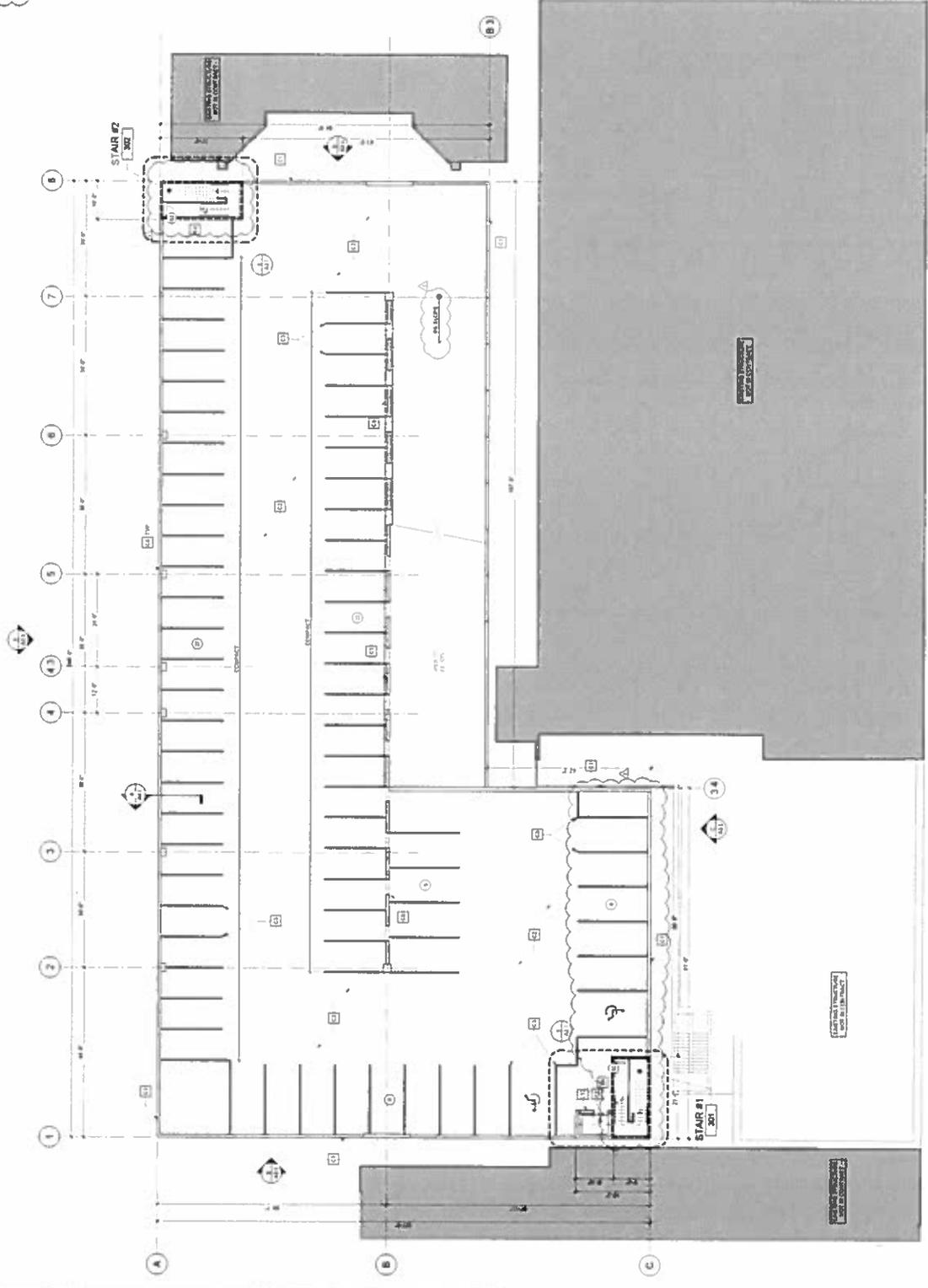


PARTITION LEGEND

- 1. 1/2" Gypsum Board on 2x4 Studs @ 16" O.C. with 5/8" Drywall Tape
- 2. 5/8" Gypsum Board on 2x4 Studs @ 16" O.C. with 5/8" Drywall Tape
- 3. 5/8" Gypsum Board on 2x4 Studs @ 16" O.C. with 5/8" Drywall Tape and Acoustic Mineral Wool Batts @ 3 1/2" R
- 4. 5/8" Gypsum Board on 2x4 Studs @ 16" O.C. with 5/8" Drywall Tape and Acoustic Mineral Wool Batts @ 3 1/2" R and Acoustic Sealant at Joints
- 5. 5/8" Gypsum Board on 2x4 Studs @ 16" O.C. with 5/8" Drywall Tape and Acoustic Mineral Wool Batts @ 3 1/2" R and Acoustic Sealant at Joints and Sound Masking
- 6. 5/8" Gypsum Board on 2x4 Studs @ 16" O.C. with 5/8" Drywall Tape and Acoustic Mineral Wool Batts @ 3 1/2" R and Acoustic Sealant at Joints and Sound Masking and Acoustic Caulk at Joints
- 7. 5/8" Gypsum Board on 2x4 Studs @ 16" O.C. with 5/8" Drywall Tape and Acoustic Mineral Wool Batts @ 3 1/2" R and Acoustic Sealant at Joints and Sound Masking and Acoustic Caulk at Joints and Acoustic Caulk at Top and Bottom
- 8. 5/8" Gypsum Board on 2x4 Studs @ 16" O.C. with 5/8" Drywall Tape and Acoustic Mineral Wool Batts @ 3 1/2" R and Acoustic Sealant at Joints and Sound Masking and Acoustic Caulk at Joints and Acoustic Caulk at Top and Bottom and Acoustic Caulk at Top and Bottom
- 9. 5/8" Gypsum Board on 2x4 Studs @ 16" O.C. with 5/8" Drywall Tape and Acoustic Mineral Wool Batts @ 3 1/2" R and Acoustic Sealant at Joints and Sound Masking and Acoustic Caulk at Joints and Acoustic Caulk at Top and Bottom and Acoustic Caulk at Top and Bottom and Acoustic Caulk at Top and Bottom

FLOOR PLAN KEY NOTES

1. RELOCATE existing second floor STAIRS to second floor building core PER PLAN.
2. NOTES pertaining to second floor.
3. RELOCATE existing second floor STAIRS to second floor building core PER PLAN.
4. RELOCATE existing second floor STAIRS to second floor building core PER PLAN.
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19. RELOCATE existing second floor STAIRS to second floor building core PER PLAN.
20. RELOCATE existing second floor STAIRS to second floor building core PER PLAN.



REVISIONS

NO.	DATE	DESCRIPTION
1	06/15/18	ISSUE FOR PERMITS

DATE: 06/15/18
PROJECT: PRINCESS MARTHA PARKING STRUCTURE
SHEET: 202 - SECOND FLOOR
SCALE: AS SHOWN



ISOMETRIC KEY PLAN

VARIANCE

NARRATIVE (PAGE 1)

All applications for a variance must provide justification for the requested variance(s) based on the criteria set forth by the City Code. It is recommended that the following responses be typed. Illegible handwritten responses will not be accepted. Responses may be provided as a separate letter, addressing each of the six criteria.

ALL OF THE FOLLOWING CRITERIA MUST BE ANSWERED.

APPLICANT NARRATIVE	
Street Address: 411 1st Avenue St Petersburg	Case No.:
Detailed Description of Project and Request: Construction of a two elevated story parking garage with compact spacing. The request is in regarding to the compact parking dimensions being outside of standards. The proposed compact parking space dimensions are 8'x16'	
<p>1. What is unique about the size, shape, topography, or location of the subject property? How do these unique characteristics justify the requested variance?</p> <p>The existing site location limits the total at grade parking available for Princess Martha ALF. The proposed parking garage increases the total parking available to Princess Martha ALF while reducing parking demand for on street parking on City streets and the overall limited parking in the downtown area. The land available for the parking garage is bounded on the south by the Princess Martha ALF building, on the east by the facade of the former Baptist Church, on the north by the alley and on the west by the Christ United Methodist Church. The garage requires a ramp to get the the raised decks. The width required to fit the ramp and the drive aisle with parking on both sides requires one of the parking stall rows to be compact since the additional 2' of garage width would encroach into the alley.</p>	
<p>2. Are there other properties in the immediate neighborhood that have already been developed or utilized in a similar way? If so, please provide addresses and a description of the specific signs or structures being referenced.</p> <p>There are multiple properties near Princess Martha ALF that utilize parking space sizes similar to the proposed variance. The parking lot south of the Christ United Methodist Church at 451 1st Avenue North, the parking garage at 501 1st Avenue North, and a parking lot at 235 3rd St. S. appear to have some compact parking spaces.</p>	
<p>3. How is the requested variance not the result of actions of the applicant?</p> <p>The lot size constraints are not the result of any action on the part of the applicant.</p>	



VARIANCE

NARRATIVE (PAGE 2)

All applications for a variance must provide justification for the requested variance(s) based on the criteria set forth by the City Code. It is recommended that the following responses be typed. Illegible handwritten responses will not be accepted. Responses may be provided as a separate letter, addressing each of the six criteria.

ALL OF THE FOLLOWING CRITERIA MUST BE ANSWERED.

APPLICANT NARRATIVE

4. How is the requested variance the minimum necessary to make reasonable use of the property? In what ways will granting the requested variance enhance the character of the neighborhood?

The requested variance is the minimum necessary to allow the garage to fit within the available dimensions of the lot configuration. The garage will enhance the neighborhood by reducing the on street and off street parking load in the vicinity. The proposed garage has been enhanced based on comments by the City's Historic Preservationist and a portion of the new garage is to be constructed over an unsightly vacant lot.

5. What other alternatives have been considered that do not require a variance? Why are these alternatives unacceptable?

Alternatives to the the variance include leaving the existing parking as is which would negate the proposed garage improving the parking available in the area. Numerous parking garage configurations were considered before selecting the design that has been presented. The dramatic loss of spaces that would result from requiring all the spaces in a garage to be standard size would make the garage impractical.

6. In what ways will granting the requested variance enhance the character of the neighborhood?

Granting the requested variance adds to the total parking the Princess Martha ALF can provide to it's residents, employees, and visitors. Parking in downtown is limited and this variance will help alleviate the surrounding neighborhood's lack of adequate parking. The proposed garage has been enhanced based on comments by the City's Historic Preservationist and a portion of the new garage is to be constructed over an unsightly vacant lot.

Vehicle Tracking Vehicle Details

Ref:



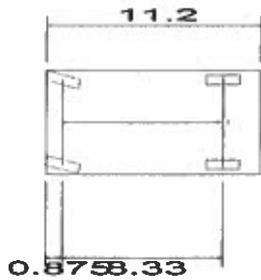
Vehicle Name: Compact
Type: Rigid vehicle
Category (Unspecified)
Classification (Unspecified)

Source:

Description:

Notes:

Unit 1 Name: Compact



Compact	
Overall Length	11.205ft
Overall Width	5.500ft
Overall Body Height	4.512ft
Min Body Ground Clearance	0.711ft
Track Width	5.000ft
Lock-to-lock time	3.00s
Curb to Curb Turning Radius	22.500ft

Vehicle Tracking Vehicle Details

Ref:

Unit Name: Compact
Type: Tractor (with driver controlled steering)
Body style: Passenger Car (Small)
Classification: (Unspecified)

Source:
Description:
Notes:

Datum: Front Primary Axle

Front Axle(s): 1 Ackerman (axles fixed, wheels turn)
Primary Front Axle Offset: 0.000ft
Effective Front Axle Offset: 0.000ft (Auto Calculated)
Maximum Wheel Angle: Unlimited
Linkage: Front axles linked to rear axles
Basis: Angle of rear wheels
Rule 1: Forward and reverse from 0.00deg, 100.00 based upon Tangents
Status: Active Non Self-Steered
Track Width: 5.000ft
Total Wheels: 2 (positioned at the ends of the axle)
Tire Width: 0.500ft (Auto Calculated - proportion of Track Width)
Tire Diameter: 1.750ft (Auto Calculated - proportion of Track Width)

Rear Axle(s): 1 Fixed
Primary Rear Axle Offset: 8.330ft (Innermost Axle behind Front Primary Axle)
Effective Rear Axle Offset: 8.330ft (Auto Calculated)
Maximum Wheel Angle: Unlimited
Status: Active Non Self-Steered
Track Width: 5.000ft
Total Wheels: 2 (positioned at the ends of the axle)
Tire Width: 0.500ft (Auto Calculated - proportion of Track Width)
Tire Diameter: 1.750ft (Auto Calculated - proportion of Track Width)

Steering: Front Axle(s):
Min. Curb / Curb Turning Radius: 22.500ft (based upon active axles only)
Calculated Maximum Wheel Angle: 27.300deg
Lock-to-Lock Time (Fwd/Rev): 3.0sec / 3.0sec
Driver / Pilot
Driver Offset Longitudinally: 4.051 ft (in front of Front Primary Axle)
Driver / Pilot Offset Laterally: -1.969ft (Right of Centerline)
Driver Height: 4.921 ft (Above ground level)

Front Coupling: None

Rear Coupling: Generic
Coupling Offset: 8.330ft (behind Front Primary Axle)
Coupling Height: 1.750ft (Auto Calculated - proportion of Tire Diameter)
Capability: Can Tow or be Towed
Max. Horizontal Articulation Angle: 90.000deg
Max. Vertical Articulation Angle: 10.000deg

Vehicle Tracking Vehicle Details
(continued...)

Ref:

Body outline (plan):

Outline Type:

Rectangle

Offset (X,Y):

-0.870ft, 0.000ft

Length / Width:

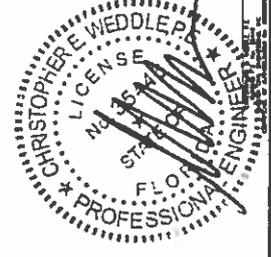
11.200ft / 5.500ft

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	10/10/11
2	REVISED	10/10/11
3	REVISED	10/10/11
4	REVISED	10/10/11
5	REVISED	10/10/11
6	REVISED	10/10/11
7	REVISED	10/10/11
8	REVISED	10/10/11
9	REVISED	10/10/11
10	REVISED	10/10/11

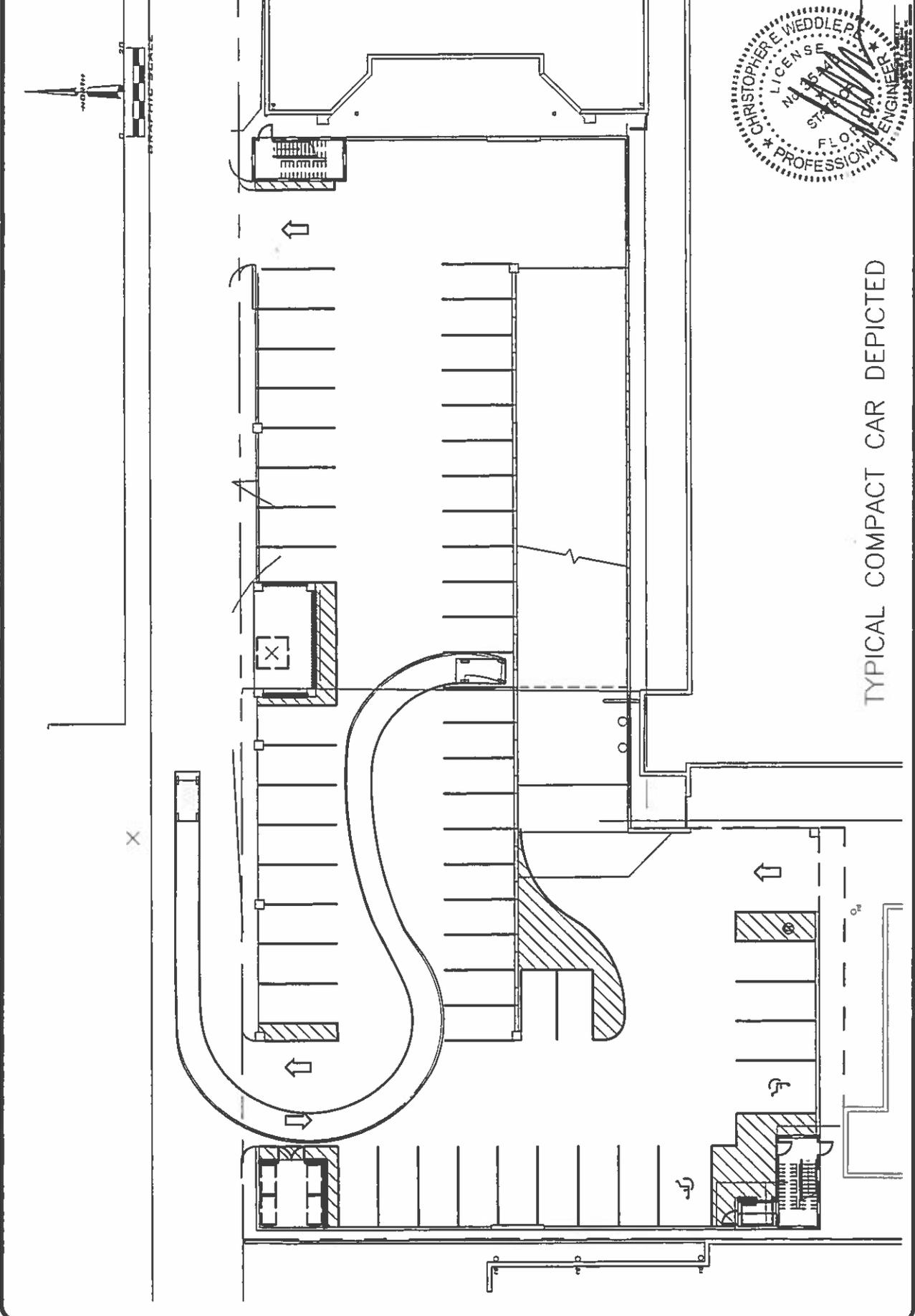
VEHICLE TRACKING PLAN

PRINCESS MARTHA PARKING GARAGE
 PRINCESS MARTHA, LLC
 411 1ST AVE.
 ST. PETERSBURG, FLORIDA 33701

AURORA
 CIVIL ENGINEERING, INC.
 110 E. BAY ST. SUITE 2000, ST. PETERSBURG, FLORIDA 33701



TYPICAL COMPACT CAR DEPICTED



10/10/11



October 18, 2017

Chris Weddle, P.E.
Aurora Civil Engineering, Inc.
610 E. Morgan St.
Brandon, FL 33510

Re: Proposed parking garage at Princess Martha

Dear Chris:

The Board of Directors of the St. Petersburg Downtown Neighborhood Association has reviewed the variance request to allow for compact car parking at the planned garage for the Princess Martha, and we have no objection to the variance. We appreciate your outreach. Please let me know if the SPDNA can be of any further assistance.

Best regards,

Gina Driscoll

Gina Driscoll
President
St. Petersburg Downtown Neighborhood Association



October 9, 2017

Re: Subject Property
120 4th Street N, St Petersburg, FL 33701

To whom it may concern

Princess Martha has advised us that they are requesting a variance to allow compact parking spaces within their proposed parking garage. We own the above referenced property adjacent to the proposed Princess Martha garage and have no objection to the requested variance or the project generally. It will be very beneficial to help solve the overall parking shortage in the area.

Thank you for your attention to this matter,

A handwritten signature in black ink, appearing to read "S. Morris".

The Very Reverend Stephen B. Morris

Dean of the Cathedral

140 Fourth Street N. · P.O. Box 1581 · St. Petersburg, FL 33731
Phone: (727) 822-4173 · Fax: (727) 823-2205
Website: www.spcathedral.com

Fourth Street Condo Association
5801 Ulmerton Road, Suite 200
Clearwater, FL 33760

Monday, October 9, 2017

Re: 120 – 4th Street North, St. Petersburg, FL

To whom it may concern

Princess Martha has advised us that they are requesting a variance to allow compact parking spaces within their proposed parking garage. We own the above referenced property adjacent to the proposed Princess Martha garage and have no objection to the requested variance or the project generally. It will be very beneficial to help solve the overall parking shortage in the area.

If you have any questions please don't hesitate to contact me at 727-683-1200 or dschooley@tjmproperties.us.

Sincerely,



Dale Schooley
Property Manager

RECEIVED

NOV 27 2017

DEVELOPMENT REVIEW
SERVICES

November 27, 2017

Ms. Iris Wynn
Administrative Clerk
County Clerk Office
175 5th St North
St. Petersburg, FL 33701

Dear Ms Wynn:

First, thank you so much for responding so quickly to my phone call, and providing the timely information we at The Princess Martha need to submit our Appeal of the proposed Variance in case # 17-54000069.

Secondly, I hope this document is sufficient to present our case at the December 6, 2017, hearing. We TPM residents are indeed hopeful that our effort will allow the sunshine, fresh air, grand view and sweet trees to flourish as they always have...gracing us to maintain better health and our fine spirits.

If you've information or questions for us, please call one of the numbers below.

We look forward to seeing and meeting with you.

Regards,



Blanche Hodge
VP TPM Resident Council
(813)625-2377



Robb Hasencamp
Advisor, TPM Resident Council
(272) 914-0810

11/27/17

APPEAL TO DENY APPROVAL

OF VARIANCE CASE # 17-54000069

**TO CONSTRUCT A NEW 3-STORY PARKING GARAGE AT 411 1ST AVE., N. and
120 4th ST., N., AND TO ADDRESS SUCH APPROVAL AT PUBLIC HEARING OF
DEVELOPMENT REVIEW COMMISSION ON
WEDNESDAY, DECEMBER 6, 2017 @ 2:00 P.M.**

REASON FOR APPEAL BY PRINCESS MARTHA (TPM) RESIDENTS: A good faith conciliatory attempt to accommodate both party's parking garage goals. To this end, please note **TWO OPTIONAL PROPOSALS** on third page outlining mutually beneficial plans.

PARTIES INCLUDE

- **TJM DEVELOPMENT CORPORATION.**
 - **THE PRINCESS MARTHA (TPM) RESIDENT COUNCIL and residents.**
1. **TJM PROPOSAL:** To construct a new 3-level covered parking garage at TPM Senior Center in rear vacant lot and over the existing paved lot.
 2. **TJM OFFICIAL INTENT/PURPOSES:** to provide covered and more "secure" parking for TPM residents; enhancement of TJM's property value by providing spaces for local businesses and the coming offices located on two floors of church building to rear of TPM.

BENEFITS

TJM DEVELOPMENT

- **Good stewardship of property and enhanced care for TPM residents.**
- **Increased market value to TJM properties.**

- Extra parking slots for local retail, plus rear church offices.

TPM SENIOR LIVING CENTER * Protection from rain, sun and hurricane loss.

LIABILITIES

TJM DEVELOPMENT

- **Civil law suits**: harm to vehicles, structure and residents by Williams Park and other local homeless/street people: break-ins; excrement; drug paraphernalia; raunchy, loud confrontations.
- **Costs**: 24/7 security surveillance and guards, TPM staff time and irritation in responding to emergency calls, maintenance, cleaning.

TPM SENIOR LIVING CCENTER

- **Police** and security bothering residents for questioning.
- **Unhygienic**, contaminated bodily fluids; illegal devices; condoms; beer and liquor containers.
- **Civil actions** against TPM for all apparent reasons.
- Ongoing **complaints** from residents re obstruction of sunlight, view from windows in general, loss of clean air circulation, absence of trees (18 to be removed?...with no plan for replacement?).
- Hassles re: movement of **wheelchairs** and **walkers** up and down ramps, in and out of vehicles. (Although still can utilize our covered drop off area.)
- Even with (dim) lighting and security cameras, **worry and fear**: the eerie enclosed space.
- Loss of adequate **dog park** area: present space is small...but is grassy, with sunshine and clean air. Proposed site is much smaller, in awkward location against TPM wall, under cover without rotating air,

sun, trees, with two large columns and air conditioning unit in same space. Some residents have initially moved to TPM in part because of present dog walk area.

**TPM OPTIONAL PROPOSALS TO PROVIDE AMPLE
PARKING FOR BOTH TPM AND TJM WITHOUT BUILDING
THE FULL THREE-STORY GARAGE**

Believing sincerely in the good faith of both TJM and TPM principals,
Princess Martha residents offer the following, simple plans:

A. UTILIZE EXISTING GROUND-LEVEL LOTS

- 1. REFURBISH and UPGRADE PAVEMENT OF EXISTING PARKING LOT.
(42 LOTS)**
- 2. INSTALL NEW PAVING ON VACANT LOT ON NORTH OF TPM BUILDING.
(50 NEW SPOTS)**
- 3. 90+ TOTAL SPACES WILL PROVIDE ROOM TO ACCOMMODATE ALL
RESIDENTS, VISITORS and NEW OFFICE PERSONNEL.**

B. BUILD 1/2 OF PROPOSED GARAGE ON VACANT LOT

- 1. RETAIN PRESENT PAVED LOT AS IS, WITH REFURBISHMENT.**
 - 2. BUILD PROPOSED 3-LEVEL GARAGE ON VACANT LOT, TO SATISFY
NEED FOR MORE SLOTS.**
-

Both options are workable, yet still offer residents fresh air and sunshine,
benches on which to sit and socialize, room for residents and dogs to walk.