DOCK VARIANCE
PUBLIC HEARING

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

REPORT TO THE DEVELOPMENT REVIEW COMMISSION FROM DEVELOPMENT REVIEW SERVICES DIVISION, DEPARTMENT OF PLANNING AND DEVELOPMENT SERVICES DEPARTMENT, for Public Hearing and Executive Action on August 19, 2020 at 10:00 A.M., by means of communications media technology pursuant to Executive Order Number 20-179, issued by the Governor on July 29, 2020. Executive Order Number 20-69 was extended by Executive Order Number 20-179.

CASE NO.: 20-39000001
PLAT SHEET: L-23

REQUEST: Approval of a variance to the minimum right-side dock setback from 10-feet to zero feet to 2-feet to allow for the construction of a dock with an elevator style lift in the NS-2 zoning district.

OWNER: Jill Silverman and Cheryl Russell
15 Pasture Lane
Old Bethpage, New York 11804

AGENT: Troy Hughes
Midcoast Marine Group
6675 114th Avenue North
Largo, Florida 33773

ADDRESS: 4301 46th Avenue South

PARCEL ID NO.: 03-32-16-11708-015-0280

LEGAL DESCRIPTION: On File

ZONING: Neighborhood Suburban Single-Family (NS-2)
REQUEST: The variance request is to reduce the minimum required right-side setback for a dock from 10-feet to 2-feet to allow for the construction of a new dock with an elevator-style boatlift. The request initially moved through the setback waiver process, which included mailing notices to property owners within 200-feet measured along the seawall on the right (north) side of the property, however Staff received objections to the request which halted the process. The Applicant then applied for a dock variance through the typical variance process.

DISCUSSION: The subject property is located in the Broadwater Neighborhood, on a fully platted lot platted in 1973 with a single-family home built in 1986. The property is a corner lot situated on the inside bend of a dead-end canal which creates a narrow access to the waterfront. The proposed dock consists of a 6-foot wide by 29-foot long walkway with an elevator-style lift on the left.

The proposed dock and lift will meet the required left-side setbacks of 10.47-feet and 10-feet, respectively. The immediate right-side property owner at 4563 43rd Street South has signed an affidavit of no-objection to the requested right-side setback of 2-feet recognizing and agreeing to allow the dock with a 2-foot right-side setback. The walkway-only dock and elevator-style lift minimizes the impact of the dock replacing the existing dock that was originally established in 1992. Docks commonly consist of a walkway with a square “head” at the end of the dock (furthest from the seawall) with one or two 4-pole cradle-style boatlifts. The elimination of a head and the use of an elevator-style lift, which uses only two poles between the dock and boat (as opposed to four with two more poles on the far side of the cradled boat), creates the smallest possible dock footprint while maintaining the dock’s reasonable usability.

CONSISTENCY REVIEW COMMENTS: The Development Review Services Division staff reviewed this application in the context of the following standards of approval excerpted from the City Code and found that the requested variance is CONSISTENT with these standards.

Standard #1: Circumstances or conditions exist which are peculiar to the land, buildings, or other structures for which the variance is sought and do not apply generally to lands, buildings, or other structures in the same zoning district.

The orientation of the land and the relatively narrow waterfront width does not apply generally to lands in the area.

Standard #2: Strict application of the provisions of the Code would provide the applicant with no means for reasonable use of the land, buildings, or other structures in the same district.

The narrow waterfront results in a buildable area that would not allow for a standard-sized boatlift when minimum side setbacks are taken into account. The only directly affected property owner has signed an understanding of no-objection for the lesser right-side setback.

Standard #3: The peculiar conditions and circumstances existing are not the result of the actions of the applicant.

The original platting of the subdivision in 1973 created the peculiar condition. The current property owner purchased the property in 2017.
Standard #4: The reasons set forth in the application justify the granting of a variance.

The narrow waterfront and angle of the seawall justify granting a variance. The only directly affected property owner has no objection to the requested variance.

Standard #5: The variance proposed to be granted is the minimum variance that will make possible the reasonable use of the land, building, or other structure.

The design of the dock structures (a walkway-only dock with an elevator-style lift) minimize the request by meeting one side’s minimum required setbacks while obtaining written permission from the most-affected property owner on the remaining side.

Standard #6: The granting of the variance will be in harmony with the general purpose and intent of the Code and will not be injurious to the neighborhood or otherwise detrimental to the public welfare.

The granting of the variance will be in harmony with the general purpose and intent of the Code and will not be injurious to the neighborhood. The left-side setbacks and the other characteristics of the proposed dock and lift are conforming to current Code regulations. The affected property owner on the right-side has no objection to the request.

PUBLIC COMMENTS: The subject property is within the boundaries of the Broadwater Civic Association. Objections were received by Staff at the time of initial setback waiver process (attached). These objections halted the waiver process and this variance request was then pursued by the Applicant. The objections received were authored by owners of property in the area, but not immediately adjacent to the subject property.

STAFF RECOMMENDATION: Based on the stringent standards of approval contained within the City Code, the Development Review Services Division staff recommends APPROVAL of the requested variance.

CONDITIONS OF COMMISSION ACTION: If the variance is approved consistent with the site plan submitted with this application, the Development Review Services Division staff recommends that the approval shall be subject to the following:

1. All site plans submitted for City approval shall be identical to those approved with this application. Plans shall be submitted to the Development Review Services Division by the Applicant for approval prior to the issuance of permits by the Pinellas County Water & Navigation Control Authority.

2. This variance approval shall be valid through August 19, 2023. Substantial construction shall commence prior to this expiration date. A request for extension must be filed in writing prior to the expiration date.

REPORT PREPARED BY:  REPORT APPROVED BY:

Michael Larimore, Planner I  Jennifer Bryla, AICP, Zoning Official
Development Review Services Division Development Review Services Division
Planning and Development Services Dept. Planning and Development Services Dept.
Project Location Map
City of St. Petersburg, Florida
Planning and Development Services Department
Case No.: 20-39000001
Address: 4301 46th Avenue South
PRIVATE DOCK

Application #
(OFFICIAL USE ONLY)

MHW
MLW
BOTTOM

ENG. SCALE: 1" =

Profile View

TOTAL SQUARE FEET
NEW SQUARE FEET
WATERWAY WIDTH
WATERFRONT WIDTH

174
126
201
31.4'

Plan View
(applicant and adjacent docks)

SHORELINE
The undersigned does not object to the proposed dock and requested variances as drawn in the space provided above.

Left Owner

Right Owner

Signature
Date
Signature
Date

Municipality Approval

Water and Navigation Approval

01/27/2020
VARIANCE REQUEST FORM

Left Lot Owner's Name

Mailing Address

Zip

I certify that I am the owner of Lot which adjoins the property owned by the applicant who proposes to construct a dock at the following address:

I have seen the plans of the proposed structure(s) along with any requested variances (see Section IV.B of the application) and: DO OBJECT X DO NOT OBJECT o to the proposed construction.

OWNER'S SIGNATURE: _______________________________ Date __________________

NOTARY:
STATE OF FLORIDA, PINELLAS COUNTY, BEFORE ME, the undersigned authority, personally appeared well known to me, or who provided a valid Florida Driver's License to be the person who executed the foregoing instrument and that he/she acknowledged to me, under oath, that he/she signed the same freely and voluntarily for the purposes expressed therein.

Witness my hand and official seal this ______ day of ______, 20__

Notary Public

My commission expires: ________________

Right Lot Owner's Name

Mailing Address

Zip

I certify that I am the owner of Lot which adjoins the property owned by the applicant who proposes to construct a dock at the following address:

I have seen the plans of the proposed structure(s) along with any requested variances (see Section IV.B of the application) and: DO OBJECT X DO NOT OBJECT o to the proposed construction.

OWNER'S SIGNATURE: _______________________________ Date 01/27/2020

NOTARY:
STATE OF FLORIDA, PINELLAS COUNTY, BEFORE ME, the undersigned authority, personally appeared well known to me, or who provided a valid Florida Driver's License to be the person who executed the foregoing instrument and that he/she acknowledged to me, under oath, that he/she signed the same freely and voluntarily for the purposes expressed therein.

Witness my hand and official seal this 27 day of ______, 20__

Notary Public

My commission expires: ________________

Tracey Brady
Commission # GG 255649
Expires November 27, 2022
Bonded Through Trinity Insurance 1-800-385-7019
**STRUCTURAL ENGINEERING REVIEW**

ACE ELEVATOR LIFT

This structure has been designed for loads associated with an ultimate wind speed of 180 MPH. Exposure D, Risk Category I, calculated per Florida Building Code, 6th Edition, 2017, ASCE/SEI 7.10 and ADM 2015. Boats shall not be stored on lifts during high wind events. All primary structural members are to be 6061-T6 Aluminum. Tracks are to be driven to firm bearing material and shall be adequately spaced at no more than 8 ft. O.C.

**SUMMARY OF DESIGN FEATURES**

<table>
<thead>
<tr>
<th>LIFT CAPACITY</th>
<th>CRADLE I-BEAM</th>
<th>TRACK I-BEAM</th>
<th>BUNKボード FEET</th>
<th>CABLE SIZE</th>
<th>TRACK SPREAD</th>
<th>GUIDE POST HEIGHT</th>
<th>BRAKE</th>
<th>DRIVE SHAFT</th>
<th>WINDER DIA</th>
<th>GEAR RATIO</th>
<th>MOTOR HP/VOLTAGE</th>
<th>INCHES OF LIFT PER MIN</th>
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<td>(2) 26 H x 33 6 W x 72 26 H SP 26 00# FT</td>
<td>(2) 30 H x 29 6 W x 80 30 H SP 30 00# FT</td>
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<td>10 PART</td>
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<td>(2) 5/16 x 30 3 4&quot; S</td>
<td>11 PART</td>
<td>29 THRU 30</td>
<td></td>
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</tr>
</tbody>
</table>

ACE Boat Lifts 7990 Mercantile Street, North Fort Myers Florida 33917 Pub 1-15-18
Hi Michael,

We are owners of 4315 46th Ave South – to the left of the address above when viewing from the road. Anna Guerra at 4531 43rd St South received a request from your office today requesting approval for the reduced side setback, however, she does not live next door 4301 46th – we actually live on the left side of 4301 46th and have already told both of the owners we do not approve of the setback – neither Anna nor the Murray’s approve of any changes to the setbacks – as it will block our view significantly, and as you can see via public record that is why our home cost significantly more for the open water view and access. The letter that Anna received states the right side owner has approved – Jeremie is the right side owner, but Anna is not the left side owner – we are.

We have not received mail on this yet, but we definitely and formally do not approve of these modifications to the setback and will pursue all remedies available to make sure it doesn’t happen – let me know what steps are required.

Jeff Murray
President
AVPro
2222 E 52nd Street North
Sioux Falls, SD 57104
605-951-4742
jeff@avproglobaI.com
Dock Permit for 4301 46 Ave So.
Annamaria Guerra
4531 43 st. s.
St. Petersburg, Fl. 33711

I received a letter of intent to file an application for a dock permit for the property at 4301 46 Ave So., listed above. I am sending this email to let you know that I OBJECT this request, I DO NOT APPROVE this request.

Please confirm the receipt of this email. Any question, please let me know. Sincerely

Annamaria Guerra
From: Robert & Barbara Krupski  
4501 43rd. Street South  
St. Petersburg, Fl. 33711  
727-906-0311

2-10-2020

To: Development Review Services  
City of St. Petersburg  
PO Box 2842  
St. Petersburg, Fl. 33731  

Mike Larimore - Case Planner

In regards to the request (reduce right required side setback from the required 10-feet to 2-feet as shown in the attached dock plan) for the property located at 4301 46th. Avenue South, we at the above mentioned property do object. Our adjacent neighbor at 4531 43rd. St. S., objects to the proposal because the dock plan for the right owner (on dock plan) is too close to her lift and we are honoring her objection.

[Signature]

Robert Krupski

[Signature]

Barbara Krupski
DOCK VARIANCE
PUBLIC HEARING

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

REPORT TO THE DEVELOPMENT REVIEW COMMISSION FROM DEVELOPMENT REVIEW SERVICES DIVISION, DEPARTMENT OF PLANNING AND DEVELOPMENT SERVICES DEPARTMENT, for Public Hearing and Executive Action on August 19, 2020 at 10:00 A.M., by means of communications media technology pursuant to Executive Order Number 20-179, issued by the Governor on July 29, 2020. Executive Order Number 20-69 was extended by Executive Order Number 20-179.

CASE NO.: 20-39000002
PLAT SHEET: L-23
REQUEST: Approval of a variance to the minimum left-side dock setback from 14.33-feet to zero feet to allow for the construction of a dock with an elevator style lift in the NS-2 zoning district.

OWNER: Jeremy Rainwater
4563 43rd Street South
Saint Petersburg, Florida 33711

AGENT: Troy Hughes
Midcoast Marine Group
6675 114th Avenue North
Largo, Florida 33773

ADDRESS: 4563 43rd Street South

PARCEL ID NO.: 03-32-16-11708-015-0270

LEGAL DESCRIPTION: On File

ZONING: Neighborhood Suburban Single-Family (NS-2)
REQUEST: The variance request is to reduce the minimum required left-side setback for a dock from 14.33-feet to 0-feet to allow for the construction of a new dock with an elevator-style boatlift. The request initially moved through the setback waiver process, which included mailing notices to property owners within 200-feet measured along the seawall on the left (south & west) side of the property, however Staff received objections to the request which halted the process. The Applicant then applied for a dock variance through the typical variance process.

DISCUSSION: The subject property is located in the Broadwater Neighborhood, on a fully platted lot platted in 1973 with a single-family home built in 1975. The property is a corner lot situated on the inside bend of a dead-end canal which creates a narrow access to the waterfront. The proposed dock consists of a 6-foot wide walkway with a 14-foot wide triangular head with an elevator-style lift on the right.

The proposed dock and lift will meet the required right-side setbacks of 14.33-feet and 10-feet, respectively. The immediate left-side property owner at 4301 46th Avenue South has signed an affidavit of no-objection to the requested left-side setback of 0-feet recognizing and agreeing to allow the dock with a 0-foot right-side setback. The elevator-style lift minimizes the impact of the dock replacing the existing dock that was originally established in 2008 with a smaller dock footprint. Docks commonly consist of a walkway with a square “head” at the end of the dock (furthest from the seawall) with one or two 4-pole cradle-style boatlifts. The use of an elevator-style lift, which uses only two poles between the dock and boat (as opposed to four with two more poles on the far side of the cradled boat), creates the smallest possible dock footprint while maintaining the dock’s reasonable usability.

CONSISTENCY REVIEW COMMENTS: The Development Review Services Division staff reviewed this application in the context of the following standards of approval excerpted from the City Code and found that the requested variance is CONSISTENT with these standards.

Standard #1: Circumstances or conditions exist which are peculiar to the land, buildings, or other structures for which the variance is sought and do not apply generally to lands, buildings, or other structures in the same zoning district.

The orientation of the land and the relatively narrow waterfront width does not apply generally to lands in the area.

Standard #2: Strict application of the provisions of the Code would provide the applicant with no means for reasonable use of the land, buildings, or other structures in the same district.

The narrow waterfront results in a buildable area that would not allow for a standard-sized boatlift when minimum side setbacks are taken into account. The only directly affected property owner has signed an understanding of no-objection for the lesser left-side setback.

Standard #3: The peculiar conditions and circumstances existing are not the result of the actions of the applicant.

The original platting of the subdivision in 1973 created the peculiar condition. The current property owner purchased the property in 2019.
Standard #4: The reasons set forth in the application justify the granting of a variance.

The narrow waterfront and angle of the seawall justify granting a variance. The only directly affected property owner has no objection to the requested variance.

Standard #5: The variance proposed to be granted is the minimum variance that will make possible the reasonable use of the land, building, or other structure.

The design of the dock structures (a smaller dock footprint with an elevator-style lift) minimize the request by meeting one side's minimum required setbacks while obtaining written permission from the most-affected property owner on the remaining side.

Standard #6: The granting of the variance will be in harmony with the general purpose and intent of the Code and will not be injurious to the neighborhood or otherwise detrimental to the public welfare.

The granting of the variance will be in harmony with the general purpose and intent of the Code and will not be injurious to the neighborhood. The right-side setbacks and the other characteristics of the proposed dock and lift are conforming to current Code regulations. The affected property owner on the left-side has no objection to the request.

PUBLIC COMMENTS: The subject property is within the boundaries of the Broadwater Civic Association. Objections were received by Staff at the time of initial setback waiver process (attached). These objections halted the waiver process and this variance request was then pursued by the Applicant. The objections received were authored by owners of property in the area, but not immediately adjacent to the subject property.

STAFF RECOMMENDATION: Based on the stringent standards of approval contained within the City Code, the Development Review Services Division staff recommends APPROVAL of the requested variance.

CONDITIONS OF COMMISSION ACTION: If the variance is approved consistent with the site plan submitted with this application, the Development Review Services Division staff recommends that the approval shall be subject to the following:

1. All site plans submitted for City approval shall be identical to those approved with this application. Plans shall be submitted to the Development Review Services Division by the Applicant for approval prior to the issuance of permits by the Pinellas County Water & Navigation Control Authority.
2. This variance approval shall be valid through August 19, 2023. Substantial construction shall commence prior to this expiration date. A request for extension must be filed in writing prior to the expiration date.

REPORT PREPARED BY: 

Michael Larimore, Planner I
Development Review Services Division
Planning and Development Services Dept.

REPORT APPROVED BY: 

Jennifer Bryla, AICP, Zoning Official
Development Review Services Division
Planning and Development Services Dept.
The undersigned does not object to the proposed dock and requested variances as drawn in the space provided above.

Left Owner
Signature
Date 1/25/20
Municipality Approval

Right Owner
Signature
Date
Water and Navigation Approval

ROSANNE THOMAS
Notary Public - State of New York
NO. 01TH6381901
Qualified in Nassau County
My Commission Expires Oct 15, 2022

ROSANNE THOMAS
Notary 1/25/2020
VARIANCE REQUEST FORM

Application # (OFFICIAL USE ONLY)

LEFT LOT OWNER’S NAME: Cheryl Russell-Silverman

Mailing Address: 4301 46th Ave S, St. Pete, FL, zip 33711

I certify that I am the owner of Lot ______ which adjoins the property owned by the applicant who proposes to construct a dock at the following address:

4563 43rd St, S, St. Pete, FL.

I have seen the plans of the proposed structure(s) along with any requested variances (see Section IV.B of the application) and: DO OBJECT □ DO NOT OBJECT □ to the proposed construction.

OWNER’S SIGNATURE: ___________________________ Date: __________

NOTARY: ___________________________ Date: __________

STATE OF FLORIDA, PINELLAS COUNTY, BEFORE ME, the undersigned authority, personally appeared Cheryl Russell-Silverman well known to me, or who provided a valid Florida Driver’s License to be the person who executed the foregoing instrument and that he/she acknowledged to me, under oath, that he/she signed the same freely and voluntarily for the purposes expressed therein.

Witness my hand and official seal this day of ________, 20____—

Notary Public

My commission expires: _________.

_____________________________________ 20____

___________________________________________

Notary Public

My commission expires: _________.

______________________________________

Right Lot Owner’s Name

Mailing Address

Zip

I certify that I am the owner of Lot ______ which adjoins the property owned by the applicant who proposes to construct a dock at the following address:

I have seen the plans of the proposed structure(s) along with any requested variances (see Section IV.B of the application) and: DO OBJECT □ DO NOT OBJECT □ to the proposed construction.

OWNER’S SIGNATURE: ___________________________ Date: __________

NOTARY: ___________________________ Date: __________

STATE OF FLORIDA, PINELLAS COUNTY, BEFORE ME, the undersigned authority, personally appeared ______ well known to me, or who provided a valid Florida Driver’s License to be the person who executed the foregoing instrument and that he/she acknowledged to me, under oath, that he/she signed the same freely and voluntarily for the purposes expressed therein.

Witness my hand and official seal this day of ________, 20____—

Notary Public

My commission expires: _________.

______________________________________
NOTE THIS STRUCTURE HAS BEEN DESIGNED FOR LOADS ASSOCIATED WITH AN ULTIMATE WINO SPEED OF 180 MPH EXPOSURE A CATEGORY I. CALCULATED PER FLORIDA BUILDING CODE 6th EDITION. 2017 ASD/SE 1 AND AM/16 2015. BOATS SHALL NOT BE STORED ON LIFTS DURING HIGH WIND EVENTS. ALL PRIMARY STRUCTURAL MEMBERS ARE TO BE 6061 T6 ALUMINUM. TRACKS ARE TO BE SIZED TO FULLY BRACE ALUMINUM BEAMS AND SHALL BE ADEQUATELY BRACED. AT NO MORE THAN 5 FT. OF 6061 T6 ALUMINUM.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>MIN.</th>
<th>MAX.</th>
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<tr>
<td>Flat Plate Drive</td>
<td>3.5&quot; O.D. X 1.99&quot; ID</td>
<td>3.5&quot; O.D. X 1.99&quot; ID</td>
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**Typical Vertical Pile or Horizontal Wood Deck Framing**

**TYPICAL HORIZONTAL CONNECTION TO REINFORCED CONCRETE DOCK OR SEAWALL**

- **(2) 1.5" X 1.5" X 1.5" X 13.5" STAINLESS STEEL ANCHOR BOLTS**
- **EDGE DISTANCE OF TYPICAL HORIZONTAL CONNECTION TO WOOD ANCHOR BOLTS**

**SUMMARY OF DESIGN FEATURES**

- **INCLINE MOUNT OR VERTICAL MOUNT**
- **(2) 15 HP 208V/20A**
- **(2) 3/4 HP**
- **HOIST: 1/4 HP ON 4/4" LIFT USE**

**ACE ELEVATOR LIFT**
Michael W. Larimore

From: Theresa Zanghi <tzfl425@gmail.com>
Sent: Monday, February 03, 2020 7:30 PM
To: Michael W. Larimore
Cc: devrev; thughes@stpete.org
Subject: Dock permit for 4563 43rd St S

Follow Up Flag: Follow up
Flag Status: Flagged

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

I received a notice of intent to file a dock permit application for the property listed above; 4563 43rd St S.
I am emailing to make my position clear that I object to this request. I do NOT approve this request.

Please confirm receipt of this email.

Any questions, please let me know.

Theresa Zanghi
812.453.5999
APPEAL
STAFF REPORT
DEVELOPMENT REVIEW COMMISSION - VARIANCE REQUEST
PUBLIC HEARING

According to Planning & Development Services 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, DEPARTMENT OF PLANNING AND DEVELOPMENT SERVICES DEPARTMENT, for Public Hearing and Executive Action on August 19, 2020 at 10:00 A.M., by means of communications media technology pursuant to Executive Order Number 20-179, issued by the Governor on July 29, 2020. Executive Order Number 20-69 was extended by Executive Order Number 20-179.

CASE No.: 20-58000030
PLAT SHEET: J-18

DESCRIPTION: Appeal of a POD decision denying an administrative after-the-fact design variance to the accessory structure design requirements in a NT-1 zoning district.

After-the-fact approval of setback variances from six-feet (side yard) to four-feet and from ten-feet to four-feet (rear yard) for a carport.

OWNER: Israel Ramirez
3025 31st Street North
Saint Petersburg, Florida 33713

ADDRESS: 3025 31st Street North

PARCEL ID NO.: 11-31-16-05904-000-0060

LEGAL DESCRIPTION: On File

ZONING: Neighborhood Traditional Single-Family-1 (NT-1)
**Background:**

The subject property is located in the Station View Neighborhood. The property is a NT-1 (Neighborhood Traditional Single-Family) zoned interior lot developed with the existing single-family residence in 1954. The property consists of one fully platted lot (Lot 6 of Beachler's Replat), measuring 100-feet at the front property line with a lot area of approximately 13,400 square feet. The lot contains two separate, three-foot-wide utility easements. The easements are present along the east and south property lines of the subject property.

In November 2019, a Code Enforcement Citation 19-00029217 was initiated via See-Click-Fix. It was issued to the applicant for the construction of a metal carport without permits, light pollution from an attached fixture, and the carport's roof contact with an electrical drop line (extending from a powerline in the rear utility easement to the existing home). The metal carport, as-built, measures approximately 34-feet in length, 24-feet in width, 15-feet in height, 864 square feet, and is partially enclosed with aluminum walls on two sides. According to the applicant's narrative, the carport was built four years ago to accommodate covered parking for two forms of domestic equipment (recreational boats). The carport was constructed in the property's right-side yard, four-feet from the side yard, and rear yard property lines.

After receiving the citation, the applicant contacted the Construction Services and Permitting Department for permitting information and was referred to the Zoning Department to obtain the regulations regarding carport permitting. In the initial visit to review the citation, staff indicated accessory storage structures such as carports and garages are required to maintain consistent exterior architecture with the existing residence. Additionally, staff indicated the structure appeared to encroach into the district required six-foot side yard setback and ten-foot rear yard setback. A survey or site plan of the property was requested to show the setbacks and location of the carport. Upon a second visit to the department, the applicant provided a diagram (Attachment E) of the property showing the carport encroaching into both the required side and rear yard setbacks. As-built, the diagram indicated the carport had been constructed four-feet from the right-side yard and rear yard, property lines.

The applicant expressed concerns regarding the removal of the carport and the need for the structure to remain as was built. Staff then informed the applicant that before the approval of an after-the-fact permit, after-the-fact design and setback variances would be required. According, in response to the citation, applications were submitted requesting after-the-fact design (Attachment C) and setback (Attachment D) variances to retain the carport as constructed.

The POD made the determination to deny approval of the design variance, due inconsistencies in the exterior architecture between the residence and the metal carport. Moreover, the code provides design exemption criteria for carports on single-family uses. Section 16.50.020.4.1.5. states:

"A carport for a single family residential use is exempt from the requirement to utilize the architectural style and construction materials of the existing principal structure if it is: open on three sides, located within the rear one-third of the property, located behind the principal structure, meets the side yard setbacks for the principal structure (if on the streetside it must be hidden by another structure from view from the street), not greater than 440 square feet in area, not greater than 12 feet in height at the beginning of the roofline, and not greater than 15 feet in height at the peak of the roof."
In reviewing the setback variance application, the POD also determined that the structure must comply with the district's side and rear yard setbacks as built. This determination concluded that carports that do not display consistent architectural compatibility with primary residences may not encroach into the required setbacks. Design compliant accessory structures either visible or shielded from view, are not required to be shielded from view behind homes. Thus, matching carports may encroach into setbacks according to "Section 16.60.050 Setbacks, Allowable Encroachments."

**POD's Decision:**
The POD (Zoning Official) reviewed the application and made a determination of inconsistency with the Land Development Regulations (LDR) Sections 16.20.010.6., 16.20.010.11., and 16.50.020.4.1.5; therefore, denying the application. The applicant requests the approval of a design variance to accessory structure design requirements in the NT-1 zoning district. Section 16.20.010.11. - Building and Site Design states, “Detached accessory structures, such as garages and garage apartments, shall be consistent with the architectural style, materials, and color of the principal structure.” Section 16.50.010.4.1.5, as referenced, codifies the design relief criteria for carports which do not match single-family homes. Section 16.20.010.6. identifies the setbacks required for properties in the NT-1 zoning district with widths greater than 60-feet with no alleys. Structures on lots with widths 60 or more in the NT-1 district are required to maintain a six-foot setback from side yard property lines and a ten-foot rear yard setback in the absence of an alley.

Based on the code sections cited above, the property by right is allowed a setback compliant and consistent design carport. However, the detached metal carport, as built, could not be permitted base on the criteria outlined by this report.

**Appeal:**
Mr. Israel Ramirez filed an appeal on August 5, 2020, to the POD's decision to deny the design variance application. The application for a variance to the required setbacks was applied for in conjunction with the design variance. Both requests are being presented through the appeal of the design variance. The appeal generally argues:

1. That the carport has been on the property for an extended period of time and is in good condition.

**Staff Response:**
Staff finds that the application does not meet the criteria of code and provides analysis in support of this determination below. Following the review of the code criteria, staff provides a response to the issue identified in the appeal.

**Staff Analysis of Criteria:**
The Planning & Development Services Department staff reviewed this application in the context of the following criteria excerpted from the City Code and found that the requested variance is inconsistent 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. Preservation district. If the site contains a designated preservation district.
This criterion is not applicable. The subject property is not located in a designated preservation district.

b. **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 proposed project does not promote the established development pattern of the neighborhood. Metal carports are not prevalent accessory structures displayed throughout the neighborhood. The existing development pattern of single-family properties in the same neighborhood, with no alley, primarily have attached front loading one-car garages for storage. The garages found in this neighborhood were designed with the consistent exterior architecture of the homes.

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

The existing conditions are the result of applicant actions.

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

The literal enforcement of this Chapter would not result in unnecessary hardship. The hardship presented is self-imposed. On-site parking may still be provided for the domestic equipment without the carport.

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;**

The reasonable use of the structure would be affected, however consistent use of the land would remain unaffected. The property can continue to provide conforming on-site parking for the domestic equipment and reasonable accommodation of a conforming one car carport.

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

The variances requested are not the minimum variances that will make reasonable use of the land. Subject to Section 16.40.100.5., up to two forms of unenclosed domestic equipment may be stored on-site without a variance.

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

Per Section 16.20.010.11., “The purpose of the NT district regulations is to protect the traditional single-family character of these neighborhoods, while permitting rehabilitation, improvement and redevelopment in a manner that is consistent with the scale of the neighborhood. The standards for each of the NT districts are intended to reflect and reinforce their unique character.”

The intent of having setbacks and accessory structure design requirements is to improve the appearance, environment, character, and value of neighborhoods throughout the City. The application of these standards, promote and preserve, the contextual attractiveness of traditional communities. These code requirements proportionately regulate mandated green yards through
setbacks and exterior design to protect established neighborhood character. As such, the granting of these requests would not be in harmony with the general purpose and intent of the NT zoning district.

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

Although the requests do not directly impact public welfare. Approval of these requests would indirectly encourage similar oversized, visually incompatible accessory structures in single-family districts. The approval of these requests would deemphasize current architectural compatibility criteria and undermine existing design exemption standards for accessory structures. The standards reviewed by this report, as well as others, were adopted to discourage collections of large or numerous forms of domestic equipment in single-family districts, under structures more appropriately found in commercial storage facilities.

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

Staff finds that the reasons set forth do not justify the granting of the requested variances based on the analysis provided.

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.

No nonconforming uses, buildings, or structures have been utilized in Staff's analysis.

Public Comments:

The subject property is within the boundaries of the Bayview Station Neighborhood Association. At the time of this writing, staff has not received comments from the public regarding this request. Four of the eight signatures provided by the applicant are from property owners in the neighborhood.

Recommendation:

STAFF RECOMMENDATION: Based on a review of the application according to the criteria contained within the City Code, the Planning and Development Services Department Staff recommends DENIAL of the appeal, upholding the PODs denial of the after-the-fact design variance.

CONDITIONS OF APPROVAL: If the variance is approved consistent with the site plan submitted with this application, the Planning and Development Services Department Staff recommends that the approval shall be subject to the following:

1. The applicant shall secure an after the fact building permits for carport by October 19, 2020.
2. The plans submitted for permitting shall substantially resemble the plans attached to this report. Significant modifications to the plans shall require a new application and public hearing.
3. This variance approval shall be valid through August 19, 2023. Substantial construction shall commence prior to this expiration date. A request for extension must be filed in writing prior to the expiration date. Approval of this application does not grant of imply variances to other code sections.
ATTACHMENTS: Attachment A – Location Map; Attachment B - Site Photos, Attachment C – Design Variance Application; Attachment D – Variance Applicant; Attachment E – Survey / Site Plan; Attachment F – Code Enforcement Citation, Attachment G – Section 16.20.010., Attachment H – Section 16.50.020.4.1.5

Report Prepared By:

Sheryn Chambliss, Planner I
Development Review Services Division
Planning & Development Services Department

Date: 8/3/2020

Report Approved By:

Jennifer Bryla, AICP, Zoning Official (POD)
Development Review Services Division
Planning & Development Services Department

Date: 8/13/2020

JCB/SAC:iw
Design Variance Request

Application No. 20-5800003

All applications are to be filled out completely and correctly. The application shall be submitted to the City of St. Petersburg’s Development Review Services Division, located on the 1st floor of the Municipal Services Building, One 4th Street North.

GENERAL INFORMATION

NAME of APPLICANT (Property Owner): Israel Ramirez
Street Address: 8025 31st St N
City, State, Zip: St. Petersburg, FL 33713
Telephone No: 727-214-0548 Email Address: isiramirez4914@gmail.com

NAME of AGENT or REPRESENTATIVE:
Street Address:
City, State, Zip:
Telephone No:
Email Address:

PROPERTY INFORMATION:
Street Address or General Location:
Parcel ID#(s):

DESCRIPTION OF REQUEST: Alter the site permit.

PRE-APPLICATION DATE: PLANNER:

FEE SCHEDULE
Design Variance: $200.00
Cash, credit, checks made payable to “City of St. Petersburg”

AUTHORIZATION

City Staff and the designated Commission may visit the subject property during review of the requested variance. Any Code violations on the property that are noted during the inspections will be referred to the City’s Codes Compliance Assistance Department.

The applicant, by filing this application, agrees he or she will comply with the decision(s) regarding this application and conform to all conditions of approval. The applicant’s signature affirms that all information contained within this application has been completed, and that the applicant understands that processing this application may involve substantial time and expense. Filing an application does not guarantee approval, and denial or withdrawal of an application does not result in remittance of the application fee.

NOTE: IT IS INCUMBENT UPON THE APPLICANT TO SUBMIT CORRECT INFORMATION. ANY MISLEADING, DECEPTIVE, INCOMPLETE, OR INCORRECT INFORMATION MAY INVALIDATE YOUR APPROVAL.

Signature of Owner / Agent: [Signature]
Typed Name of Signatory: [Typed Name]
Date: 3/4/20
Pre-Application Meeting

Notes

Meeting Date: FEB 7, 2020  Zoning District: NT-1
Address/Location: 3025 31st St. N.
Request: AFTER-THE-FACT CARPORT (24 x 36)
Type of Application: VARIANCE  Staff Planner for Pre-App: MIKE LAMMORE
Attendees: ISRAEL RAMIREZ, SOOT BOLYARD

Neighborhood and Business Associations within 300 feet:

<table>
<thead>
<tr>
<th>Assoc.</th>
<th>Contact Name</th>
<th>Email</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>STATION VIEW NEIGH. ASSN.</td>
<td>LYDIA LAROCHE</td>
<td>LIDDY BUCO (DOR.CEMAIL.COM</td>
<td>727-594-9049</td>
</tr>
<tr>
<td>PONCE DE LEON NEIGH. ASSN.</td>
<td>ROSE MARY GLASSO</td>
<td><a href="mailto:NIGHTENGALE@BAYHAWK.COM">NIGHTENGALE@BAYHAWK.COM</a> 321-7299</td>
<td></td>
</tr>
</tbody>
</table>

(See Public Participation Report in applicable Application Package for CONA and FICO contacts.)

Notes:
- CARPORT WAS INSTALLED W/O BLDG. PERMIT.
- CARPORT SIZE REQUIRES STRUCTURE MEET BUILDING SETBACKS & MATCH PRINCIPAL STRUCTURE DESIGN.
- SIX (6) FOOT SIDE SETBACK, TEN (10) FOOT REAR SETBACK.
- STAFF SUPPORT UNLIKELY.
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 by typed. Illegible handwritten responses will not be accepted. Responses may be provided as a separate letter, addressing each of the seven criteria.

**ALL OF THE FOLLOWING CRITERIA MUST BE ANSWERED.**

<table>
<thead>
<tr>
<th>APPLICANT NARRATIVE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Address: St Petersburg, FL 33713</td>
</tr>
</tbody>
</table>

Detailed Description of Project and Request:

*Back yard carport.*

1. In what ways does the design variance reinforce a unique condition of an identifiable architectural style lending to the design intent of that style?

   The carport is built with the size and length because is to storage 2 boats.

2. What is unique about the size, shape, topography, or location of the subject property? How do these unique characteristics justify the requested variance?

   The size of the carport is because it was built to storage 2 boats, if we make it smaller the 2 boats will not fit.

3. 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.

   I don’t know of any other property in my area that has the same structure.
<table>
<thead>
<tr>
<th></th>
<th>APPLICANT NARRATIVE CONTINUED</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.</td>
<td>How is the requested variance not the result of actions of the applicant?</td>
</tr>
<tr>
<td></td>
<td>This application is necessary to keep the cart part</td>
</tr>
<tr>
<td></td>
<td>the way it is and on the same spot.</td>
</tr>
<tr>
<td>5.</td>
<td>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?</td>
</tr>
<tr>
<td></td>
<td>The structure will be maintained in good condition at all times and it will blend with the character of the neighborhood.</td>
</tr>
<tr>
<td>6.</td>
<td>What other alternatives have been considered that do not require a variance? Why are these alternatives unacceptable?</td>
</tr>
<tr>
<td></td>
<td>The Alternative is cutting the structure in half but if we cut the structure in half it will not serve its purpose.</td>
</tr>
<tr>
<td>7.</td>
<td>In what ways will granting the requested variance enhance the character of the neighborhood?</td>
</tr>
<tr>
<td></td>
<td>The structure is been on the property for 4 years and it has not change the character of the neighborhood. We spoke with a lot of the neighbors and they are fine with the cart part the way it is.</td>
</tr>
</tbody>
</table>
REGULAR / A-FRAME
24'-0" WIDE
CARPORT STYLE BUILDINGS

DESIGN NOTES
1. All construction shall be provided in accordance with IBC 2015, OSHA, ASCE 360, ASH 100, ASCE 7-10, ANSI 3.5, and all applicable local requirements.
2. Base connections shall be provided as shown on foundation details sheet.
3. All materials identified by manufacturer name may be substituted with material equal or exceeding original.
4. All shop connections shall be welded connections.
5. All field connections shall be #12 (1/4"") SPS (E36K-2986 or EQ).
6. Steel sheeting shall be 29GA, corrugated galv. or painted steel - main roof ht. 3/4" (FY=20ksi) or EQ.
7. All structural light gauge tubing and channels shall be grade 50 steel.
8. Structural tube 152 V2"x2" 1/2" - 14GA is equivalent to T252 14"x2" 1/4" - 12GA and either one may be used in lieu of the other.
9. All design criteria must be increased to the next higher increment based on the tables on Page 4. No interpolation is allowed.

CUSTOMER INFORMATION
OWNER: 
ADDRESS: 

DESIGN LOADS
GROUND SNOW:
ROOF LIVE/SNOW LOAD:
BASIC WIND SPEED:

BUILDING INFORMATION
WIDTH:
LENGTH:
FRAME TYPE: A-FRAME
ENCLOSURE TYPE: FULL

CERTIFICATION VALIDITY NOTICE
DATE OF ISSUE: JAN 31 2019
DATE EXPIRES: 02/28/2019

MANUFACTURED BY:
REAL STEEL METAL BUILDINGS

ENGINEERED BY:
AAA ENGINEERING
CIVIL - STRUCTURAL
3921 Ascension Place, Suite B • Fenton, MI 48430
Tel: 810.551.1282 • Fax: 810.551.4802 www.aaainter.com

DRAWING INFORMATION
PROJECT: 24'-0" WIDE BUILDINGS
LOCATION: STATE OF FLORIDA
PROJECT NO: 356-18-0113

SHEET TITLE: COVER SHEET
SHEET NO: 1 / 11
DRAFTED BY: LAK DATE: 1/30/18
CHECKED BY: OAA DATE: 1/30/18

LEGAL INFORMATION
All reproduction or distribution of this drawing in whole or part is strictly prohibited. Anyone doing so will be prosecuted under the full extent of the law. Drawings valid up to 1 year from date of issue.
**TABLE 2.1: MEMBER PROPERTIES**

<table>
<thead>
<tr>
<th>NO.</th>
<th>LABEL</th>
<th>THICKNESS</th>
<th>DETAIL NO.</th>
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<tbody>
<tr>
<td>1</td>
<td>COLUMN POST</td>
<td>2.25&quot; x 2.25&quot; x 14GA TUBE</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>ROOF BEAM</td>
<td>2.25&quot; x 2.25&quot; x 14GA TUBE</td>
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<td>3</td>
<td>BASE RAIL</td>
<td>2.25&quot; x 2.25&quot; x 14GA TUBE</td>
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<td>4</td>
<td>PEAK BRACE</td>
<td>2.25&quot; x 2.25&quot; x 14GA CHANNEL</td>
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<tr>
<td>5</td>
<td>KNEE BRACES</td>
<td>2.25&quot; x 1.5&quot; x 14GA CHANNEL</td>
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<td>6</td>
<td>CONNECTOR SLEEVE</td>
<td>2.25&quot; x 2.25&quot; x 12GA TUBE</td>
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<td>7</td>
<td>BASE ANGLE</td>
<td>2.25&quot; x 2.25&quot; x 12GA TUBE</td>
<td>2</td>
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<tr>
<td>8</td>
<td>PURFLN</td>
<td>4.25&quot; x 1.25&quot; x 10GA / 14GA HAT CHANNEL</td>
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<td>9</td>
<td>GRT</td>
<td>4.25&quot; x 1.25&quot; x 10GA / 14GA HAT CHANNEL</td>
<td>5</td>
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<tr>
<td>10</td>
<td>OPT. END WALL GRT</td>
<td>2.25&quot; x 12GA CHANNEL</td>
<td>1</td>
</tr>
<tr>
<td>11</td>
<td>SHEATHING</td>
<td>29 GA CORRUGATED SHEET</td>
<td>8</td>
</tr>
<tr>
<td>12</td>
<td>END WALL POST</td>
<td>2.25&quot; x 2.25&quot; x 14GA TUBE</td>
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<td>13</td>
<td>DOOR POST</td>
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<td>14</td>
<td>SINGLE HEADER</td>
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<td>DOUBLE HEADER</td>
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<td>16</td>
<td>SERVICE DOOR / WINDOW FRAMING</td>
<td>2.25&quot; x 2.25&quot; x 14GA TUBE</td>
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<td>ANGLE BRACKET</td>
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<td>GABLE BRACE</td>
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<td>2</td>
</tr>
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<td>DB BRACKET</td>
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<td>9</td>
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<tr>
<td>23</td>
<td>TRUSS SPACER</td>
<td>2.25&quot; x 2.25&quot; x 12GA TUBE</td>
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</tr>
<tr>
<td>24</td>
<td>ALL FASTENERS</td>
<td>1/8&quot; x 3/32&quot; SELF-DRILL SCREWS (ESR-2186 OR EQ) W/ NEOPRENE/STEEL WASHER</td>
<td>1</td>
</tr>
</tbody>
</table>

**TABLE 2.2: SHEATHING FASTENER SCHEDULE**

<table>
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<tr>
<th>LOCATION</th>
<th>CORNER PANELS</th>
<th>SIDE LAPS</th>
<th>EDGE LAPS</th>
<th>ELSEWHERE</th>
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</thead>
<tbody>
<tr>
<td>SPACING</td>
<td>6&quot; CC</td>
<td>MIN 1</td>
<td>4&quot; CC</td>
<td>9&quot; CC</td>
</tr>
</tbody>
</table>

FASTENER TYPE: #8 X 7/8" SELF-DRILL SCREWS (ESR-2186 OR EQ) W/ NEOPRENE/STEEL WASHER

*SEE TYP. SHEATHING FASTENER SCHEDULE DIAGRAM ON PAGE 6.

**TABLE 2.3: GAUGE THICKNESS**

<table>
<thead>
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<th>GAUGE</th>
<th>25</th>
<th>10</th>
<th>16</th>
<th>12</th>
</tr>
</thead>
<tbody>
<tr>
<td>THICKNESS (IN)</td>
<td>0.036</td>
<td>0.048</td>
<td>0.063</td>
<td>0.089</td>
</tr>
</tbody>
</table>

**ATTACHMENT C**

---

**Real Steel Metal Buildings**

**ENGINEERED BY:**

A&A ENGINEERING CO. - STRUCTURAL

131 N. Pennsylvania Ave., Suite 100, Tallahassee, FL 32301
Tel: 850-223-2802 • Fax: 850-223-2803
mke.ee@realsteel.com

**DRAWING INFORMATION**

PROJECT: 24'-0" WIDE BUILDINGS

LOCATION: STATE OF FLORIDA

PROJECT NO: 356-18-0113

SCHEDULES & MEMBER SECTIONS

SHEET NO: 2/1

DRAWN BY: LAK DATE: 1/30/18

CHECKED BY: OAA DATE: 1/30/18

LEGAL INFORMATION

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- COPYRIGHTED MATERIALS COULD BE PROSECUTED UNDER THE FULL PENALTY OF THE LAW.
- TRAVELING MILEAGE = 0.5 PER YEAR FROM DATE OF ISSUE.

HELD BY A LICENSED PROFESSIONAL ENGINEER

MANUFACTURED BY:

Real Steel Metal Buildings

DATE EXPIRES: 02/28/2019

DATE ISSUED: JAN 31 2018
(2) ROOF BEAM

(48) TUBE PEAK BRACE ATTACH WITH UPH. WELD X 6' LONG E.S.

A. PEAK BRACE TUBE

(2) ROOF BEAM

A. WELDED PEAK BRACE

(48) PEAK BRACE TUBE

A. PEAK BRACE TUBE

B. CHANNEL PEAK BRACE

PEAK BRACE DETAILS

SCALE: NS

BASE DETAIL

SCALE: NS

TABLE 3-B.1: PEAK BRACE SCHEDULE

<table>
<thead>
<tr>
<th>GROUND-SNOW / ROOF LIVE LOAD (PSF)</th>
<th>WIND SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td>30 / 20</td>
<td>6' / 10'</td>
</tr>
<tr>
<td>25 / 25 TO 90 / 60</td>
<td>1/2 / 10'</td>
</tr>
</tbody>
</table>

TABLE 3-B.2: KNEE BRACE SCHEDULE

<table>
<thead>
<tr>
<th>KNEE BRACE LENGTH</th>
<th>COLUMN POST</th>
<th>BASE RAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>24'</td>
<td>130 TO 125</td>
<td>10'</td>
</tr>
<tr>
<td>36'</td>
<td>120 TO 115</td>
<td>10'</td>
</tr>
<tr>
<td>39'</td>
<td>110 TO 100</td>
<td>10'</td>
</tr>
</tbody>
</table>

TABLE 3-B.3: FASTENER SCHEDULE

<table>
<thead>
<tr>
<th>WIND SPEED (MIN)</th>
<th>NO. OF FASTENERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>130 TO 125</td>
<td>4</td>
</tr>
<tr>
<td>120 TO 115</td>
<td>6</td>
</tr>
<tr>
<td>110 TO 100</td>
<td>8</td>
</tr>
</tbody>
</table>

NOTE: COLUMN POST MAY BE ADJUSTED +4" FOR LEVELING. MANUFACTURER IS NOT RESPONSIBLE FOR LEVELING OF GROUND AND/OR CONCRETE SURFACE PROVIDED BY OTHERS.
### Table 4: Frame Spacing Schedule

<table>
<thead>
<tr>
<th>Ground Snow</th>
<th>Enclosed Buildings</th>
<th>Open Buildings</th>
<th>Wind Speed (MPH)</th>
<th>Wind Speed (MPH)</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>120</td>
<td>120</td>
<td>36</td>
<td>36</td>
</tr>
<tr>
<td>15</td>
<td>60</td>
<td>60</td>
<td>36</td>
<td>36</td>
</tr>
<tr>
<td>20</td>
<td>60</td>
<td>60</td>
<td>36</td>
<td>36</td>
</tr>
<tr>
<td>24</td>
<td>40/48</td>
<td>40/48</td>
<td>36</td>
<td>36</td>
</tr>
<tr>
<td>30</td>
<td>40/48</td>
<td>40/48</td>
<td>36</td>
<td>36</td>
</tr>
<tr>
<td>35</td>
<td>40/48</td>
<td>40/48</td>
<td>36</td>
<td>36</td>
</tr>
<tr>
<td>40</td>
<td>40/48</td>
<td>40/48</td>
<td>36</td>
<td>36</td>
</tr>
</tbody>
</table>

**Notes:**
1. Frame spacings are in units of inches (in).
2. Where two values are shown, the higher value can only be used for vertical sheathing.
3. Snow loads and roof live loads are in pounds per square foot (psf); wind speed is in miles per hour (mph).
4. For values that lie between two cells, the higher (more stringent) value must be used. Interpolation between cells is not allowed.

### General Enclosure Notes:
1. Typical enclosed and open buildings are as shown on the right.
2. The maximum building length for enclosed buildings to be 100', this can be increased by adding a double frame at the center to break the length of the building.
3. For enclosed buildings, one end wall can be open if the other end wall is enclosed. The open end wall must have either gable framing (see sheet 2A) or a double end frame - see Typ. Open Enclosed on 3 side enclosed buildings. Buildings with an open end wall must have a 102' peak brace on all frames.
4. Open buildings can have partially enclosed side walls up to 3' enclosed.
5. Enclosed buildings with partially enclosed end walls need to have side wall bracing to support the fully enclosed end wall, see sheet 3 for typical bracing details.

### Drawing Information
- **Project:** 24'-0" Wide Buildings
- **Location:** State of Florida
- **Project No.:** 356-18-0113
- **Sheet No.:** 4 / 11
- **Date:** 23/11
- **Checked by:** OAA
- **Date:** 23/11

### Legal Information
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- Drawings valid up to 1 year from date of issue.

*OMAR A. ABU YASSEN*
*STATE OF FLORIDA*
*PROFESSIONAL ENGINEER*

*No. 52851*

**Date Expires:** 02/28/2019
**Date Signed:** JAN 31, 2018
### Table 5.1: Purlin Spacing Schedule

<table>
<thead>
<tr>
<th>Frame Spacing (inches)</th>
<th>Wind Speed (MPH)</th>
</tr>
</thead>
<tbody>
<tr>
<td>30/10</td>
<td>42 42 42 42</td>
</tr>
<tr>
<td>40/20</td>
<td>42 42 42 42</td>
</tr>
<tr>
<td>50/30</td>
<td>42 42 42 42</td>
</tr>
<tr>
<td>60/40</td>
<td>42 42 42 42</td>
</tr>
<tr>
<td>70/50</td>
<td>42 42 42 42</td>
</tr>
<tr>
<td>80/60</td>
<td>42 42 42 42</td>
</tr>
<tr>
<td>90/70</td>
<td>42 42 42 42</td>
</tr>
<tr>
<td>100/80</td>
<td>42 42 42 42</td>
</tr>
</tbody>
</table>

**NOTES:**
1. Purlin spacing units are in inches.
2. Frame spacing needs to be determined from Table 4.

### Table 5.2: Girt Spacing Schedule

**WIND SPEED (MPH)**

<table>
<thead>
<tr>
<th>Frame Spacing (inches)</th>
<th>10</th>
<th>15</th>
<th>20</th>
<th>25</th>
<th>30</th>
<th>35</th>
<th>40</th>
<th>45</th>
<th>50</th>
</tr>
</thead>
<tbody>
<tr>
<td>30/10</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
</tr>
<tr>
<td>40/20</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
</tr>
<tr>
<td>50/30</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
</tr>
<tr>
<td>60/40</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
</tr>
<tr>
<td>70/50</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
</tr>
<tr>
<td>80/60</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
</tr>
<tr>
<td>90/70</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
</tr>
<tr>
<td>100/80</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
</tr>
</tbody>
</table>

**NOTES:**
1. Girt spacing units are in inches.
2. This schedule is to be used for both 14GA and 18GA purlins.
3. Frame spacing needs to be determined from Table 4.
GENERAL SHEATHING NOTES:

1. Regular Style Buildings can only have horizontal sheathing on roof and walls.
2. A-frame Style Buildings can have any combination of horizontal or vertical sheathing on roofs and walls.
3. Both horizontal and vertical sheathing can have nails or staples with overlapping.
4. Using vertical sheathing may allow for greater frame spacing. See Notes 2 under Table 4.

Real Steel Metal Buildings

MADE BY:

ENGINEERED BY:

DRAWING INFORMATION

PROJECT: 240'-WIDE BUILDINGS
LOCATION: STATE OF FLORIDA
PROJECT NO.: 75518-0113
SHEET TITLE: SHEATHING OPTIONS & DETAILS
SHEET NO.: 6/11
DRAWN BY: LAK DATE: 1/30/12
CHECKED BY: OAA DATE: 2/28/12

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Omar A. Abu-Yasein
No. 52851
State of Florida Professional Engineer

DATE EXPIRES: 02/28/2019
DATE SIGNED: JAN 31 2018
SIDE WALL FRAMING NOTES:

1. TRUSS-STYLE HEADERS ARE REQUIRED WHERE THE GROUND SNOW LOAD IS 40 PSF OR GREATER.
2. DESIGNS AND DETAILS SHOWN HERE ARE APPLICABLE TO BOTH REGULAR AND A-FRAME STYLE BUILDINGS.
3. MAX. HEIGHT OF SIDE WALL OVERHEAD DOOR OPENINGS IS 2 FT LESS THAN THE EAVE HEIGHT.
4. OVERHEAD DOOR OPENINGS CANNOT CUT THROUGH MORE THAN 2 FULL FRAMES.
5. MIN. CLEAR BAY MUST BE MAINTAINED BETWEEN ANY 2 OVERHEAD DOOR OPENINGS. A CLEAR BAY IS A SPACE BETWEEN TWO FRAMES THAT HAS NO OVERHEAD DOOR OPENINGS.
6. MIN. CLEAR BAY MUST ALSO BE MAINTAINED FROM THE BUILDING CORNERS.
7. SERVICE DOORS AND WINDOWS CAN BE PLACED IN CLEAR BAY OR ANYWHERE ELSE AS NEEDED.
END WALL FRAMING NOTES:
1. DESIGNS AND DETAILS SHOWN HERE ARE APPLICABLE TO BOTH REGULAR AND A-FRAME STYLE BUILDINGS.
2. MIN. 12" CLEARANCE MUST BE MAINTAINED BETWEEN ANY TWO OPENINGS (OVERHEAD DOOR OR SERVICE DOOR) AND FROM CORNERS.
3. SERVICE DOORS AND WINDOWS CAN BE PLACED AS NEEDED.
4. DIAGONAL BRACES NEED TO BE ADDED FOR PARTIAL END WALL ENCLOSURES. SEE SHEET 9 FOR DIAGONAL BRACE CONNECTION DETAILS.
DRAWING INFORMATION

PROJECT: 24'-0" WIDE BUILDINGS
STATE OF FLORIDA
PROJECT NO.: 356-18-0113
SHEET TITLE: CORNER BRACING DETAILS
SHEET NO.: 9 / 11
DRAWN BY: LAK
DATE: 1/30/18
CHECKED BY: OAA
DATE: 1/30/18

LEGAL INFORMATION

MANUFACTURED BY:
Real Steel Metal Buildings

DIAGONAL BRACING AT CORNERS

CORNER BRACING NOTES:
1. DIAGONAL BRACING AT BUILDING CORNERS IS REQUIRED FOR ALL BUILDINGS IN LOCATIONS WHERE WIND SPEED IS 140 MPH OR GREATER.
2. IF CORNER BRACING IS REQUIRED BUT THE BUILDING IS MISSING ONE OR MORE END WALLS THEN THE BUILDING MUST BE DESIGNED AS AN OPEN BUILDING AND SIDE WALL DIAGONAL BRACING IS REQUIRED (USE SPACING FOR OPEN BUILDING IN TABLE 4.1).
3. DIAGONAL BRACING IS ALSO REQUIRED ON THE CORNERS ON THE SIDE WALLS WHEN THE ADJACENT END WALL IS PARTIALLY ENCLOSED.

* INSIDE VIEW SHOWN FOR CLARITY
LEAF-TO ADDITION NOTES:

1. LEAF-TO ADDITIONS CAN BE ADDED ON EITHER OR BOTH SIDES OF THE BUILDING.
2. ROOF SLOPE AND PURLIN, GIRT AND FRAME SPACINGS OF THE ADDITION HAVE TO MATCH THAT OF THE MAIN STRUCTURE.
3. IF THE LEAF-TO ADDITION IS "OPEN" (BOTH END WALLS OR SIDE WALL IS NOT ENCLOSED), THE DESIGN OF THE MAIN BUILDING HAS TO USE THE FRAME SPACING OF AN OPEN BUILDING FROM TABLE 4.

LEAF-TO ATTACHMENT DETAIL

SCALE: HTS

OPTIONAL LEAF-TO ADDITION

SCALE: HTS

1. COLUMN POST - FOR EAVE HEIGHTS GREATER THAN 4'-0" INSERT TUB 2.25 X 2.25 X 14GA TUBE INTO COLUMN POST

2. FASTENERS - SEE TABLE 3.2 FOR NO. OF FASTENERS REQD.

3. ROOF BEAM - LEAF-TO ADDITION

4. ROOF BEAM - MAIN BUILDING

5. 6" LG. CONNECTOR SLEEVE - FIELD BOLT W/ (23) FASTENERS E.S. - SEE TABLE 3.2 FOR NO. OF FASTENERS REQD.

6. 6" LG. CONNECTOR SLEEVE - FIELD BOLT TO BOTH TUBES W/[23] FASTENERS

REAL STEEL METAL BUILDINGS

ENGINEERED BY:

AAA ENGINEERING
CIVIL - STRUCTURAL
9330 Remington Place, Suite B • Toledo, OH 43623
Tel: 419-682-1963 • Fax: 419-682-0663
www.aaengineers.com

DRAWING INFORMATION

PROJECT: 24'0" WIDE BUILDINGS
LOCATION: STATE OF FLORIDA
PROJECT NO.: 356-18-O113
SHEET TITLE: OPTIONAL LEAF-TO ADDITION
SHEET NO.: 10 / 11
DRAWN BY: LAK DATE: 1/30/18
CHECKED BY: OAA DATE: 1/30/18

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OMAR A. ABU-TASES
FLORIDA PROFESSIONAL ENGINEER
No. 52851

DATE: JAN 31 2018
DATE EXPIRES: 02/28/2019

MANUFACTURED BY:

REAL STEEL METAL BUILDINGS

attachment C
CONCRETE SLAB FOUNDATION NOTES:

1. Designs shown on this sheet are for concrete slab foundation. Any of the foundations shown on sheets 11-A thru C can be used.
2. Concrete anchors shall be located next to every post and on either side of openings. Two anchors shall be installed at corners of enclosed buildings with end walls - one on each base rail in locations requiring two anchors due to wind, one anchor is to be on each side of the column post.
3. Anchors in close proximity to each other must have a min. 4" spacing.
4. Min. number of concrete anchors per post shall be as shown in Table 11-A.2.
5. The size of the slab shall be the size (width and length) of the building plus 5" for 14GA material and 8" for 12GA material.
6. Depth of slab turn down footing shall be greater than frost depth specified per local code.
7. Control joints shall be placed so as to limit max. slab spans to 27 in each direction.
8. Assumed soil bearing capacity is to be a min. of 2500 psi.
9. Concrete strength to be a min. of 2500 psi @ 28 days.

**TABLE 11-A.2: CONCRETE SLAB ANCHOR SCHEDULE**

<table>
<thead>
<tr>
<th>ENCLOSURE</th>
<th>WIND SPEED (MPH)</th>
<th>ANCHOR SIZE/NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>OPEN</td>
<td>0-10</td>
<td>(1) 1/2 X 8</td>
</tr>
<tr>
<td></td>
<td>11-15</td>
<td>(2) 1/2 X 8</td>
</tr>
<tr>
<td>COVERED</td>
<td>0-10</td>
<td>(1) 1/2 X 8</td>
</tr>
<tr>
<td></td>
<td>11-15</td>
<td>(2) 1/2 X 8</td>
</tr>
</tbody>
</table>

- Anchors are to be concrete wedge or expansion anchors that have an allowable uplift capacity of 1000 lbs and shear capacity of 3000 lbs.
- Min. embedment depth to be 2-1/2".
- Anchors to be spaced no more than 6" from posts.

**OVERHEAD DOOR NOTCH DETAIL**

- 2" wide x 1" deep notch along overhead door and slope to 2".

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**STATE OF FLORIDA**

- The seal of the state of Florida shall be impressed on the drawing duplicate in at least two places.

**SEAL:**

- Omar A. Yaseen

**LICENSE NO.:** 52851

**M A N U F A C T U R E D B Y:**

- Real Steel Metal Buildings

**DRAWING INFORMATION**

- Project: 24'-0" wide buildings
- Location: State of Florida
- Project No.: 356-18-012
- Sheet No.: 11-A / 11
- Drawing by: LAK
- Checked by: OAA
- Date: 1/30/18

**LEGAL INFORMATION**

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**STATE OF FLORIDA**

- The seal of the state of Florida shall be impressed on the drawing duplicate in at least two places.
CONCRETE SLAB FOUNDATION NOTES:

1. DESIGNS SHOWN ON THIS SHEET ARE FOR CONCRETE SLAB FOUNDATION. ANY OF THE FOUNDATIONS SHOWN ON SHEETS 11-A THRU D CAN BE USED.
2. CONCRETE ANCHORS SHALL BE LOCATED NEXT TO EVERY POST AND ON EITHER SIDE OF OPENINGS. TWO ANCHORS SHALL BE INSTALLED AT CORNERS OF ENCLOSED BUILDINGS WITH END WALLS - ONE ON EACH BASE RAIL. IN LOCATIONS REQUIRING TWO ANCHORS DUE TO WIND, ONE ANCHOR IS TO BE ON EACH SIDE OF THE COLUMN POST.
3. ANCHORS IN CLOSE PROXIMITY TO EACH OTHER MUST HAVE A MIN. 4" SPACING.
4. MIN. NUMBER OF CONCRETE ANCHORS PER POST SHALL BE AS SHOWN IN TABLE 11-A.
5. THE SIZE OF THE SLAB SHALL BE THE SIZE (WIDTH AND LENGTH) OF THE BUILDING PLUS 2' FOR 14GA MATERIAL AND 1' FOR 12GA MATERIAL.
6. DEPTH OF SLAB TURN DOWN FOOTING SHALL BE GREATER THAN FROST DEPTH SPECIFIED PER LOCAL CODE.
7. CONTROL JOINTS SHALL BE PLACED SO AS TO LIMIT MAX. SLAB SPANS TO 20' IN EACH DIRECTION.
8. ASSUMED SOIL BEARING CAPACITY IS TO BE A MIN. OF 1500 PSF.
9. CONCRETE STRENGTH TO BE A MIN. OF 5000 PSI AT 28 DAYS.

TABLE 11-A: CONCRETE SLAB ANCHOR SCHEDULE

<table>
<thead>
<tr>
<th>ENCLOSURE</th>
<th>WIND SPEED (MPH)</th>
<th>ANCHOR SIZE/NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>ENCLOSED</td>
<td>100 TO 120</td>
<td>(1) 1/2&quot; X 7&quot;</td>
</tr>
<tr>
<td>OPEN</td>
<td>140 TO 160</td>
<td>(2) 1/2&quot; X 7&quot;</td>
</tr>
<tr>
<td>OPEN</td>
<td>180 TO 200</td>
<td>(2) 1/2&quot; X 7&quot;</td>
</tr>
</tbody>
</table>

NOTES:
1. ANCHORS ARE TO BE CONCRETE WEDGE OR EXPANSION ANCHORS THAT HAVE AN ALLOWABLE UPLIFT CAPACITY OF 1200 LBS.
2. MIN. EMBEDMENT DEPTH TO BE 2".
3. ANCHORS TO BE SPACED NO MORE THAN 6' FROM POSTS.

OVERHEAD DOOR NOTCH DETAIL

EDGE FLUSH DETAIL
**Concrete Strip Foundation Notes:**

1. Designs shown on this sheet are for concrete strip foundation. Any of the foundations shown on sheets 11-A to 11-D can be used.
2. Concrete anchors shall be located next to every post and on either side of openings. Two anchors shall be installed at corners of enclosed buildings with end walls. One on each base rail in locations requiring two anchors due to wind. One anchor is to be on each side of the column post.
3. Min. number of concrete anchors per post shall be as shown in Table 11-B.1.
4. Anchors in close proximity to each other must have a min. 4" spacing.
5. Depth of concrete strip footing shall be greater than frost depth specified per local code.
6. Assumed soil bearing capacity is to be a min. of 1500 psf.
7. Concrete strength to be a min. of 2000 psi at 28 days.
8. Building is to be mounted on the center of the strip foundation.

**Table 11-B.1: Anchor Schedule**

<table>
<thead>
<tr>
<th>Enclosure</th>
<th>Wind Speed (MPH)</th>
<th>Anchor Size/Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enclosed</td>
<td>100 to 120</td>
<td>(1) 1/2 X 7</td>
</tr>
<tr>
<td></td>
<td>120 to 140</td>
<td>(2) 1/2 X 7</td>
</tr>
<tr>
<td>Open</td>
<td>100 to 120</td>
<td>(1) 1/2 X 7</td>
</tr>
<tr>
<td></td>
<td>150 to 180</td>
<td>(2) 1/2 X 7</td>
</tr>
</tbody>
</table>

**Notes:**

- Anchors are to be concrete wedge or expansion anchors that have an allowable uplift capacity of 1200 lbs and shear capacity of 800 lbs.
- Min. embedment depth to be 12" from posts.
CONCRETE PIER FOUNDATION NOTES:
1. Designs shown on this sheet are for concrete pier foundation. Any of the foundations shown on sheets 11-A thru 11-D can be used.
2. Concrete piers shall be located at all 4 corners, on each side of overhead door openings and on alternate interior column posts and end walls posts.
3. Two anchors shall be installed at corners of enclosed buildings with end walls - one on each base rail. In locations requiring two anchors due to wind, one anchor is to be on each side of the column post with a pier.
4. Anchors in close proximity to each other must have a min 4" spacing.
5. Min number of concrete anchors per post with a pier shall be as shown in Table 11-C-2.
6. Two anchors and a pier are required at diagonal bracing locations when required.
7. All posts not supported on concrete piers shall be anchored to the ground with a 1/2" x 20" LG threaded rod. Rods will have a pre-formed head at the top and one coat of rust proof material.
8. Piers shall be formed by digging a hole of the same size as the pier on level grade and filling it with concrete. Third, rod anchors should be dropped into the piers prior to pouring the concrete.
9. Assumed soil bearing capacity is to be a min of 1500 PSF.
10. Concrete strength to be a min of 2500 PSI @ 28 days.

TABLE 11-C-2: ANCHOR SCHEDULE

<table>
<thead>
<tr>
<th>WIND SPEED (MPH)</th>
<th>ANCHOR</th>
<th>MIN. SPACING</th>
</tr>
</thead>
<tbody>
<tr>
<td>OPEN</td>
<td>(1) 1/2&quot; X 7&quot;</td>
<td>-</td>
</tr>
<tr>
<td>ENCLOSED</td>
<td>(2) 1/2&quot; X 7&quot;</td>
<td>-</td>
</tr>
<tr>
<td>ENCLOSED</td>
<td>(2) 1/2&quot; X 7&quot;</td>
<td>-</td>
</tr>
</tbody>
</table>

NOTES:
1. Anchors are to be concrete wedge or expansion anchors that have an allowable uplift capacity of 1200 lbs and shear capacity of 800 lbs.
2. Min embedment depth to be 2'.
3. Anchors to be spaced no more than 6' from posts.
SOIL FOUNDATION NOTES:
1. Designs shown on this sheet are for soil anchor foundation. Any of the foundations shown on sheets 1a through 3a can be used.
2. Soil anchors (helical or rock/asphalt) shall be located at all 4 corners, on each side of overhead door openings, on posts with diagonal bracing if required, and on alternate interior column posts and end wall posts.
3. Helical anchors are to be used only if the driving torque into the ground is 150 ft-lbs or greater. Manufacturer is not responsible for soil quality at site.
4. Helical anchors can only be used for class 2, 3 & 4 soils (see soil classifications this page).
5. All posts with no anchors adjacent shall be anchored to the ground with a 1/2" x 30" U.G. rod. Rods will have a pre-formed head at the top and one coat of rust proof material.
6. Assumed soil bearing capacity is to be a min of 1500 psf.

SOIL CLASSIFICATIONS:
1. Sandy gravel and gravel, very thin dense and/or cemented sands, coarse gravel/cobbles, preloaded silts, clays and coral.
2. Sand, silty sand, clayey sand, silty gravel, medium dense coarse sands, sandy gravel, very stiff and sandy clays.
3. Loose to medium dense sands, firm to stiff clays and silts and alluvial fills.

*From HUD Model Manufactured Home Installation Standards*
All applications are to be filled out completely and correctly. The application shall be submitted to the City of St. Petersburg's Development Review Services Division, located on the 1st floor of the Municipal Services Building, One Fourth Street North.

### GENERAL INFORMATION

**NAME of APPLICANT (Property Owner):** Israel Ramirez

Street Address: 3025 31st St N

City, State, Zip: St. Petersburg, FL 33713

Telephone No: 727-214-0548 Email Address: isramirez4914@gmail.com

**NAME of AGENT or REPRESENTATIVE:**

Street Address:

City, State, Zip:

Telephone No:

**PROPERTY INFORMATION:**

Street Address or General Location:

Parcel ID(s): 11-31-16-05904-000-0060

**DESCRIPTION OF REQUEST:** After the Fact Permit

**PRE-APPLICATION DATE:**

**PLANNER:**

### FEE SCHEDULE

<table>
<thead>
<tr>
<th>Type of Application</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 &amp; 2 Unit, Residential - 1st Variance</td>
<td>$350.00</td>
</tr>
<tr>
<td>Each Additional Variance</td>
<td>$100.00</td>
</tr>
<tr>
<td>3 or more Units &amp; Non-Residential - 1st Variance</td>
<td>$350.00</td>
</tr>
<tr>
<td>After-the-Fact</td>
<td>$500.00</td>
</tr>
<tr>
<td>Docks</td>
<td>$400.00</td>
</tr>
<tr>
<td>Flood Elevation</td>
<td>$300.00</td>
</tr>
</tbody>
</table>

Cash, credit, checks made payable to “City of St. Petersburg”

### AUTHORIZATION

City Staff and the designated Commission may visit the subject property during review of the requested variance. Any Code violations on the property that are noted during the inspections will be referred to the City's Codes Compliance Assistance Department.

The applicant, by filing this application, agrees he or she will comply with the decision(s) regarding this application and conform to all conditions of approval. The applicant's signature affirms that all information contained within this application has been completed, and that the applicant understands that processing this application may involve substantial time and expense. Filing an application does not guarantee approval, and denial or withdrawal of an application does not result in remittance of the application fee.

**NOTE:** IT IS INCUMBENT UPON THE APPLICANT TO SUBMIT CORRECT INFORMATION. ANY MISLEADING, DECEPTIVE, INCOMPLETE, OR INCORRECT INFORMATION MAY INVALIDATE YOUR APPROVAL.

Signature of Owner / Agent:

Date:

Typed Name of Signatory:

*Affidavit to Authorize Agent required if signed by Agent*
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: 3025 81st St N  
Case No.: 19-00029217

Detailed Description of Project and Request:

**Backyard Shed (Carport)**

1. What is unique about the size, shape, topography, or location of the subject property? How do these unique characteristics justify the requested variance?

   The carport is on the current location because it is the only space in the property. The size is because it was built to store two boats.

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.

   I don't know of any other property in my area that has the same structure.

3. How is the requested variance not the result of actions of the applicant?

   The reason for the application is to get a permit after 4 years of the structure to be on the property.
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.**

<table>
<thead>
<tr>
<th>APPLICANT NARRATIVE</th>
</tr>
</thead>
<tbody>
<tr>
<td>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?</td>
</tr>
<tr>
<td>The structure will be maintained in good condition at all times and it will enhance the character of the neighborhood.</td>
</tr>
<tr>
<td>5. What other alternatives have been considered that do not require a variance? Why are these alternatives unacceptable?</td>
</tr>
<tr>
<td>The alternative is cutting the structure in half, but if I cut the structure in half it will not work to storage the 2 boats.</td>
</tr>
<tr>
<td>6. In what ways will granting the requested variance enhance the character of the neighborhood?</td>
</tr>
<tr>
<td>The structure is been in the property for 4 years and it has not change the character of the neighborhood. A lot of the neighbors are fine with the structure the way it is.</td>
</tr>
</tbody>
</table>
Applicants are strongly encouraged to obtain signatures in support of the proposal(s) from owners of property adjacent to or otherwise affected by a particular request.

<table>
<thead>
<tr>
<th>NEIGHBORHOOD WORKSHEET</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Street Address:</strong></td>
</tr>
<tr>
<td><strong>Case No.:</strong></td>
</tr>
<tr>
<td><strong>Description of Request:</strong></td>
</tr>
</tbody>
</table>

The undersigned adjacent property owners understand the nature of the applicant's request and do not object (attach additional sheets if necessary):

1. **Affected Property Address:** 3035 31st St N, St. Pete, Fl. 33713  
   **Owner Name (print):** Sandeep Thakur  
   **Owner Signature:**

2. **Affected Property Address:** 3025 31st St N, St. Pete, Fl. 33713  
   **Owner Name (print):** Paul S. Roundtree  
   **Owner Signature:**

3. **Affected Property Address:** 3110 31st Ave N, St. Pete, Fl. 33713  
   **Owner Name (print):** ERP Chung  
   **Owner Signature:**

4. **Affected Property Address:** 3101 31st St N  
   **Owner Name (print):**  
   **Owner Signature:**

5. **Affected Property Address:** 3101 31st Ave N  
   **Owner Name (print):** Michael Kuchar  
   **Owner Signature:**

6. **Affected Property Address:** 3111 31st Ave N  
   **Owner Name (print):** Kristina Guadagnoli  
   **Owner Signature:**

7. **Affected Property Address:** 3124 31st Ave N  
   **Owner Name (print):** Patricia S. Klaasen  
   **Owner Signature:**

8. **Affected Property Address:** 3010 31st St N  
   **Owner Name (print):**  
   **Owner Signature:**
Attachment F

Property Information
Address: 3025 31ST ST N
Location ID: 38185
Parcel Identification Nbr: 11/31/16/05904/000/0060/
Old account number: 91607070
Zoning: STATION VIEW NBRHD ASSN
Subdivision: AC

Case General Information
Case status: AC ACTIVE
Status date: 11/01/2019
Case type: PROP PROPERTY MAINTENANCE
Reported date: 11/01/2019
Origination: SC SEE CLICK FIX
Default inspector: Z16 ZONE SIXTEEN 893-7373
Credit balance: .00
Disposition: Public
Pin number: 702729

Owner Information
Owner name: RAMIREZ, ISRAEL
Address: 3025 31ST ST N
City: SAINT PETERSBURG, FL 337132511
Phone: 
Notice: Y
Flip: 

Violations
Type: PERMITS
Status: AC
Location: CM
Quantity: 1
Date Established: 11/05/2019
Date Resolved: 1/08/2020

Case Data
Description: TYPE USE
Data: SINGLE FAMILY

Data:
TYPE USE
PLAT SHEET
OFFICIAL RECORDS BOOK/PA
CEB AGENDA ITEM NUMBER
CEB ORDER DAYS
CEB ORDER FINE AMOUNT/DA
CEB ORDER COMPLIANCE DAT
CEB ORDER MAILED DATE
SPEC MAGISTRATE SCHED DA
SPEC MAGISTRATE AGENDA N
SPEC MAG LAST CERT LIEN
SPEC MAG TOTAL CERT LIEN
SPEC MAG ORDER MAILED DA
CEB MEETING DATE
SPEC MAGISTRATE MEETING

Prepared: 3/03/20, 8:46:12
Program: HTDPTAL
User ID: SACHAMBL

Screen detail for Program: CE CEN200I, Text
Case 19-00029217
## Active Inspections

<table>
<thead>
<tr>
<th>Type</th>
<th>Insp ID</th>
<th>Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Case narrative</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type</th>
<th>Text</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Case narrative</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PERMITS - ACTIVE</td>
<td>Work active and/or completed without a valid permit and/or approved final inspection(s) including, but not limited to: Over sized accessory structure carport in rear yard with no permit on file. Carport is 34' in depth/length and greater than 20' in width, open on two sides. Approval from Building Department required for structure and all associated work including electrical/lighting.</td>
<td>11/08/2019</td>
</tr>
<tr>
<td>ELECTRIC DISREPAIR/UNSAFE</td>
<td>Electric fixtures, receptacles, equipment and/or wiring damaged and/or not properly maintained including, but not limited to: Drop down line from utility pole to main structure is laying across non-permitted carport structure roof in rear yard. Adjustment of wire from a licensed electrician so that the wire is not in contact with any structure between home and utility pole is required.</td>
<td>1/08/2020</td>
</tr>
<tr>
<td>Inspection comments</td>
<td><strong>prop drop down line no longer in contact with structure(s) roof line, in compliance</strong>*</td>
<td>1/08/2020</td>
</tr>
</tbody>
</table>

### Violation comments

#### PERMITS - ACTIVE

- Work active and/or completed without a valid permit and/or approved final inspection(s) including, but not limited to:
  - Over sized accessory structure carport in rear yard with no permit on file. Carport is 34' in depth/length and greater than 20' in width, open on two sides. Approval from Building Department required for structure and all associated work including electrical/lighting.

#### ELECTRIC DISREPAIR/UNSAFE

- Electric fixtures, receptacles, equipment and/or wiring damaged and/or not properly maintained including, but not limited to:
  - Drop down line from utility pole to main structure is laying across non-permitted carport structure roof in rear yard. Adjustment of wire from a licensed electrician so that the wire is not in contact with any structure between home and utility pole is required.

### Inspection comments

#### 001 - INITIAL INSPECTION

- Results status: INSPECT
- November 7, 2019 8:25:38 AM djcaster.
- At time of inspection observed large carport in rear yard of property with no permit on file, with roof in contact with electric drop down line to house. Attempted contact with resident, left yellow contact door hanger. Observed utility light hanging from ceiling of structure, consulted with supervisor MV and will re-inspect to attempt to observe light violation.

#### 002 - REINSPECTION

- Results status: INSPECT
- November 8, 2019 11:07:18 AM djcaster.
- Attempted to view light complaint November 6th, light not on at 5:26 PM. Will send notice for non-permitted structure and electrical unsafe violations.
<table>
<thead>
<tr>
<th>Type</th>
<th>Text</th>
<th>Date</th>
</tr>
</thead>
</table>
| 003 - REINSPECTION | Results status INSPECTI December 5, 2019 2:06:07 PM djcaster.  
At time of re-inspection noted violation remains. | 12/05/2019 |
| 004 - REINSPECTION | Results status INSPECTI January 3, 2020 3:36:28 PM djcaster.  
At time of re-inspection noted violation(s) remain. | 1/03/2020  |
| 005 - REINSPECTION | Results status INSPECTI January 8, 2020 5:04:39 PM djcaster.  
At time of re-inspection electrical drop down line is no longer in contact with accessory structure roof, in compliance. Permit violation for accessory structure remains. | 1/08/2020  |
| 006 - REINSPECTION | Results status INSPECTI January 10, 2020 7:24:31 AM djcaster.  
At time of re-inspection noted accessory structure violation remains, electric drop down line violation has been corrected. | 1/10/2020  |
| 007 - REINSPECTION | Results status INSPECTI January 17, 2020 5:30:19 PM sjthomas.  
NO CHANGE TO CITED VIOLATIONS. | 1/17/2020  |

Board meeting comments
Other action comments

001 - RECORD CHECK
November 8, 2019 11:16:10 AM djcaster.
According to Pinellas County property records:
- RAMIREZ, ISRAEL
- RAMIREZ, ELIZABETH
- RAMIREZ, TOMAS EST
- 3025 31ST ST N
- ST PETERSBURG FL 33713-2511
- Book/Page: 18986/2665
- Homestead: Yes

002 - TELEPHONE CONVERSATION
November 13, 2019 9:20:02 AM djcaster.
Attempted to return call to female resident 786-252-3390 regarding door hanger left last week, left voice mail explaining that I have mailed a violation notice to more thoroughly address the violation at the property which they should receive this week. Also advised of call number unavailability when returning calls.

003 - RECORD CHECK
December 5, 2019 2:11:22 PM djcaster.
According to Pinellas County property records:
- RAMIREZ, ISRAEL
- RAMIREZ, ELIZABETH
(Continued)

RAMIREZ, TOMAS EST
3025 31ST ST N
ST PETERSBURG FL 33713-2511
Book/Page: 18986/2665
Homestead: Yes

004 - RETURN RECEIPT REC'D
RETURN RECEIPT RECEIVED FOR THE CODE ENFORCEMENT BOARD
NOTICE OF HEARING ADDRESSED TO: ISRAEL RAMIREZ
DATED: 12/30/2019
JANUARY AGENDA ITEM # 65
December 30, 2019 12:48:06 PM ltgreene.

005 - POSTING
Notice of Hearing posted at front door of property structure.

006 - TELEPHONE CONVERSATION
January 8, 2020 5:00:47 PM djcaster.
Spoke with son of owner Lewis 727-641-7796, he explained
that they were in touch with permitting department today and
will need to obtain further information including a survey
before they can obtain a permit for the structure. He stated
that they plan on attending the code enforcement board
hearing to request more time to get items taken care of.
1/08/2020

007 - TAKE PHOTOGRAPHS
January 10, 2020 7:26:09 AM djcaster.
Photographs taken for case file upload.
1/10/2020

008 - RECORD CHECK
January 22, 2020 8:56:49 AM sjthomas.
NO NEW PERMITS OBTAINED TO COVER CITED WORK.
1/22/2020

009 - CODES ENFORCEMENT MEETING
COMPLIANCE DATE 03/07/2020. FINE $50.00/DAY.
*****
OWNER/REP PRESENT. BOARD GAVE 45 DAYS.
010 - CODES ENFORCEMENT MEETING
CERTIFIED LIENS TOTAL $0.00. POTENTIAL LIENS NOT CERTIFIED
$900.00 (03/08/2020-03/25/2020).
011 - CEB ORDER MAILED
RETURN RECEIPT RECEIVED FOR THE ORDER OF THE BOARD ADDRESSED TO: ISRAEL RAMIREZ
SIGNED BY: SIGNATURE NOT LEGIBLE
2/03/2020
<table>
<thead>
<tr>
<th>Type</th>
<th>Text</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>013 - ELECTRONIC MAIL</td>
<td>Received email from Scot Bolyard, AICP Deputy Zoning Official, Planning &amp; Development Services advising the following: The owner of the property located at 3025 31st St N (Code Enforcement Case 19-00029217) has submitted an application for a Variance (DRC 20-54000009) to retain a carport that was built without a permit which does not meet setbacks or design requirements. The application will be going to the DRC on either April 1, 2020 or May 6, 2020.</td>
<td>2/12/2020</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Land Management information</th>
<th>Legal description</th>
<th>NOI information</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEACHLER'S REPLAT</td>
<td>LOT 6</td>
<td></td>
</tr>
</tbody>
</table>
SECTION 16.20.010. - NEIGHBORHOOD TRADITIONAL SINGLE-FAMILY DISTRICTS ("NT")

Typical Houses in a Neighborhood Traditional District

- Narrow rectangular lots facing the avenue.
- Houses built toward the front of the lot with reduced setbacks.
- Front porches and primary entrances facing the avenue.
- Sidewalk connections leading to the public sidewalk and the street.
- Vehicular access from the rear alley instead of driveways in front yards.
Recognized architectural styles with consistent and appropriate materials.

Sections:

16.20.010.1. - History and composition of traditional neighborhoods.

Generally, the traditional neighborhoods of the City were platted between the incorporation of the City and the mid-1920's, before multi-car households became common and when most people walked or rode public transportation. As such, these neighborhoods feature streets and buildings oriented to the needs of pedestrians rather than to the needs of cars.

Lots in traditional neighborhoods are narrow compared to lots in suburban neighborhoods. Traditional lot widths typically range between 45 and 60 feet. Widths in excess of 60 feet exist in certain areas, but are relatively rare. Sidewalks are provided along all sides of blocks and on both sides of the street.

The homes in traditional neighborhoods were typically constructed prior to 1950 and exhibit architecture of the early 20th Century. Buildings typically feature vertically-oriented architecture and were constructed close to the street. Front doors face the street and are enhanced with architecturally appropriate features. Front porches or stoops are common and add emphasis and visual interest to the primary entrance. Side and rear yard setbacks are minimal. Building heights typically do not exceed 24 feet. Buildings include a variety of roof designs such as gable, hip, and gambrel. The upper portions of taller buildings typically taper or step back from the property lines.

Alleyways are the primary means of providing areas for utilities and access to off-street parking to the rear of the properties. Driveways and garages in front yards are not typical in most traditional neighborhoods.

While traditional neighborhoods are primarily characterized by single-family residential structures, house sizes and types are varied. Small apartment buildings and ancillary dwelling units, such as garage apartments, are sprinkled throughout many of these areas. The diverse housing opportunities allow for persons in different stages of life and at different income levels to enjoy the same neighborhood. Residents can remain in the same neighborhood throughout their lives, even though an individual's housing needs and preferences may change (lifecycle housing). There are also several remaining corner stores located within the heart of some traditional neighborhoods. Historically, these small stores provided basic goods and services to residents within walking distance.


16.20.010.2. - Purpose and intent.

The purpose of the NT district regulations is to protect the traditional single-family character of these neighborhoods, while permitting rehabilitation, improvement and redevelopment in a manner that is consistent with the scale of the neighborhood. The standards for each of the NT districts are intended to reflect and reinforce their unique character. Street standards are intended to preserve the alley system as a mechanism to provide limited access for parking and utility functions in the rear of the site.

(Code 1992, § 16.20.010.2; Ord. No. 876-G, § 2, 2-21-2008)

16.20.010.3. - Permitted uses.

Uses in these districts shall be allowed as provided in the Matrix: Use Permissions and Parking Requirements.

16.20.010.3.1. Preservation of single-family character.
NT districts are primarily single-family in character. While some NT districts allow accessory units or limited neighborhood-scale mixed uses, the character and context along the street should reinforce the pattern of a traditional single-family neighborhood. Generally, duplex and multifamily buildings are prohibited. Some multifamily uses are existing and grandfathered.

16.20.010.3.2. Grandfathered units. (See use matrix.)

Multifamily units were built in many traditional neighborhoods to accommodate the winter tourist industry in the first half of the 20th Century. These units provide a diversity of housing stock which enriches the neighborhood and provides lifecycle housing. Renovation and revitalization of these units can create a highly desirable amenity within the neighborhood and is an ideal way of providing workforce-housing units. Restoration of these resources is desirable over replacement. Special approval may be required to redevelop these uses as established by the process in the application and procedures section. Replacement construction should be consistent with the development pattern and architectural context of the neighborhood.


16.20.010.4. - Introduction to NT districts.

The NT districts are the NT-1, NT-2, NT-3 and NT-4 districts. The standards for the NT districts are intended to allow for redevelopment of the traditional neighborhoods with modern amenities, while respecting the existing development pattern and unique character of these areas.


16.20.010.4.1. Neighborhood Traditional Single-Family-1 (NT-1).

In the NT-1 district, single-family homes are the primary intended use. Accessory dwelling units, such as garage apartments, are allowed, subject to compliance with standards regulating minimum lot size, building setbacks, parking and other applicable requirements. The design guidelines are intended to ensure compatibility with the existing character and pattern of these neighborhoods by requiring compatible building design and limiting the locations of driveways to certain areas of the property.

Typical Single-Family Homes within the NT-1 District


The NT-2 district generally includes neighborhoods already developed by the end of the 1920s. These areas typically exhibit a higher degree of architectural legacy and have a well-developed network of alleys. Allowable uses and standards are similar to the NT-1 district. Site layout and architectural detailing is emphasized to preserve and reinforce the existing development pattern. Driveways, garages, and utility uses are limited to the rear of the property.
16.20.010.4.3. Neighborhood Traditional Single-Family-3 (NT-3).

The NT-3 district reflects the character of several traditions. Lot widths are larger, ranging between 60 and 65 feet. These areas are typically adjacent to large public parks utilized for numerous City-wide events generating large crowds, high volumes of traffic and other disruptions not typical for most neighborhoods. The architectural legacy and alley network are similar to NT-2 areas. The development pattern typically features greater front and side yard building setbacks than the NT-2 district. The NT-3 district generally allows the same uses as NT-1 and NT-2, with the exception that accessory dwelling units, such as garage apartments, are not permitted.

16.20.010.4.4. Neighborhood Traditional Mixed Use (NT-4).

The NT-4 district recognizes the small pockets of traditional mixed-use development in certain areas. Historically, these were neighborhood-scale corner stores and restaurants on the first floor with apartments above. These uses typically exist at the intersections of busier residential streets or around public parks. Storefronts are close to the street with loading and parking areas to the rear. The design of the buildings is compatible with the scale and architecture of the surrounding neighborhood and signage is minimal.
Typical Row of Mixed Uses within the NT-4 District


16.20.010.5. - Maximum development potential.

Development potential is different within each district in order to respect the character of the neighborhoods. Achieving maximum development potential will depend upon market forces, such as minimum desirable unit size, and development standards, such as minimum lot size, parking requirements, height restrictions, floor area ratios, maximum building and impervious surface ratios, and building setbacks.

To maintain community character and provide for desirable redevelopment and infill housing, homes shall be built using FARs as set forth herein. Various design standards may be used to increase the FAR and maintain the compatibility of new and modified homes with the existing neighborhood character. Therefore a maximum FAR is established and FAR bonuses may be permitted if the home incorporates design elements as set forth herein which are intended to be beneficial to the character of the neighborhood and reduce the appearance of mass and bulk from the public view.

Minimum Lot Size, Maximum Density and Maximum Intensity

<table>
<thead>
<tr>
<th></th>
<th>NT-1</th>
<th>NT-2</th>
<th>NT-3</th>
<th>NT-4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Lot Width</td>
<td>Residential</td>
<td>45 ft.</td>
<td>50 ft.</td>
<td>60 ft.</td>
</tr>
<tr>
<td></td>
<td>Nonresidential</td>
<td>180 ft.</td>
<td>200 ft.</td>
<td>240 ft.</td>
</tr>
<tr>
<td>Minimum Lot Area</td>
<td>Residential</td>
<td>4,500</td>
<td>5,800</td>
<td>7,620</td>
</tr>
<tr>
<td>(square feet)</td>
<td>Nonresidential</td>
<td>22,860</td>
<td>25,400</td>
<td>30,480</td>
</tr>
<tr>
<td>Maximum Residential Density (units per acre)</td>
<td>15 (1 principal unit and 1 accessory unit per lot) (1)</td>
<td>15 (1 principal unit and 1 accessory unit per lot) (1)</td>
<td>7 (1 principal unit; accessory unit not permitted)</td>
<td>15 (1 principal unit and 1 accessory unit per lot) (1)</td>
</tr>
</tbody>
</table>
(1) Refer to use specific development standards for regulations regarding development of accessory dwelling and accessory living space.

(2) Residential floor area ratio exemption. The FAR includes any enclosed space above the required design flood elevation line, including enclosed garage space, but excludes that portion of the enclosed space that is below the required design flood elevation and up to 500 sf of the floor area of any detached accessory dwelling unit.

(3) Residential floor area ratio bonus. An FAR bonus of up to 0.20 shall be granted when structures incorporate design elements set forth herein. The following options may be utilized in any combination, however, the maximum FAR bonus is 0.20.

a. One story covered front porch with a separate roof structure with a minimum width of 60 percent of the front façade: 0.08 bonus. No bonus is allowed if there is a second story deck, porch or roof structure.

b. Additional second story front setbacks: .01 bonus for every 1 foot of additional front setback of the entire facade, and .005 bonus for every 1 foot of additional front setback of at least one third of the facade but which is less than the entire facade, no bonus is allowed unless the setback is at least six feet, maximum 0.10 bonus. No bonus is allowed if there is a second story deck, porch or roof structure.

c. Additional second story side setbacks: .01 bonus for every 1 foot of additional side setback of the entire façade, maximum 0.05 bonus per side.

d. Total residential floor area of the second story does not exceed 75 percent of the first story (excludes garage sf): 0.05 bonus.

e. Reduction of the height of both the peak and roofline of a two story building from the maximum allowed height: 0.02 bonus per foot, maximum 0.06.

| Maximum Residential Intensity (floor area ratio) | 0.50 | 0.40 | 0.40 | 0.50 |
| Maximum Nonresidential Intensity (floor area ratio) | 0.50 | 0.50 | 0.40 | 0.85 |
| Maximum Residential Building Coverage (includes all enclosed structures) except where the primary structure is one story then a 0.60 building coverage is allowed | 0.55 | 0.55 | 0.55 | 0.55 |
| Maximum Residential Impervious Surface (site area ratio) | 0.65 | 0.65 | 0.65 | 0.65 |
| Maximum Nonresidential Impervious Surface (site area ratio) | 0.55 | 0.55 | 0.55 | 0.55 |
f. The entire peak of the primary roof structure of the front façade is parallel to the front property line: bonus 0.02, or if the entire peak of the primary roof structure of the front façade is parallel to the front property line and the roof has dormer(s) which are equal to at least 20 percent of the width of the front façade: 0.04 bonus.

g. Side façade articulation: side façades which feature offsets of at least two feet in depth that are at least twelve feet in length that divide the building design and are in the front two thirds of the side façade: 0.02 bonus per side, maximum 0.04.

h. Front façade articulation: front façades (excluding the porch) which feature offsets of at least six feet in depth for a minimum of one third of the front façade, 0.06 bonus for each additional foot, maximum 0.10.

i. All windows have true or simulated divided light muntins on interior and exterior surfaces: 0.03 bonus.

j. One story—principal structure: 0.15 bonus.

k. One story—all structures: 0.20 bonus.

l. Style, materials and detailing consistent with an architectural style in St. Petersburg’s Design Guidelines for Historic Properties: 0.10 bonus

m. Planting of larger shade trees between the front façade and the curb—four inches min caliper measured six inches above grade, spread eight inches—ten inches, height 14 feet to 16 feet, 100 gallon container grown: 0.01 bonus per tree, maximum 0.02 bonus.

n. LEED or Florida Green Building: 0.05 bonus.

o. Solar ready: 0.02 bonus.

Refer to technical standards regarding measurement of lot dimensions, calculation of maximum residential density, nonresidential floor area and impervious surface.

For mixed use developments, refer to additional regulations within the use specific development standards section for mixed uses (currently section 16.50.200).


16.20.010.6 - Building envelope: Maximum height and minimum setbacks.

<table>
<thead>
<tr>
<th>Building Height</th>
<th>Beginning of Roofline</th>
<th>Top of Roof Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary building</td>
<td>24 ft.</td>
<td>36 ft.</td>
</tr>
<tr>
<td>Accessory building</td>
<td>20 ft.</td>
<td>30 ft.</td>
</tr>
</tbody>
</table>

Refer to technical standards regarding measurement of building height and height encroachments.
## Minimum Building Setbacks

<table>
<thead>
<tr>
<th>Building Setbacks</th>
<th>NT-1 and 2</th>
<th>NT-3</th>
<th>NT-4</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>If building height is up to 18 ft.</td>
<td>If building height is +18 ft. to 24 ft.</td>
<td>If building height is over 24 ft.</td>
</tr>
<tr>
<td>Stoop</td>
<td>15 ft. or M</td>
<td>15 ft. or M</td>
<td>35 ft.</td>
</tr>
<tr>
<td>Open Porch</td>
<td>18 ft. or M</td>
<td>18 ft. or M</td>
<td>35 ft.</td>
</tr>
<tr>
<td>Building</td>
<td>25 ft. or M</td>
<td>25 ft. or M</td>
<td>35 ft.</td>
</tr>
<tr>
<td>For lots greater than 60 ft. in width</td>
<td>6 ft. or M</td>
<td>6 ft. or M</td>
<td>12 ft.</td>
</tr>
<tr>
<td>For lots equal to or less</td>
<td>10 percent of lot width (2)</td>
<td>6 ft. or M</td>
<td>12 ft.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Note: NT-1 and NT-2 refer to different setbacks for different types of buildings. The table above provides the minimum setbacks for various building heights and types.*
### Attachment G

<table>
<thead>
<tr>
<th>Street side yard</th>
<th>12 ft. or M</th>
<th>12 ft. or M</th>
<th>16 ft.</th>
<th>15 ft. or M</th>
<th>22 ft.</th>
<th>eight ft. or M</th>
<th>15 ft.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear yard, with alley</td>
<td>6 ft. or M</td>
<td>6 ft. or M</td>
<td>20 ft.</td>
<td>6 ft. or M</td>
<td>20 ft.</td>
<td>5 ft. or M</td>
<td>20 ft.</td>
</tr>
<tr>
<td>Rear yard, no alley</td>
<td>10 ft. or M</td>
<td>10 ft. or M</td>
<td>30 ft.</td>
<td>10 ft. or M</td>
<td>30 ft.</td>
<td>10 ft. or M</td>
<td>30 ft.</td>
</tr>
<tr>
<td>Waterfront yard</td>
<td>20 ft.</td>
<td>20 ft.</td>
<td>20 ft.</td>
<td>20 ft.</td>
<td>20 ft.</td>
<td>20 ft.</td>
<td>20 ft.</td>
</tr>
</tbody>
</table>

**Notes:**

1. Open porches are limited to a one story covered porch with or without a second story uncovered porch; two story covered porches shall meet the principal structure setback.
2. For properties that are 50 feet or less in width, the minimum side yard building setback shall be five feet.

M (minor encroachment): Minor encroachments into normally prescribed setbacks may be allowed in order to accommodate an addition to align with the side of the existing structure, provided:

(a) The total floor area of the encroaching portion of an addition shall not exceed 50 square feet;
(b) No portion of the encroachment shall exceed 24 feet in height;
(c) In no case shall any encroaching structure be closer to a property line than four feet.
Refer to the dimensional regulations and lot characteristics and height, maximum allowable and encroachments sections (currently 16.60.010 and 020) for yard types and setback encroachments.

Enclosing porches in the front yard setback is regulated by the general development standards.

The larger of the minimum building separation distances required by the Florida Building Code or the fire prevention code or the minimum building setback established for the interior side yard setback shall apply.

Building setbacks are based on the overall height of the various sections of a proposed building. As the building height increases, so does the minimum required setback.

![Diagram of building setbacks]

### Minimum Building Setbacks for SE Uses

<table>
<thead>
<tr>
<th>Building Setbacks SE Uses</th>
<th>NT-1 and 2</th>
<th>NT-3</th>
<th>NT-4</th>
</tr>
</thead>
<tbody>
<tr>
<td>All yards (including waterfront)</td>
<td>35 ft.</td>
<td>35 ft.</td>
<td>35 ft.</td>
</tr>
</tbody>
</table>

Refer to technical standards for yard types.


16.20.010.7. - Roof lines and slopes.

Required building setbacks increase above 24 feet in height except for towers, turrets, and dormers as provided herein. At 24 feet or below, a cornice line shall be provided and the roofline shall begin. The roof slope shall not exceed 45 degrees (12:12 pitch). The roof peak shall not exceed the maximum height.
of 36 feet. If a sloped roof is not characteristic of the design style, the wall shall be accentuated with a cornice line at or below 24 feet in height.

PORTIONS OF BUILDINGS ABOVE 24 FEET MUST BE CONTAINED WITHIN A ROOF

PORTIONS OF BUILDINGS ABOVE 24 FEET MUST MEET ADDITIONAL SETBACKS

SLOPED ROOFED STRUCTURES

FLAT ROOFED STRUCTURES


16.20.010.8. - Towers and turrets.

Many architectural styles feature towers and turrets. A tower or a turret may exceed the roof slope, provided no horizontal wall dimension exceeds 16 feet and for a tower or turret with a non-straight (or rounded) wall, this dimension shall be calculated using the smallest rectangle which will enclose the wall.

TOWER HEIGHT TO 38 FEET

EAVE HEIGHT MAXIMUM 24 FEET


16.20.010.9. - Dormers.

Many architectural styles feature dormers. A dormer may exceed the roof slope above 24 feet, provided the width of the dormer wall or the total width of the dormer walls, if more than one dormer, shall not exceed 50 percent of the roof width, or 16 feet of width, whichever is less. Dormers shall be compatible with the chosen architectural style.

16.20.010.10. - Setbacks and FAR consistent with established neighborhood patterns.

There are building setback and FAR characteristics of existing neighborhoods related to front yard setbacks, FAR, and alignment of buildings along the block face. Minimum yard setback and FAR characteristics of neighborhoods may differ from the requirements of this district. The POD may approve, without a variance, residential development that meets these setback and FAR characteristics. Approval shall be based on the following:

1. Front yard setbacks will be based on predominant building setbacks established in the block in which the development is proposed.
2. FAR will be based on predominant building FAR established in the block in which the development is proposed based on the property appraisers records.
3. Predominant shall mean equal to or greater than 50 percent.
4. These are administrative approvals appealable only by the property owner.


16.20.010.11. - Building and site design.

The following design criteria allow the property owner and design professional to choose their preferred architectural style, building form, scale and massing, while creating a framework for good urban design practices which create a positive experience for the pedestrian.

Site layout and orientation. The City is committed to creating and preserving a network of linkages for pedestrians. Consequently, pedestrian and vehicle connections between public rights-of-way and private property are subject to a hierarchy of transportation, which begins with the pedestrian.

Building layout and orientation.

1. For nonresidential uses, all service areas and loading docks shall be located behind the front facade line of the principal structure.
2. All mechanical equipment and utility functions (e.g. electrical conduits, meters and HVAC equipment) shall be located behind the front façade line of the principal structure. Mechanical equipment that is visible from the primary street shall be screened with a material that is compatible with the architecture of the principal structure.
3. Accessory structures (including sheds) shall be located behind the front façade of the principal structure.
Vehicle connections and parking.

1. The following vehicle connection regulations are required for properties located within NT-2, NT-3 or NT-4 and are recommended for properties located within NT-1. Access for new garages and driveways shall be designed to take advantage of the first available alternative in the following prioritized list:
   a. Driveways and garage doors shall face the alley;
   b. Where no alley exists, driveways and garage doors shall face the side street and shall be restricted to the rear one-third of the lot;
   c. Where access via the rear third of the lot is not possible and/or the alley is unable to be traversed with a vehicle due to physical obstructions or barriers, driveways and garage doors shall be permitted within the front two-thirds of the lot facing the side street;
   d. In the absence of an alley and a side street, a single lane width curb cut and driveway shall be allowed which shall be located to the side of the principal structure. Required parking shall be allowed only behind the front façade line of the principal structure, including the porch, if any.

2. When a driveway is allowed in the front yard, not more than one curb cut shall be allowed for each property except as follows:
   a. Where the property is abutting a major street identified on the Future Major Streets Map within the Comprehensive Plan; and
   b. Where in accordance with the access requirements of this section, the only available access point is from the major street; and
   c. Where a circular driveway and second curb cut is necessary to permit vehicles to enter and exit the major street in a forward motion. Pursuant to this section, a second curb cut shall only be approved for the purpose of improved traffic safety and shall not be approved for other ancillary uses, such as access to accessory parking spaces or the maneuvering of domestic equipment.

Porches and pedestrian connections.

1. Principal entries to a structure shall be connected to the public sidewalk and the curb of the primary street with a sidewalk except when the structure faces a major street which does not allow on-street parking in front of the property.

2. Where a driveway exists in the legal front yard, the required sidewalk from the principal entry may be connected to the driveway in lieu of the connection to the street.

3. Principal entries shall include a porch, portico or stoop, with a minimum usable depth of six feet (measured from the front façade of the structure to the interior side of the railing or, if there is no railing, the furthest edge of the floor) and 48 square feet of total floor area, excluding a three-foot wide walkway to the primary entrance and the floor area of any column. Where a railing exists, only the floor area within the interior side of the railing shall count towards the minimum floor area.

4. Existing public sidewalks shall be repaired to City standards. Where no public sidewalk exists, a public sidewalk shall be constructed in accordance with the requirements of the subdivision section.
Porch Dimension Requirement:
Example without Railing

This area excluded from the minimum floor area requirement of 48 sq ft

Porch Dimension Requirement:
Example with Railing

This area excluded from the minimum floor area requirement of 48 sq ft

Building and architectural design standards. All buildings should present an inviting, human scale facade to the streets, internal drives, parking areas and surrounding neighborhoods. The architectural elements of a building should give it character, richness and visual interest.

Building style.

1. New construction shall utilize an identifiable architectural style which is recognized by design professionals as having a basis in academic architectural design philosophies. See architectural and building design section, currently Section 16.40.020.

2. Design of homes on the same block face on either side of the street or within an adjacent block face on either side of the street shall be varied, such that a substantially similar design will not be replicated. There shall be a minimum separation of three parcels in every direction before a substantially similar design can be repeated. Variation shall include at least three of the following elements: architectural style, roof form (principal or porch), materials, architectural details (doors, windows, columns, porches).
3. Renovations, additions and accessory structures shall utilize the architectural style of the existing structure, or the entire existing structure shall be modified to utilize an identifiable architectural style which is recognized by design professionals as having a basis in academic architectural design philosophies.

Building form.

1. The front porch shall be elevated at least 12 inches above the abutting finished grade level as measured abutting the porch at the front entry. For Certified Affordable/Workforce Housing, the required minimum elevation shall be 8-inches, and the pedestrian walkway at the entrance may be graded to allow zero step entrance in accordance with the City Visability ordinance, provided that all other areas of the porch meet the 8-inch minimum above the abutting finished grade.

2. The front façade of a building shall create a width-to-height ratio of no more than 1:1. Buildings that exceed the width-to-height ratio of 1:1 shall feature architectural fenestration creating a bay system that divides the building design into a maximum ratio of 1:1. This may be done through pilasters, arcades, building line and roof line off-sets, materials and other appropriate architectural features.

Wall composition and transparency. Wall composition standards ensure that ground-level storefronts and multifamily and single-family residential buildings offer attractive features to the pedestrian. Wall composition standards also mitigate blank walls and ensure that all sides of a building have visual interest. Transparency enhances visual connections between activities inside and outside buildings, thereby improving pedestrian safety. The following criteria shall not apply to accessory structures.

1. Doors, windows and other appropriate fenestration, architectural details, and features shall be incorporated into all sides of a building. There shall be no blank facades, except that garages located at the rear one-third of the lot may have blank facades but not on the street side. No portion of a facade shall contain a blank area greater than 16 feet in width.

2. At least 30 percent of primary and secondary street facades shall consist of fenestration or architectural details and features. At least 20 percent of the front two-thirds of interior side facades shall consist of fenestration or architectural details and features. At least ten percent of the rear façade on corner lots and through lots shall consist of fenestration or architectural details and features. At least 50 percent of the required fenestration shall be transparent (i.e., window glass). For Certified Affordable/Workforce Housing, the primary and secondary street facades minimum shall be 20 percent and the interior side yard facade minimum shall be 15 percent.

For yards on through-lots see the dimensional regulations and lot characteristics section.

3. Structures which are situated on corner lots, through lots, or, by the nature of the site layout have a facade which is clearly visible from rights-of-way, shall be designed with full architectural treatment on all sides visible from rights-of-way. Full architectural treatment shall include roof design, wall materials, trim, and door and window openings. While it is recognized that buildings have primary and secondary facades, the construction materials and detailing should be similar.
throughout. Windows on the street side facades shall be evenly distributed in a consistent pattern, unless a different proportion is permitted or required by an identifiable architectural style.

4. Window sashes and glass shall be square or vertical, unless a different proportion is permitted or required by an identifiable architectural style.

5. Windows shall not be flush mounted. Windows recessed less than three inches shall feature architectural trim including a header, sill and side trim or decorative shutters. Windows recessed three inches or more shall feature a window sill. Trim is not required if not consistent with the architectural style, i.e. Modern or Mediterranean Revival.

6. Where the required design elevation is equal to or greater than 48 inches above finished grade, an articulated base is required to delineate the first floor level. The base may consist of a different material or decorative band, depending on the architectural style.

Roofs. Rooflines add visual interest to the streetscape and establish a sense of continuity between adjacent buildings. When used properly, rooflines can help distinguish between residential and commercial land uses, reduce the mass of large structures, emphasize entrances, and provide shade and shelter for pedestrians.

1. Buildings shall provide a pitched roof or a flat roof with a decorative parapet wall compatible with the architectural style of the building.

Garages. Garage standards maintain and enhance the attractiveness of the streetscape and are influenced by a hierarchy of transportation, which begins with the pedestrian. The requirements relating to garage doors do not apply to garage doors facing alleys.

1. Garage doors facing the primary street:
   a. Shall be located at least ten feet behind the front facade line of the principal structure. In the NT-1, NT-2 and NT-4 districts, this distance shall be measured from the front of the front porch, if any.
   b. Shall not exceed 40 percent of the linear frontage of the facade of the principal structure and shall have decorative garage doors. Decorative garage doors shall include raised panels with decorative hardware and/or glazing, or other designs approved by the POD which serve to visually break up a blank door.

2. Garage doors facing a non-primary side street, where adjoining side yard abuts another property's front yard:
   a. Shall be one or two single bay garage doors. Double garage bay doors are prohibited.
   b. Shall not exceed 40 percent of the linear frontage of the facade of the principal structure.
   c. Shall be decorative garage doors or feature at least one of the following enhancements: an arbor system surrounding the garage doors, or a projecting balcony, cupola, or other decorative element above the garage to lessen the impact of the vehicular orientation of the house. The decorative feature proposed by the applicant shall be compatible with the principal structure and must be approved by the POD. This decision may only be appealed by the property owner.

Building materials. Building material standards protect neighboring properties by holding the building's value longer, thereby creating a greater resale value and stabilizing the value of neighboring properties.

1. Building materials shall be appropriate to the selected architectural style and shall be consistent throughout the structure except for one story covered patios or screen enclosures located at least ten feet behind the front façade of the principal structure. If multiple materials are used in a building façade, the visually heavier materials shall be located below the lighter materials, e.g. brick or stone shall be located below stucco or siding materials, unless they are used as architectural features.
Accessory structures and ancillary equipment and carports. Accessory structures shall reinforce the pedestrian character of the City. Above-ground utility and service features, accessory storage structures, and carports shall be located and designed to reduce their visual impact upon the streetscape. See use specific standards for accessory structures.

1. Detached accessory structures, such as garages and garage apartments, shall be consistent with the architectural style, materials, and color of the principal structure. For multi-story accessory buildings, no portion of an exterior wall on any floor may contain a blank area greater than 16-feet in width except as allowed herein for garages.

Attachment H

16.50.020.4.1. - Accessory storage structure and carports.

At any use in neighborhood districts and at single family dwelling units in any district, one accessory storage structure (a pre-constructed shed) and one carport shall be allowed which are exempt from design requirements as set forth herein. Any other such structures are allowed in the buildable area provided that they comply with the design requirements and setbacks for the zoning district.

1. General requirements.
   a. **Anchoring.** The structure shall be properly anchored to resist wind and other forces.
   b. **Utility easements.** If a structure is secured to the ground by a foundation and not capable of being moved intact, no portion of the structure shall encroach into a utility easement.
   c. **Right-of-way and access easements.** No structure shall encroach into a right-of-way or private access easement.
   d. **Use restrictions.** The structure shall only be utilized for storage and shall not be used for operation of mechanical equipment.

2. **Through lots.** On a through lot which meets the width, depth and area requirements for a lot in that zoning district, if one front yard is determined to be a rear yard pursuant to the dimensional regulations, and lot characteristics section (currently section 16.60.010) and has a solid, not less than five-foot high, decorative wall or fence, the exempt accessory storage structure shall be setback at least ten feet from that property line.

3. **Design standards for accessory storage structures.**
   a. An accessory storage structure 100 square feet or less and less than ten feet in height is exempt from the requirement to utilize the architectural style and construction materials of the existing principal structure. See allowable encroachment and setback section.
   b. An accessory storage structure located within the rear one-third of a property, 200 square feet or less in gross floor area, ten feet or less in overall height to the top of roof peak, and screened by a solid masonry wall or decorative wood or vinyl fence measuring six feet or more in height is exempt from the requirement to utilize the architectural style and construction materials of the existing principal structure.
Attachment H

c. All other accessory storage structures shall comply with the design and setback requirements of the zoning district.

4. Code compliance. All accessory storage structures shall comply with the Florida Building Code and St. Petersburg Fire Code (e.g. building separation and egress).

5. a. A carport for a single family residential use is exempt from the requirement to utilize the architectural style and construction materials of the existing principal structure if it is: open on three sides, located within the rear one-third of the property, located behind the principal structure, meets the side yard setbacks for the principal structure (if on the streetside it must be hidden by another structure from view from the street), not greater than 440 square feet in area, not greater than 12 feet in height at the beginning of the roofline, and not greater than 15 feet in height at the peak of the roof.

b. All other carports shall utilize the architectural style and construction materials of the existing principal structure.

PLANNING & DEVELOPMENT SERVICES DEPARTMENT
APPEALS FORM

Appeal From: ☐ Person Officially Designated (POD) ☐ Development Review Commission ☐ Community Planning and Preservation Commission

Appeal to: ☐ Development Review Commission ☐ Community Planning and Preservation Commission ☐ City Council

Contact Information:
Name: Israel Ramirez
Street Address: 2025 31st St N
City ST ZIP Code: St. Pete, FL 33713
Telephone: 727-214-8598
E-Mail Address: IzraAmirez9914@gmail.com
Signature: [Signature]
Date: 8/5/20

Date of Hearing: [Date]
Date of Decision: [Date]

Case No.: 20-5B000053

Case Address: 2025 31st St N St. Pete, FL 33713

Submittal Requirements
1. Narrative describing grounds for appeal.

We will like to submit proof that the structure been in the property for more than 5 years and is in great condition.
Information on Procedures for Hearing

1) Staff, appellant, applicant, and registered opponent (registered opponent ONLY allowable if timely registered and appellant is the applicant/owner) 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 Session and make a decision. The Commission members may ask questions at any time during the Quasi-Judicial process.

Return form to the Office of City Clerk, at
175 5th Street North, St. Petersburg, FL 33701
cathy.davis@stpete.org, (727) 893-7447

*Fee to Appeal Person Officially Designated: $250.00
*Fee for all other Appeals: $300.00

*Note: Appellant is also responsible for required public notice and any associated post office mailing fees.
**Department Name:** City Clerk's Office  
**Submitted By:** Paul Traci  
**Date Submitted:** 8/5/2000  
**Description:** POD Appeal to DRC

**Amount:** $250.00  
**Name:** Israel Ramirez

<table>
<thead>
<tr>
<th>Description</th>
<th>Service No.</th>
<th>Fund</th>
<th>Org</th>
<th>Object</th>
<th>Job</th>
<th>RPT CAT</th>
<th>Amount</th>
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**G/L Acct:**  
**Amount:** $250.00  
**Payment Code:**  
**G/L Acct:**  
**Amount:** $250.00  
**Payment Code:**  
**G/L Acct:**  
**Amount:** $250.00  
**Payment Code:**  

**Cashier Note:** Debit

**IF GENERAL LEDGER PROVIDED BY THE DE**

**Rev. 05/13/16**

**Thank you for your payment***
According to Planning & Development Services 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, DEPARTMENT OF PLANNING AND DEVELOPMENT SERVICES DEPARTMENT**, for Public Hearing and Executive Action on **August 19, 2020 at 10:00 A.M.**, by means of communications media technology pursuant to Executive Order Number 20-179, issued by the Governor on July 29, 2020. Executive Order Number 20-69 was extended by Executive Order Number 20-179.

**CASE NO.:** 20-54000020  
**PLAT SHEET:** E-10  
**REQUEST:** Approval of a variance to the allowable wall height in a NT-3 zoning district from 6-feet tall to 8-feet tall proposed.  
**OWNER:** Jeffrey Herman  
125 13th Avenue North  
Saint Petersburg, Florida 33701  
**AGENT:** Elizabeth Hallock - EDAD Studio  
632 Bay Street Northeast  
Saint Petersburg, Florida 33701  
**ADDRESS:** 125 13th Avenue North  
**PARCEL ID NO.:** 18-31-17-82026-000-0240  
**LEGAL DESCRIPTION:** On File  
**ZONING:** Neighborhood Traditional Single-Family (NT-3)

<table>
<thead>
<tr>
<th>Structure</th>
<th>Required</th>
<th>Requested</th>
<th>Variance</th>
<th>Magnitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fence located within Rear Yard</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fence Height</td>
<td>6-feet</td>
<td>8-feet</td>
<td>2-feet</td>
<td>33%</td>
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</tbody>
</table>
BACKGROUND: The subject property consists of one platted lot (Lot 24 & E 23.8Ft of Lot 23) and is located within the boundaries of the Downtown Residents Civic Association. The property currently has a two-story single family residence with parking accessed off the alley in the rear. The applicant currently has a vinyl fence that runs along the rear of the property at this location. The applicant is proposing to replace the fence with an 8-foot tall masonry wall at the rear of the property. The lower portion of the wall will act as a retaining wall as the existing grade of the property is approximately 18-inches above the alley at the rear of the property.

REQUEST: The applicant is requesting the approval of a variance to the maximum allowable wall height of 6'-0" required for a proposed 8'-0" tall wall at the rear of the property. Per section 16.40.040.3 of the Code, the maximum height is 6-feet for a fence or wall of any style in the rear yard of the property and the height shall be measured from the existing natural grade upon which the structure to be measured sits.

CONSISTENCY REVIEW COMMENTS: The Planning & Development Services Department staff reviewed this application in the context of the following criteria excerpted from the City Code and found that the requested variance is inconsistent 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 site involves utilization of an existing developed site. The site currently has a two-story single family residence with parking accessed off of the alley in the rear.

   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.

      The subject property meets the minimum lot size requirements for the NT-3 Zoning District, which requires a minimum lot width of 60-feet and a minimum lot area of 7,620 square feet. The subject property has a lot width of 73-feet and contains approximately 9,602 square feet.

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

      This property is not located in a designated preservation district.

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

      This property is located in the national register historical district.
e. Significant vegetation or natural features. If the site contains significant vegetation or other natural features.

This criterion is not applicable as the request does not involve or impact significant vegetation or other natural features on the site.

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 proposal is not consistent with the development pattern of the block in terms of fence height within the rear yard.

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 as no public facilities are involved with the request.

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

There are no special conditions that exist related to the property.

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

Enforcement of the code would not result in an unnecessary hardship. The applicant is permitted to construct a 6-foot fence of any style at the rear yard as a means of providing privacy on the subject property.

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 literal application of the code would not deprive this property owner of any rights as other properties with a similar lot size and zoning designation. The property is still able to have a fence or wall in order to provide the privacy that the owner desires at the rear of the property.

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

The requested variance to increase the maximum height for a fence or wall from the 6-feet allowable to the 8'-feet proposed is not necessary to make possible the reasonable use of the property.
6. **The granting of the variance will be in harmony with the general purpose and intent of this chapter;**

   The granting of the variance would not be in harmony with the purpose and intent of the code as the code states the maximum height for a fence or wall of any style is 6'-0". The height of a fence, wall or hedge shall be measured from the existing natural grade upon which the structure to be measured sits.

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 or detrimental to the public welfare however, it could have a visual impact on neighboring properties causing there to be a lack of uniformity in the height of the fence line facing the alley.

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

   Staff finds that the reasons set forth in the application do not justify the granting of a variance for fence height.

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

   None were considered.

**PUBLIC COMMENTS:** The subject property is within the boundaries of the Downtown Residents Civic Association and the Historic Old Northeast Neighborhood Association. The Historic Old Northeast Neighborhood Association is not in support of the variance request, their comments are attached.

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

**CONDITIONS OF APPROVAL:** If the variance is approved consistent with the site plan submitted with this application, the Planning and Development Services Department Staff recommends that the approval shall be subject to the following:

1. The plans and elevations submitted for permitting should substantially resemble the plans and elevations submitted with this application.
2. This variance approval shall be valid through August 19, 2023. Substantial construction shall commence prior to this expiration date. A request for extension must be filed in writing prior to the expiration date.
3. Approval of this variance does not grant or imply other variances from the City Code or other applicable regulations.

**ATTACHMENTS:** application, applicant's narrative, location map, site plan, floor plan, elevation drawings, photographs, comment from Neighborhood association.
Report Prepared By:

Candace Scott, Planner I
Development Review Services Division
Planning & Development Services Department

08-11-2020

Report Approved By:

Jennifer Bryla, AICP, Zoning Official (POD)
Development Review Services Division
Planning & Development Services Department

8-11-2020
All applications are to be filled out completely and correctly. The application shall be submitted to the City of St. Petersburg's Development Review Services Division, located on the 1st floor of the Municipal Services Building, One Fourth Street North.

**GENERAL INFORMATION**

**NAME of APPLICANT (Property Owner):** Jeffrey Herman  
Street Address: 125 13th Ave N  
City, State, Zip: St Petersburg FL 33701  
Telephone No: 646-512-2988  
Email Address: elyherman@gmail.com

**NAME of AGENT or REPRESENTATIVE:** Elizabeth Hallock  
EDAD studio  
Street Address: 632 Bay St NE  
City, State, Zip: St Petersburg FL 33701  
Telephone No: 727-542-4860  
Email Address: ECHallock@EDADstudio.com

**PROPERTY INFORMATION:**  
Street Address or General Location: 125 13th Ave N  
Parcel ID#s: 18-31-17-82026-000-0240

**DESCRIPTION OF REQUEST:** Increase alley wall maximum height from 6'-0" to 8'0"

**PRE-APPLICATION DATE:** 04/03/2020  
**PLANNER:** Jennifer Bryla

**FEE SCHEDULE**

<table>
<thead>
<tr>
<th>Description</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 &amp; 2 Unit, Residential - 1st Variance</td>
<td>$350.00</td>
</tr>
<tr>
<td>Each Additional Variance</td>
<td>$100.00</td>
</tr>
<tr>
<td>3 or more Units &amp; Non-Residential - 1st Variance</td>
<td>$350.00</td>
</tr>
<tr>
<td>After-the-Fact</td>
<td>$500.00</td>
</tr>
<tr>
<td>Docks</td>
<td>$400.00</td>
</tr>
<tr>
<td>Flood Elevation</td>
<td>$300.00</td>
</tr>
</tbody>
</table>

Cash, credit, checks made payable to "City of St. Petersburg"

**AUTHORIZATION**

City Staff and the designated Commission may visit the subject property during review of the requested variance. Any Code violations on the property that are noted during the inspections will be referred to the City's Codes Compliance Assistance Department.

The applicant, by filing this application, agrees he or she will comply with the decision(s) regarding this application and conform to all conditions of approval. The applicant's signature affirms that all information contained within this application has been completed, and that the applicant understands that processing this application may involve substantial time and expense. Filing an application does not guarantee approval, and denial or withdrawal of an application does not result in remittance of the application fee.

**NOTE:** IT IS INCUMBENT UPON THE APPLICANT TO SUBMIT CORRECT INFORMATION. ANY MISLEADING, DECEPTIVE, INCOMPLETE, OR INCORRECT INFORMATION MAY INVALIDATE YOUR APPROVAL.

**Signature of Owner / Agent:**  
Typed Name of Signatory: Elizabeth Hallock  
**Date:** 04/13/2020
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 by 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.**

<table>
<thead>
<tr>
<th>APPLICANT NARRATIVE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Street Address:</strong> 125 13th Ave N</td>
</tr>
<tr>
<td><strong>Detailed Description of Project and Request:</strong></td>
</tr>
<tr>
<td>Increase alley wall maximum height from 6'-0 to 8'0&quot;</td>
</tr>
</tbody>
</table>

1. **What is unique about the size, shape, topography, or location of the subject property? How do these unique characteristics justify the requested variance?**

   There is an 18" difference between the property and the alley. If the property is leveled with a retaining wall, the resulting privacy wall would only be 4'6" tall on the property side, given the current allowable maximum height.

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.**

   Yes, please photos

3. **How is the requested variance not the result of actions of the applicant?**

   The grade difference is existing
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 by 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.**

<table>
<thead>
<tr>
<th>APPLICANT NARRATIVE</th>
</tr>
</thead>
</table>
| 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?  
   6'0" is considered minimum for privacy. The request will stay within keeping of the existing fabric of the neighborhood.  
   We are proposing a privacy wall that replaces the existing vinyl fence with a masonry wall that follows the style & vernacular of the existing house. |

| 5. What other alternatives have been considered that do not require a variance? Why are these alternatives unacceptable?  
   The alternative that would not require a variance is to pull the wall back 6'0" to the building setback line, resulting in a loss of 6'0" of an already small backyard |

| 6. In what ways will granting the requested variance enhance the character of the neighborhood?  
   It will stay in keeping with the existing neighbors  
   We are proposing a privacy wall that replaces the existing vinyl fence with a masonry wall that follows the style & vernacular of the existing house. |
Project Location Map
City of St. Petersburg, Florida
Planning and Development Services Department
Case No.: 20-54000020
Address: 125 13th Avenue North

st.petersburg
www.stpete.org

(nts)
EXISTING PLAN
SCALE: 3/32" = 1'-0"

PROPOSED PLAN
SCALE: 3/32" = 1'-0"

The work was done by or under my supervision.

EDAD studio, FL
FL LIC: AR 91949 ID 4810
520 BAY ST NE
ST PETERSBURG, FL 33701
T91. 727-842-4800
INFO@EDAdstudio.com

PROJ. NO: 13-222
13 APRIL 2020
VARIANCE APPLICATION
FLOOR PLANS

THE HERMAN
RESIDENCE CARPORT
REMODEL
125 13th AVE N
ST. PETERSBURG, FL 33701

V-2
SHEET 2 OF 4
Re: 125 13th Avenue N

Ms. Winn,

The Historic Old Northeast Neighborhood Association is not in support of the variance request for an 8-foot wall adjacent to the alley at the property located at 125 13th Avenue N. Many properties in the Old NE are raised considerably above grade; HONNA has not supported other such requests. In the past we have recommended landscaping to help owners with screening issues.

Regards,
Robin L. Reed
Chair, HONNA Planning and Preservation Committee

Virus-free. www.avast.com
SITE PLAN REVIEW
PUBLIC HEARING

According to Planning & Development Services 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, DEPARTMENT OF PLANNING AND DEVELOPMENT SERVICES DEPARTMENT, for Public Hearing and Executive Action on August 19, 2020 at 10:00 A.M., by means of communications media technology pursuant to Executive Order Number 20-179, issued by the Governor on July 29, 2020. Executive Order Number 20-69 was extended by Executive Order Number 20-179.

CASE NO.: 20-31000007
PLAT SHEET: F-42, F-44

REQUEST: Approval of a Site Plan modification to renovate the existing center and demolish an existing 64,799 square-foot building and construct new freestanding buildings that total 70,600 square-feet in the CCS-1 zoning district.

OWNER: I A St. Petersburg Gateway, LLC
PO Box 6035
Chicago, Illinois 60606

AGENT: Katherine E. Cole, Esq.
Hill Ward Henderson, P.A.
600 Cleveland Street
Clearwater, Florida 33755

ADDRESS: 7701 Dr. Martin Luther King Jr. Street North

PARCEL ID NO.: 30-30-17-75600-000-0010

LEGAL DESCRIPTION: On File

ZONING: Corridor Commercial Suburban (CCS-1)

SITE AREA TOTAL: 2,037,392 square feet or 46.77 acres
GROSS FLOOR AREA:
- Existing: 426,495 square feet
- Proposed: 432,481 square feet
- Permitted: 1,120,565 square feet

BUILDING COVERAGE:
- Existing: 426,495 square feet
- Proposed: 432,481 square feet
- Permitted: N/A

IMPERVIOUS SURFACE:
- Existing: 1,700,557 square feet
- Proposed: 1,696,982 square feet
- Permitted: 1,731,783 square feet

OPEN GREEN SPACE:
- Existing: 336,834 square feet
- Proposed: 340,303 square feet

PAVING COVERAGE:
- Existing: 1,274,063 square feet
- Proposed: 1,264,607 square feet

PARKING:
- Existing: 2,335; including 64 handicapped spaces
- Proposed: 2,238; including 70 handicapped spaces
- Required: 2,195; including 56 handicapped spaces

BUILDING HEIGHT:
- Existing: 35 feet
- Proposed: 38 feet
- Permitted: 48 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 commercial shopping center which is a permitted use within the CCS-1 Zoning District.

II. DISCUSSION AND RECOMMENDATIONS:

The Request: The applicant seeks approval of a modification to a previously approved site plan to renovate the existing center and demolish an existing 64,799 square-foot building and construct two new freestanding buildings and two additions to the existing stripe center that total 70,600 square-feet in the CCS-1 zoning district. The subject property is located on the east side of Dr. ML King Jr. Street North between 78th Avenue North and 83rd Avenue North.
Background:
The site is currently developed with a 426,495 square foot shopping center. In March of 1997, the applicant was approved by the Environmental Development Commission (EDC) to renovate and redevelop the Gateway Mall. The proposal included the demolition of 365,000 square feet of existing commercial space and the construction of 319,200 square feet of new commercial space in multiple buildings spaced throughout the site.

Current Proposal:
The applicant is seeking to renovate and demolish a portion of the existing shopping center. The existing center consists of one strip center building which is occupied by multiple tenant spaces, that is located along the east side of the subject property and multiple outparcel buildings that are located along the north, west and south sides of the subject property. The existing outparcel buildings and the Target located at the north end of the center are under different ownership and will not be altered as part of this application.

The applicant will be demolishing the middle portion of the existing building, thus creating two-strip center buildings. Building additions are proposed at the end caps of the two-strip center buildings. Two new outparcel buildings will be constructed in the existing parking lot. The applicant will upgrade the exterior facade of the existing shopping center buildings to match the new buildings.

New pedestrian sidewalks will be created in the existing parking lot that will connect the existing buildings with the new outparcel buildings. The demolition of the center portion of the existing strip center building will allow the existing 79th Terrace North vehicular access to have direct access into the existing shopping center parking lot. Currently, visitors entering the existing shopping center from 79th Terrace North, which connects to 4th Street North, have to navigate through the loading area on the east side of the strip center building to access the parking lot that is located on the west side of the existing strip center building. The proposal also includes some changes to the existing parking lot and upgrades to the existing landscaping.

The proposed architectural style of the two buildings will be masonry vernacular. The buildings will incorporate large storefront windows, metal awnings, tower features and changes in the height of the parapet, pilasters, stone cladding, and changes in the color and texture of the stucco finish.

Public Comments:
No comments or concerns were expressed to staff at the time this report was prepared.

III. RECOMMENDATION:
A. Staff recommends APPROVAL of the site plan modification subject to the Special Conditions of Approval.

B. SPECIAL CONDITIONS OF APPROVAL:
1. The proposed outparcel buildings shall be designed with full architectural treatment on all sides. Full architectural treatment shall include roof design, wall materials and architectural trim. In lieu of full architectural treatment along the side of the outparcel building with the loading area, an 8-foot tall wall that is finished to match the outparcel building shall be constructed to fully shield the loading from view, except for the ingress/egress into the loading area.
2. All sides of all the buildings shall have a decorative parapet that is architecturally compatible with the main body of the building.

3. Pedestrian scale lighting shall be installed along the internal sidewalk network.

4. Crosswalks shall be delineated with a different pavement material or color from the vehicular pavement material.

5. Bicycle parking shall be provided as required by Section 16.40.090.

6. Exterior lighting shall comply with Section 16.40.070.

7. Mechanical equipment shall be screened from the abutting rights-of-way and installed on site.

8. The site plan shall be modified as necessary to comply with the comments in the Transportation Department’s email dated July 20, 2020.

9. The site plan shall be modified as necessary to comply with the comments in the Water Resources Department’s email dated July 8, 2020.

10. The site plan shall be modified as necessary to comply with the comments in the Engineering Department’s Memorandum dated July 20, 2020.

11. This approval shall be valid through August 19, 2023. 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.

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 & DEVELOPMENT SERVICES 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. All other applicable governmental permits (state, federal, county, city, etc.) must be obtained before commencement of construction. A copy of other required governmental permits shall be provided to the City Engineering & Capital Improvements Department prior to requesting a Certificate of Occupancy. Issuance of a development permit by the City does not in any way create any rights on the part of the applicant to obtain a permit from a governmental agency and does not create any liability on the part of the City of St. Petersburg for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by other governmental agencies or undertakes actions that result in a violation of state or federal law.

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 & Development Services 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, Residential Urban and Residential Medium

The land uses of the surrounding properties are:

North: Residential Urban and Residential Medium
South: Water and Residential Medium
East: Residential Urban and Residential Medium
West: Residential Office General, Planned Redevelopment Mixed-use and Residential Medium

REPORT PREPARED BY:

Corey Melyszka, AICP, Urban Design and Development Coordinator
Development Review Services Division
Planning and Development Services Department

DATE: 8/11/20

REPORT APPROVED BY:

Jennifer Bryla, AICP, Zoning Official (POD)
Development Review Services Division
Planning and Development Services Department

DATE: 8/11/2020
EXISTING BUILDING

PROPOSED RETAIL SPACE

MATERIALS
1. SW 7005 Pure White
2. Metal Canopy
3. SW 0077 Classic French Gray
4. SW 6143 Basket Beige

PROPOSED RETAIL

GATEWAY MARKETPLACE

77th Ave N. & Dr Martin Luther King Jr St N., FL • C&P Project #220063 • 04-24-2020
TO: Iris Winn, Administrative Clerk, Development Services Department  
Jennifer Bryla, Planning & Development Services Zoning Official, Development Services  
Corey Malyszka, Zoning, Development Services Department  

FROM: Nancy Davis, Engineering Plan Review Supervisor  

DATE: July 20, 2020  

SUBJECT: Site Plan Modification Gateway Market Center  

FILE: 20-31000007  

LOCATION 7701 Dr. Martin Luther King Jr. Street North  
30/30/17/75600/000/0010  

ATLAS: F-42, F-44  

ZONING: Corridor Commercial Suburban (CCS-1)  

REQUEST: Approval of a Site Plan modification to renovate the existing center and demolish an existing 64,799 square-foot building and construct new freestanding buildings that total 70,600 square-feet in the CCS-1 zoning district.  

The Engineering and Capital Improvements Department has no objection to the proposed site plan modification, provided the following special conditions and standard comments are added as conditions of approval:  

SPECIAL CONDITIONS OF APPROVAL:  
1. This site has previously triggered compliance with the City Drainage and Surface Water Management regulations so all future project on this site will need to comply with water quality treatment and water quantity attenuation requirements 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 runoff release and retention shall be calculated using the Rational formula and a 10-year 1-hour design storm. The proposed site paving, grading, and drainage plans and drainage calculations shall include a proposed drainage basin map for the entire site which clarifies where water quality treatment and attenuation occurs and existing and proposed pond design elevations for the City’s 10-year 1-hour design storm and water quality treatment elevations. The Engineer of Record shall review existing stormwater treatment and attenuation systems as part of the stormwater design for this project to provide assurance that they remain properly functioning, maintained per the design parameters, and achieving drawdown per current regulations.  

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. The BMPTrains model shall be used to verify compliance with Impaired Water Body and TMDL criteria. Prior to approval of a plan, the owner's engineer of record shall verify that existing public infrastructure has sufficient capacity or will have
sufficient capacity prior to issuance of a certificate of occupancy, to convey the drainage flow after considering the current and proposed infrastructure demand.

Prior to approval of a plan, the owner's engineer of record shall verify that existing public infrastructure has sufficient capacity or will have sufficient capacity prior to issuance of a certificate of occupancy, to convey the drainage flow after considering the current and proposed infrastructure demand.

2. Please assure that the developer's design professional(s) coordinate with Duke Energy prior to proceeding with further development of this site plan to assure that the design has provided adequate space for any Duke Energy equipment which may be required to be placed within the private property boundary to accommodate the building power needs. Early coordination is necessary to avoid additional expense and project delays which may occur if plans must be changed later in the building/site design stage as necessary to accommodate power equipment on-site and not within the public right of way. If you have not already done so, please initiate contact with Jeff.Baker3@duke-energy.com.

3. With the submittal of plans for construction permit issuance, provide verification that all existing on-site shared utility infrastructure are covered by bylaws or private maintenance agreements, etc. and provide a copy of the current legal agreement(s) to John.Palenchar@stpete.org of the City's Water Resources Department to update private maintenance entity contact information including name, address, and telephone number for all on-site private infrastructure. Also clearly show on the development plans all existing public easements containing public infrastructure and indicate the plat or other recorded instrument by which they were dedicated. The intent is to clearly identify public verses private infrastructure on all site plans going forward.

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. 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. The Engineer of Record shall inspect existing public sidewalks to assure compliance with ADA and City sidewalk criteria and provide for any upgrades or maintenance as may be necessary as part of this redevelopment project.

5. 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 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. *It is noted that meeting required building floor elevations often necessitates elevating existing public sidewalks. Please note that transitions to adjacent public sidewalks shall be smooth, consistent, and ADA compliant with maximum cross slope of 2% and maximum longitudinal slope of 5%. Ramps may only be used at driveways and intersections, not mid-block in the main sidewalk path.

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.
6. 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. All work within right of way or public utility easement shall be in compliance with current City Code, 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 systems 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.).

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 wastewater Concurrency Form (ECID Form Permit 005), available upon request from the City Engineering department, phone 727-893-7238. If an increase in flow of over 3000 gpd is proposed, the ADF information will be forwarded 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 Concurrency 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 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.

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.

Redevelopment within this site shall be coordinated as may be necessary to facilitate any City Capital Improvement projects in the vicinity of this site which occur during the time of construction.

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.

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
   Correspondence File
Corey,  

The Transportation and Parking Management Department has reviewed the case and has the following comments:

- If feasible, please provide pedestrian connections to the public sidewalk networks on Dr. M.L. King Jr. Street North near the existing crosswalk by Steak ‘n Shake and 83rd Avenue North near the existing crosswalk by T.J. Maxx.
- To address documented excessive speeding, please install two sets of speed humps installed following City Standard Detail S60-2 at the locations indicated by the blue X’s in the attached image. Please contact Michael Frederick, Manager, Neighborhood Transportation at Michael.Frederick@stpete.org with any questions.
- Bicycle parking needs to be provided following the design and placement standards per Section 16.40.090.4.
  - A minimum of 7 long-term spaces and 16 short-term spaces are required.
  - Please identify the placement of and rack type for the short and long-term bicycle parking and send to Kyle Simpson, Planner I at Kyle.Simpson@stpete.org.
- All crosswalks traversing the parking lot need to be signed with MUTCD W11-2 Pedestrian Crossing signs and have marked crosswalks following FDOT Standard Index 711-001.

Kyle Simpson, AICP  
Planner I, Transportation and Parking Management  
City of St. Petersburg  
(727) 893-7151  
Kyle.simpson@stpete.org

From: Corey D. Malyszka  
Sent: Wednesday, July 8, 2020 12:34 PM  
To: Michael J. Frederick <Michael.Frederick@stpete.org>; Thomas M Whalen <Tom.Whalen@stpete.org>; Kyle Simpson <Kyle.Simpson@stpete.org>; Mark Riedmueller <Mark.Riedmueller@stpete.org>; Nancy Davis <Nancy.Davis@stpete.org>; Martha Hegenbarth <Martha.Hegenbarth@stpete.org>; Troy D. Davis <Troy.Davis@stpete.org>; WRD-UtilityReviewRequest <WRD-UtilityReviewRequest@stpete.org>; Aaron M. Fisch <aaron.fisch@stpete.org>; vacate@duke-energy.com  
Cc: Iris L. Winn <Iris.Winn@stpete.org>  
Subject: RE: Routing Special Exception 20-31000007

Please review the attached application. Please return your comments by **July 20, 2020**. These deadlines are in place so that your comments may be included in the staff report.

If comments are not received by the deadline provided, then it will be assumed that you have no objection or comments to provide. Please contact me at 727-892-5453 or at Corey.Malyszka@StPete.org if you have any questions or concerns.

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

From what I can see there are at least 5 separately owned parcels that utilize a single privately maintained collection and transmission system at and around this subject property. Please make the applicant aware that utility service lines cannot be shared across parcels and cannot be run through parcels without dedicated easement and maintenance agreements.

In order for utilities to be maintained to all parcels either:
- City easements will need to be dedicated and main extensions will need to be constructed at the owners expense, or
- Perpetual private joint use, dedicated easement and maintenance agreements will need to be executed between all parcels and kept on file with the City.
<aaron.fisch@stpete.org>; vacate@duke-energy.com
Cc: Iris L. Winn <Iris.Winn@stpete.org>
Subject: RE: Routing Special Exception 20-3100007

Please review the attached application. Please return your comments by July 20, 2020. These deadlines are in place so that your comments may be included in the staff report.

If comments are not received by the deadline provided, then it will be assumed that you have no objection or comments to provide. Please contact me at 727-892-5453 or at Corey.Malyszka@StPete.org if you have any questions or concerns.

Corey Malyszka, AICP
Urban Design and Development Coordinator, Planning and Development Services
City of St Petersburg
727.892.5453
corey.malyszka@stpete.org
DATE: July 13, 2020

TO: Iris Winn, Administrative Clerk
Development Review Services

FOR: Jennifer Bryla, Zoning Official
Development Review Services

FROM: Aaron Fisch, Real Estate Coordinator
Real Estate & Property Management

SUBJECT: Approval of a Site Plan modification to renovate the existing center and demolish an existing 64,799 square-foot building and construct new freestanding buildings that total 70,600 square-feet in the CCS-1 zoning district.

CASE NO: 20-31000007

ATLAS: F-42, F-44

LOCATION: 7701 Dr. Martin Luther King Jr. Street North; 30-30-17-75600-000-0010

COMMENTS: Real Estate & Property Management has reviewed this application, noted the location of the subject property and has no objection at this time. Please note the attached Public Utility Easement in favor of the City within the subject location.

(1) Attachment: Public Utility Easement

cc: Alfred Wendler, Director, Real Estate & Property Management
PERPETUAL EASEMENT

THIS INDENTURE made this 1st day of September, 1997, between Gateway Mall Associates, a Florida general partnership, hereinafter referred to as "Grantor", whose post office address is c/o Pennsylvania Real Estate Investment Trust, 455 Pennsylvania Avenue, Fort Washington, Pennsylvania 19304, and the City of St. Petersburg, Florida, a municipal corporation, whose post office address is Post Office Box 2842, St. Petersburg, Florida 33731-2842, hereinafter referred to as "Grantee";

WITNESSETH:

That for and in consideration of the sum of Ten Dollars ($10.00) in hand paid by the Grantee, the receipt and adequacy of which is hereby acknowledged, and in consideration of the conditions and covenants contained herein, the Grantor does hereby grant and convey to the Grantee Perpetual Easement ("Easement") for public purposes, in and upon those certain parcels of land situated in Pinellas County, Florida, which are more particularly described in the Legal Descriptions for Perpetual Easement Area "A", Perpetual Easement Area "B" and Perpetual Easement Area "C", and illustrations of same, attached hereto and by this reference made a part hereof. Said public purposes shall include, but not be limited to, installing maintaining, operating and constructing existing and future underground pipes, culverts, underground structures, utilities and any related facilities for the conveyance of stormwater, and any necessary communications, fixtures, equipment and accessories desirable in connection therewith.

The Grantee shall have the right to patrol, inspect, alter, improve, repair or replace and rebuild such stormwater pipes and related equipment and accessories, together with all the rights and privileges necessary or convenient for the full enjoyment and use thereof for the purposes above-described, including, but not limited to, the right to enter over and upon the lands of the Grantor, its successors and assigns, for purposes of exercising the rights and privileges herein granted.

The Grantee shall restore the following four project areas; driveways and paving adjacent to Suntrust Bank, two (2) existing driveways from Ninth Street North, parking lot at Publix, crossing at 19th Terrace North, to as good if not better condition as existed immediately prior to the commencement of said construction and related activities which shall include but not be limited to paving, striping, irrigation systems, lighting and landscaping upon completion of the project. The Grantee and Grantor specifically agree that the Grantor is renovating many of the existing businesses during the initial installation of the storm drainage culvert pipes and related improvements and that the Grantor shall only require the Grantee to return affected Easement area to meet the existing grade with clean fill following the initial installation EXCEPT those 4 areas specifically identified above.

After completion of initial installation of the project, the Grantee shall return any areas subsequently disturbed by or on behalf of the Grantee, to as good if not better condition as existed immediately prior to the commencement of said construction and related activities which shall include but not be limited to paving, striping, irrigation systems, lighting and landscaping.

The Easement shall be exclusive; however as the real property in encumbered by the Easement is intended to be used for ingress and egress from public rights of way; parking and pavement areas; curbs, sidewalks and roadways; grass and landscaped areas (landscaping to be limited to shrubs and palm trees); signage; fire hydrants; light poles, conduits and facilities; and for utility lines, conduits and facilities which shall serve the shopping center of which the Easement Areas are
apart or out parcels adjacent thereto, the Developer with the consent of the City (which consent shall not be unreasonably withheld or delayed) have the right to construct the foregoing improvements within the Easement. Developer agrees that the improvements to be constructed within the Easement shall be in accordance with applicable laws, rules and regulations and in accordance with the Plans. The Developer and the City agree that the Developer may construct within the Easement, the improvements shown in the civil engineering plans and specifications (the "Developer's Plans") prepared by Florida Engineering and Environmental Services, Inc., last dated April 16, 1997, Job No. E 96-058.07, as may be amended from time to time with approval of the City to changes which impact the Easement and signage plans which may hereafter be submitted to the City. (which approval shall not be unreasonably withheld or delayed and, if not disapproved in writing within five (5) business days after a request for approval is received by City, shall be deemed given)

The Easement does not limit the Grantor's right to install and maintain streets, driveways, fences and landscaping (landscaping is limited to shrubs and palm trees) over the property described in the Legal Descriptions for Perpetual Easement "A", Perpetual Easement "B" and Perpetual Easement "C", and illustrations of same, attached hereto. Except as described in the paragraph above, the construction of drainage improvements or facilities shall not be permitted within the Easement, unless plans for such improvements or facilities have been approved in writing by the Grantee prior to such construction.

Grantor further covenants with the Grantee that, in the case where utility lines are servicing buildings on Grantor's property, utilities may transverse the Easement, with written approval of the Grantee, providing they shall in no way interfere with the Grantee's rights.

Grantor further covenants with the Grantee that it is lawfully seized of the parcel described herein, which is free and clear from all encumbrances, except those items set forth in the Agreement for Purchase of Certain Real Property Interest between the Grantor and Grantee, or the holders of all such encumbrances have released any such interest in the property described as Legal Description: Drainage Easement A, Legal Description: Drainage Easement B, and Legal Description Easement C and the illustrations of same, or have joined in the granting of this Easement, and that Grantor has good, right and lawful authority to grant the Easement described herein, and that it fully warrants that it has title to the parcel of land described herein and will defend the same against lawful claims of all persons whomsoever.

IN WITNESS WHEREOF, Grantor has caused these presents to signed in its name as of the day and year first written above.

Signed, sealed and delivered in the presence of:

Grantor: Gateway Mall Associates, a Florida general partnership
By: C-N Realty, an Oklahoma limited partnership
By: Champlin Enterprises, Inc. of Arizona, an Arizona Corporation, general partner
By: Pennsylvania Real Estate Investment Trust, General partner

By: Douglas L. Champlin, for C-N Realty
(Affix Seal)

By: Douglas L. Champlin, President, Champlin Enterprises, Inc. of Arizona
(Affix Corporate Seal)
STATE OF ARIZONA
COUNTY OF MARICOPA

The foregoing instrument was acknowledged before me this 19th day of September, A.D. 1997, by Douglas L. Champlin of C-N Realty, an Oklahoma limited partnership, on behalf of the partnership. He is personally known to me or has produced ___________________________ (Type of identification) as identification, and appeared before me at the time of notarization.

Notary Public - State of Arizona

(Johnene S. Barrett)

Typed, Printed or Stamped Name

STATE OF ARIZONA
COUNTY OF MARICOPA

The foregoing instrument was acknowledged before me this 19th day of September, A.D. 1997, by Douglas L. Champlin, President, Champlin Enterprises Inc. of Arizona, an Arizona corporation, on behalf of the corporation. He is personally known to me or has produced ___________________________ (Type of identification) as identification, and appeared before me at the time of notarization.

Notary Public - State of Arizona

(Johnene S. Barrett)

Typed, Printed or Stamped Name

STATE OF PENNSYLVANIA
COUNTY OF MONTGOMERY

The foregoing instrument was acknowledged before me this 17th day of September, A.D. 1997, by Robert G. Rogers, trustee, a Pennsylvania Real Estate Investment Trust, on behalf of the Trust. He is personally known to me or has produced ___________________________ (Type of identification) as identification, and appeared before me at the time of notarization.

Notary Public - State of Pennsylvania

(Clare R. Dobbins)

Typed, Printed or Stamped Name

APPROVED AS TO CONTENT:

City Attorney or Designee

John C. Wolfe

Assistant City Attorney

APPROVED AS TO FORM:

City Attorney or Designee

John C. Wolfe

Assistant City Attorney
LEGAL DESCRIPTION:

A PARCEL OF LAND LYING IN A PORTION OF TRACT A, RIO VISTA CENTER, AS RECORDED IN PLAT BOOK 43, PAGES 11 AND 12, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE NORTHWEST ¼ OF SECTION 30, TOWNSHIP 30 SOUTH, RANGE 17 EAST, THENCE NORTH 00°05'50" EAST, 658.82 FEET ALONG THE NORTH/SOUTH CENTERLINE OF SAID SECTION 30, ALSO BEING THE CENTERLINE OF FOURTH STREET NORTH; THENCE SOUTH 89°57'10" WEST, 53.00 FEET TO AN INTERSECTION OF THE WESTERLY RIGHT OF WAY LINE OF FOURTH STREET NORTH AND THE SOUTH BOUNDARY LINE OF RIO VISTA BLOCK "A", AS RECORDED IN PLAT BOOK 7, PAGE 50, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°57'10" WEST ALONG SAID SOUTH BOUNDARY LINE, 1158.69 FEET; RUN THENCE SOUTH 89°57'10" WEST, 120.55 FEET ALONG THE SOUTH BOUNDARY LINE OF RIO VISTA, BLOCK "J", AS RECORDED IN PLAT BOOK 7, PAGE 50, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE NORTH 00°04'10" EAST ALONG THE WEST BOUNDARY LINE OF SAID BLOCK "J", 939.51 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF 83RD AVENUE NORTH; THENCE SOUTH 89°59'00" WEST ALONG SAID SOUTH RIGHT OF WAY, 1102.07 FEET; THENCE SOUTH 56°19'10" WEST ALONG SAID SOUTH RIGHT OF WAY, 18.04 FEET; THENCE SOUTH 89°59'00" WEST ALONG SAID SOUTH RIGHT OF WAY, 115.04 FEET TO A POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 25.00 FEET, AND A CENTRAL ANGLE OF 16°10'34"; THENCE ALONG SAID CURVE TO THE LEFT AN ARC DISTANCE OF 7.06 FEET, A CHORD DISTANCE OF 7.03 FEET, AND A CHORD BEARING OF SOUTH 81°53'49" WEST TO THE POINT OF BEGINNING OF DRAINAGE EASEMENT A; THENCE SOUTH 00°04'09" WEST, 136.95 FEET; THENCE SOUTH 89°58'07" EAST, 22.00 FEET; THENCE SOUTH 00°04'09" WEST, 1063.24 FEET; THENCE SOUTH 45°00'00" EAST, 257.10 FEET; THENCE SOUTH 00°00'00" EAST, 151.63 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF 77TH AVENUE NORTH, SAID POINT ALSO BEING ON THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 396.70 FEET AND A CENTRAL ANGLE OF 06°19'16"; THENCE ALONG SAID CURVE TO THE RIGHT AN ARC DISTANCE OF 43.74 FEET AND A CHORD DISTANCE OF 43.74 FEET, A CHORD BEARING OF NORTH 71°29'46" WEST TO A POINT OF REVERSE CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 446.70 FEET AND A CENTRAL ANGLE OF 02°15'00"; THENCE ALONG SAID CURVE TO THE LEFT AN ARC DISTANCE OF 17.54 FEET, A CHORD DISTANCE OF 17.54 FEET AND A CHORD BEARING OF NORTH 89°27'40" WEST, THENCE DEPARTING SAID NORTHERLY RIGHT OF WAY LINE, NORTH 00°00'00" WEST, 108.78 FEET; THENCE NORTH 45°00'00" WEST, 175.22 FEET; THENCE SOUTH 00°04'10" WEST, 112.31 FEET; THENCE NORTH 89°55'51" WEST, 50.00 TO A POINT ON THE EASTERNLY RIGHT OF WAY LINE OF 9TH STREET NORTH, THENCE NORTH 00°04'10" EAST, 1240.35 FEET; THENCE NORTH 33°44'00" EAST, 18.04 FEET; THENCE NORTH 00°04'09" EAST, 115.04 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 73°44'30"; THENCE ALONG SAID CURVE TO THE RIGHT AN ARC DISTANCE OF 32.18 FEET, A CHORD DISTANCE OF 30.00 FEET AND A CHORD BEARING OF NORTH 36°56'17" EAST TO THE POINT OF BEGINNING.
LEGAL DESCRIPTION:

A PARCEL OF LAND LYING IN A PORTION OF TRACT A, RIO VISTA CENTER, AS RECORDED IN PLAT BOOK 43, PAGES 11 AND 12, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE NORTHWEST ¼ OF SECTION 30, TOWNSHIP 30 SOUTH, RANGE 17 EAST, THENCE NORTH 00°05'50" EAST, 658.82 FEET ALONG THE NORTH/SOUTH CENTERLINE OF SAID SECTION 30, ALSO BEING THE CENTERLINE OF FOURTH STREET NORTH; THENCE SOUTH 89°57'10" WEST, 53.00 FEET TO AN INTERSECTION OF THE WESTERLY RIGHT OF WAY LINE OF FOURTH STREET NORTH AND THE SOUTH BOUNDARY LINE OF RIO VISTA, BLOCK "A", AS RECORDED IN PLAT BOOK 7, PAGE 50, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°57'10" WEST ALONG SAID SOUTH BOUNDARY LINE, 1158.69 FEET; RUN THENCE SOUTH 89°57'10" WEST, 120.55 FEET ALONG THE SOUTH BOUNDARY LINE OF RIO VISTA, BLOCK "I", AS RECORDED IN PLAT BOOK 7, PAGE 50, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA TO THE POINT OF BEGINNING OF DRAINAGE EASEMENT B; THENCE NORTH 00°04'10" EAST, 939.51 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF 83RD AVENUE NORTH; THENCE SOUTH 89°59'00" WEST ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 35.00 FEET; THENCE DEPARTING SAID SOUTHERLY RIGHT OF WAY LINE, SOUTH 00°04'10" WEST, 968.03 FEET; THENCE SOUTH 45°00'00" WEST, 149.05 FEET; THENCE SOUTH 00°04'58" WEST, 485.40 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF 77TH AVENUE NORTH; THENCE NORTH 89°55'20" EAST, 40.00 FEET; THENCE DEPARTING SAID NORTHERLY RIGHT OF WAY LINE, NORTH 00°04'58" EAST, 502.03 FEET; THENCE NORTH 45°00'00" WEST, 156.00 FEET; THENCE NORTH 00°00'00" EAST, 7.00 FEET TO THE POINT OF BEGINNING.
LEGAL DESCRIPTION:

A PORTION OF LAND LYING IN A PORTION OF TRACT B, RIO VISTA CENTER, AS RECORDED IN PLAT
BOOK 43, PAGES 11 AND 12, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, BEING MORE
PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF TRACT B, RIO VISTA CENTER, AS RECORDED IN PLAT
BOOK 43, PAGES 11 AND 12; THENCE ALONG THE SOUTHERLY LINE OF TRACT B NORTH 89°55'20" EAST,
FOR A DISTANCE OF 174.26 FEET TO THE POINT OF BEGINNING; THENCE DEPARTING THE SOUTHERLY
LINE, NORTH, FOR A DISTANCE OF 30.89 FEET, TO A POINT ON THE ARC OF A NON-TANGENT CURVE,
CONCAVE NORTHEASTERLY; THENCE ALONG THE ARC OF SAID CURVE HAVING A RADIUS OF 446.70
FEET, A CENTRAL ANGLE OF 07°48'20", THE CHORD FOR WHICH BEARS SOUTH 72°31'04" EAST A CHORD
DISTANCE OF 60.81 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT LINE; THENCE SOUTH
FOR A DISTANCE OF 12.63 FEET, THENCE SOUTH 89°55'20" WEST, FOR A DISTANCE OF 58.00 FEET, TO THE
POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL; CONTAINING 1,223 SQUARE FEET MORE OR
LESS.
SPECIAL EXCEPTION
PUBLIC HEARING

According to Planning & Development Services Department records, Commission member Joseph Griner, III 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, DEPARTMENT OF PLANNING AND DEVELOPMENT SERVICES DEPARTMENT, for Public Hearing and Executive Action on August 19, 2020 at 10:00 A.M., by means of communications media technology pursuant to Executive Order Number 20-179, issued by the Governor on July 29, 2020. Executive Order Number 20-69 was extended by Executive Order Number 20-179.

CASE NO.: 20-32000006
PLAT SHEET: J-8
REQUEST: Approval of a Special Exception and related Site Plan to construct a 1-story car wash in a CCS-1 Zoning District.

OWNER: Tampa Acquisitions, Inc.
1201 Oakfield Drive, Suite 109
Brandon, Florida 33511

AGENT: Avid Group - T.C. Nales, E.I.
2300 Curfew Road, Suite 201
Palm Harbor, Florida 34683

ADDRESS: 3355 9th Avenue North

PARCEL ID NO.: 14-31-16-28152-004-0010

LEGAL DESCRIPTION: On File

ZONING: Corridor Commercial Suburban (CCS-1)
SITE AREA TOTAL: 35,707.29 square feet or 0.82 acres

GROSS FLOOR AREA:
Existing: Gas station / Office 3,024 / 2,528 square feet 0.13 / 0.21 F.A.R.
Proposed: Carwash / Canopy 3,960 / 1,984 square feet 0.11 F.A.R.
Permitted: 19,620 square feet 0.55 F.A.R.

BUILDING COVERAGE:
Existing: Gas station + Office 5,552 square feet 15.54 % of Site MOL
Proposed: Carwash 5,944 square feet 16.66 % of Site MOL
Permitted: 19,639 square feet 55 % of Site MOL

IMPERVIOUS SURFACE:
Existing: 32,248 square feet 90.4 % of Site MOL
Proposed: 24,469 square feet 69 % of Site MOL
Permitted: 30,322 square feet 85 % of Site MOL

OPEN GREEN SPACE:
Existing: 3,426 square feet 9.6% of Site MOL
Proposed: 11,205 square feet 31.41 % of Site MOL

PAVING COVERAGE:
Existing: 26,179 square feet 73.3 % of Site MOL
Proposed: 18,525 square feet 51.9 % of Site MOL

PARKING:
Existing: 14; including 2 handicapped spaces
Proposed: 24; including 1 handicapped space
Required 20; including 1 handicapped space

BUILDING HEIGHT:
Existing: +/- 18' feet
Proposed: 25'- 8" feet
Permitted: 36'- 0" feet

APPLICATION REVIEW:

I. PROCEDURAL REQUIREMENTS: The applicant has met and complied with the procedural requirements of Section 16-70.040.1.5 and 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:

The Request:
The applicant seeks approval of a Special Exception and related site plan to construct a Car Wash in CCS-1 Zoning District. The subject property is located at the north east corner of 34th Street North and 9th Avenue North. Currently, the properties are developed with a gas station and a free-standing office. The applicant proposes to demolish all existing structures.
**Current Proposal:**
The applicant proposes to construct a limited service car wash on the subject property. The proposed car wash building will be located mostly in the southwest quadrant of the property. The car wash building will be partially open on the east & west sides of the building where vehicles will enter and exit. The north and south sides of the building are fully enclosed. Vehicular ingress to the site will be from 34th street North and egress will be on to 34th street N and 9th Avenue North. Vacuum stations and parking will be located along the north side of the subject property along the interior side property line. An automatic payment station is located on the east portion of the subject property. Located behind the automatic payment station there will be two stacking lanes. There will be a total of 19 vacuum stations towards the interior of the property and along the interior side property line under a canopy structure.

Customers will access the site from the proposed ingress/egress drive and proceed through one of the two stacking lanes as they approach the automated payment station. The customer will pay for the car wash and will then proceed into the car wash bay without getting out of their vehicle. Once the vehicle exits the car wash bay the customer will proceed to the egress drive. The customer can access the vacuum stations on the north side of the building after getting their car washed. Proposed dumpster location will be fully enclosed per City standards and be accessed via the proposed site circulation. The egress for sanitation vehicles will be provided by the bypass lane and exit on to 9th Avenue North.

The proposed car wash building will be a contemporary style of architecture. The building will be mostly stucco, some accent paneling and have a combination of pitched roofs and parapet walls. The architecture is themed with the typical Woodie's Wash Shack brand motif. There is a decorative wall blocking the view of the entrance to the tunnel. This wall also serves as an additional buffer between the residentially zoned properties and the entrance to the tunnel.

**Special Exception:**
A car wash 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 for evaluating 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 reviewed the proposal and determined that the existing road network and proposed traffic circulation plan is adequate to support the proposed use. The applicant has also placed all equipment that can generate noise in a fully enclosed concrete block building. A six (6) foot high wall is required along the east property line and a portion of the northern property line to shield the vacuum stations, parking lot and stacking lanes from the residential properties.

**City Comments:**
The request was routed to City Departments for review, Engineering and Water Resources and Transportation Departments provided comments.

Engineering provided a memorandum with their comments on August 10, 2020.

Water Resources reviewed the proposed carwash facility and site and stated that due to the sites existing private wastewater collection system a Wastewater Discharge Permit will need to be obtained from the Water Resources Department

Transportation and Parking Management Department reviewed the proposed car wash facility with the following comments for approval.
• The eastern curb return for the driveway on 9th Avenue North should be redesigned so that it is parallel to the western curb return. This will help prevent westbound motorists on 9th Avenue North from turning right into this driveway, which is for egress only.
• Sidewalks should be continuous through the driveways.
• The proposed site plan is an improvement over the current site conditions from an access perspective, since there would be fewer driveways on 9th Avenue North and 34th Street.

Public Comments:

Staff has not received any communication objecting to the proposed development.

I. RECOMMENDATION:
A. Staff recommends APPROVAL of the Special Exception and related site plan, subject to the Special Conditions of Approval.

B. SPECIAL CONDITIONS OF APPROVAL:
1. The site plan shall be revised as necessary to comply with the protection of existing specimen trees as required by Section 16.40.060.2.1.1.
2. Plans shall comply with Section 16.50.050. car wash and Detailing, including limiting the hours of operation between 8AM to 8PM.
3. If the operation of the car wash changes from a limited service to a full-service car wash, a public hearing with public notice shall be required.
4. All mechanical equipment associated with the car wash shall be located inside a fully enclosed building.
5. Evergreen trees shall be installed around the exterior perimeter of the new parking lot.
6. The dumpster compound shall have opaque gates.
7. Exterior lighting shall comply with Section 16.40.070.
8. Bicycle parking shall comply with Section 16.40.090.4.1.
9. 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 August 10, 2020.
10. Due to the site utilizing a private wastewater collection system a Wastewater Discharge Permit will need to be obtained from the Water Resources Department.
11. The special exception and related site plan approval is valid until August 19, 2023. 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 & DEVELOPMENT SERVICES 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. All other applicable governmental permits (state, federal, county, city, etc.) must be obtained before commencement of construction. A copy of other required governmental permits shall be provided to the City Engineering & Capital Improvements Department prior to requesting a Certificate of Occupancy. Issuance of a development permit by the City does not in any way create any rights on the part of the applicant to obtain a permit from a governmental agency and does not create any liability on the part of the City of St. Petersburg for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by other governmental agencies or undertakes actions that result in a violation of state or federal law.
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 & Development Services 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. RESPONSES TO RELEVANT 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 & Planned Redevelopment Residential
   South: Planned Redevelopment Mixed-use
   East: Planned Redevelopment Mixed-use & Planned Redevelopment Residential
   West: Planned Redevelopment Mixed-use

REPORT PREPARED BY:

[Signature]
Adriana Puentes Shaw, AICP, Planner II
Development Review Services Division
Planning and Development Services Department

DATE: 8/12/2020

REPORT APPROVED BY:

[Signature]
Jennifer Bryla, AICP, Zoning Official (POD)
Development Review Services Division
Planning and Development Services Department

DATE: 8/12/2020

Attachments: Application, Data Sheet, Narrative, Site Plan, Floor Plans, Elevation Drawings, Photos, Engineering memorandum dated August 10, 2020, Water Resources memorandum date August 7, 2020 and Transportation email dated August 5, 2020
All applications are to be filled out completely and correctly. The application shall be submitted to the Development Review Services Division, located on the 1st floor of the Municipal Services Building, One Fourth Street North.

**GENERAL INFORMATION**

**NAME of APPLICANT (Property Owner):** Blue Water Wash, LLC (Attn: Glen Stygar)

- Street Address: 142 W. Platt St.
- City, State, Zip: Tampa, Florida 33606
- Telephone No: 813-868-3100 Email: GStygar@pdrllc.com

**NAME of AGENT OR REPRESENTATIVE:** AVID GROUP

- Street Address: 2300 Curlew Rd, Suite 201
- City, State, Zip: Palm Harbor, FL, 34683
- Telephone No: (727) 789-9500 ext. 154 Email: tc.nales@avidgroup.com

**NAME of ARCHITECT or ENGINEER:** AVID GROUP

- Company Name: AVID Engineering, Inc. Contact Name: T.C. Nales, E.I.
- Telephone No: (727) 789-9500 ext. 154
- Website: www.avideng.com Email: tc.nales@avidgroup.com

**PROPERTY INFORMATION:**

- Address/Location: 3355 & 3321 9TH AVE N, ST PETERSBURG
- Parcel ID#s: 14-31-16-28152-004-0010; 14-31-16-28152-004-0050

**DESCRIPTION OF REQUEST:** Special Exception (SE) General Application

**PRE-APP MEETING DATE:** 10/29/2019 **STAFF PLANNER:** Corey Malyszka

**FEE SCHEDULE**

**SPECIAL EXCEPTION (SE)**

- Special Exception (SE), General Application: $1,000.00
- Special Exception (SE), Modification: $500.00
- Concurrency: $25.00

**VARIANCES**

- Each Variance Requested for SE/SPR: $200.00

**SITE PLAN REVIEW (SPR)**

- Site Plan Review (SPR), General, By Commission: $1,000.00
- Site Plan Review (SPR), General, By POD: $500.00
- Site Plan Review (SPR), General, Related to SE: $0.00
- Site Plan Review (SPR), Modification, By Commission: $500.00
- Site Plan Review (SPR), Modification, By POD: $250.00

Cash, credit, and checks made payable to the "City of St. Petersburg"

**AUTHORIZATION**

City staff and the designated Commission may visit the subject property during review of the requested variance. Any Code violations on the property that are noted during the inspections will be referred to the City's Codes Compliance Assistance Department. The applicant, by filing this application, agrees he or she will comply with the decision(s) regarding this application and conform to all conditions of approval. The applicant's signature affirms that all information contained within this application has been completed and that the applicant understands that processing this application may involve substantial time and expense. Filing an application does not guarantee approval, and denial or withdrawal of an application does not result in remittance of the application fee.

**NOTE:** IT IS INCUMBENT UPON THE APPLICANT TO SUBMIT CORRECT INFORMATION. ANY MISLEADING, DECEPTIVE, INCOMPLETE OR INCORRECT INFORMATION MAY INVALIDATE YOUR APPROVAL.

**Signature of Owner/Agent:** [Signature]

*Affidavit to Authorize Agent required if signed by Agent:*

**Date:** 04/07/2020
**DATA SHEET**

ONLY COMPLETE APPLICATIONS WILL BE ACCEPTED. FAILURE TO COMPLETE THIS FORM WILL RESULT IN DEFERRAL OF YOUR APPLICATION.

<table>
<thead>
<tr>
<th><strong>DATA TABLE</strong></th>
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<tbody>
<tr>
<td><strong>1. Zoning Classification:</strong> CCS-1 (CORRIDOR COMMERCIAL SUBURBAN)</td>
</tr>
<tr>
<td><strong>2. Existing Land Use Type(s):</strong> GAS STATION W/ C-STORE (PARCEL 1); OFFICE (PARCEL 2)</td>
</tr>
<tr>
<td><strong>3. Proposed Land Use Type(s):</strong> Develop the subject site for a free-standing 1-story 3,960 s.f. (gross) car wash “tunnel” facility with 1,984 s.f. tunnel canopy and 18 vac-boom spaces</td>
</tr>
<tr>
<td><strong>4. Area of Subject Property:</strong> PARCEL SIZE: 0.82 acres total</td>
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<tr>
<td><strong>5. Variance(s) Requested:</strong> N/A</td>
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<tr>
<td><strong>6. Gross Floor Area</strong> (total square feet of building(s))</td>
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<td><strong>Existing:</strong> GAS STATION; OFFICE</td>
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<tr>
<td><strong>Proposed:</strong> CAR WASH</td>
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<td><strong>Permitted:</strong></td>
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<td><strong>7. Floor Area Ratio</strong> (total square feet of building(s) divided by the total square feet of entire site)</td>
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<td><strong>Existing:</strong> GAS STATION; OFFICE</td>
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<td><strong>Proposed:</strong> CAR WASH</td>
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<td><strong>Permitted:</strong></td>
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<td><strong>8. Building Coverage</strong> (first floor square footage of building)</td>
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<td><strong>Existing:</strong> GAS STATION; OFFICE</td>
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<td><strong>Proposed:</strong> CAR WASH</td>
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<td><strong>Permitted:</strong></td>
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<td><strong>9. Open Green Space</strong> (include all green space on site; do not include any paved areas)</td>
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<tr>
<td><strong>Existing:</strong> GAS STATION; OFFICE</td>
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<td><strong>Proposed:</strong> CAR WASH</td>
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<td><strong>10. Interior Green Space of Vehicle Use Area</strong> (include all green space within the parking lot and drive lanes)</td>
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<td><strong>Existing:</strong> GAS STATION; OFFICE</td>
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<td><strong>Proposed:</strong> CAR WASH</td>
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<td><strong>11. Paving Coverage</strong> (including sidewalks within boundary of the subject property; do not include building footprint(s))</td>
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<td><strong>Existing:</strong> GAS STATION; OFFICE</td>
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<td><strong>Proposed:</strong> CAR WASH</td>
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<td>DATA TABLE (continued page 2)</td>
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<tr>
<td><strong>12. Impervious Surface Coverage</strong> (total square feet of all paving, building footprint and other hard surfaced areas)</td>
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<td><strong>Existing:</strong> GAS STATION; OFFICE</td>
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<td><strong>Proposed:</strong> CAR WASH</td>
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<td><strong>Permitted:</strong></td>
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<td><strong>13. Density</strong> (units per &quot;x&quot;)</td>
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<td><strong>Sq. Ft. or Acre(s)</strong></td>
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<td><strong>Existing:</strong></td>
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<td><strong>Proposed:</strong></td>
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<td><strong>Permitted:</strong></td>
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<td><strong>14 a. Parking (Vehicle) Spaces</strong></td>
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<td><strong>Existing:</strong> GAS STATION; OFFICE</td>
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<td><strong>Proposed:</strong> CAR WASH</td>
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<td><strong>Permitted:</strong></td>
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<tr>
<td><strong>14 b. Parking (Bicycle) Spaces</strong></td>
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<td><strong>Existing:</strong> GAS STATION; OFFICE</td>
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<td><strong>Proposed:</strong> CAR WASH</td>
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<td><strong>Permitted:</strong></td>
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<td><strong>15. Building Height</strong></td>
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<td><strong>Existing:</strong> GAS STATION; OFFICE</td>
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<td><strong>Proposed:</strong> CAR WASH</td>
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<td><strong>Permitted:</strong></td>
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<td><strong>16. Construction Value</strong></td>
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<tr>
<td><strong>What is the estimate of the total value of the project upon completion?</strong></td>
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Note: See Drainage Ordinance for a definition of "alteration." If yes, please be aware that this triggers Drainage Ordinance compliance. Please submit drainage calculations to the Engineering Department for review at your earliest convenience. The DRC must approve all Drainage Ordinance variances.
City of St. Petersburg
Planning & Economic Development Dept.
One 4th Street North
St. Petersburg, FL 33701

July 9, 2020

RE: Special Exception for:
Woodie’s Wash Shack @3355 9th Ave. N.

Written Narrative & Justification Statement for Special Exception

The project site is approximately 0.818 acres located on the northeast corner of 34th Street North (U.S. Highway 19/State Road 55) and 9th Avenue North.

The site is currently developed with a 3,024 s.f. gas station with 10 fueling positions and a 2,528 s.f. office building, which will be demolished in order to redevelop the site with an automated car wash facility.

The automated car wash “tunnel” building will be approximately 3,960 s.f. with a 1,984 s.f. canopy and 19 self-service vacuum-boom spaces as depicted on the Special Exception Site Plan submitted with this application. There is an existing 6’ high masonry wall along the eastern boundary that will be retained and added onto to extend it to the southern property line. A 6’ high PVC vinyl fence will be constructed along the eastern portion of the northern boundary abutting Lots 15, 16 and 17, which are residentially zoned parcels. The eastern end of the canopy structure over the vehicle stacking area will have an opaque side wall to screen view of the car wash entrance from the residential parcel to the east.

The Future Land Use is “PR-MU” (Planned Redevelopment Mixed Use), and the zoning is “CCS-1” (Corridor Commercial Suburban-1). A special exception is required for the “Car Wash” use.

On the pages that follow, please find the applicant’s findings to demonstrate compliance with the special exception standards for review and use specific development standards for the project.
Special Exception Standards for Review:

Pursuant to LDC Section 16.70.040.1.5.D., the City shall be guided by the following factors when rendering a decision on an application for special exception. The applicant’s land planning and civil engineering consultant offers the following findings in support of this application.

1. The use is consistent with the Comprehensive Plan;

   Applicant’s finding: The “car wash and detailing” use is compatible and consistent with the property’s “PR-MU” (Planned Redevelopment Mixed Use) future land use map designation and goals, objectives and policies associated with this designation and commercial development in general.

2. The property for which a special exception is requested shall have valid land use and zoning for the proposed use prior to the public hearing;

   Applicant’s finding: The property’s “PR-MU” land use and “CCS-1” zoning are existing designations that pre-date development of our carwash. A change is neither requested, nor needed, for the proposed use.

3. 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 the county, respectively.

   Applicant’s finding: The site has right-in/right-out direct access to 34th Street North. Most of the traffic will enter/exit the site using this entrance. In addition, a by-pass lane and exit (right-out only) is proposed on 9th Avenue North. The pedestrian sidewalk within the property will be located at the center of the parcel, where it will connect to the public sidewalk on 34th Street N. The bicycle rack will be centrally located adjacent to the internal sidewalk, at the northeast corner of the car wash building.

4. 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;

   Applicant’s finding: The “car wash and detailing” use is an auto-oriented land use, so the site configuration is specifically designed to ensure that there is logical, safe and adequate vehicular queuing and circulation for customers, employees and service providers. The internal sidewalk and bicycle parking are located for convenient access to/from the public sidewalk and circulation through the site.
5. 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.

Applicant’s finding: A trip generation comparison prepared by Lincks & Associates, Inc., dated February 13, 2020, has been submitted with this application. The analysis shows that the change of use will result in a net reduction of approximately 77 new AM peak hour trip ends and a net increase of approximately 2 new PM peak hour trip ends. The project will not have an adverse impact on the adjacent streets or intersections.

6. 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 City ordinance, county ordinance, or SWFWMD.

Applicant’s finding: The site was previously developed as a gas station and office building. The SWFWMD permit will be modified to reflect the proposed redevelopment project. Drainage will be retained in underground stormwater chambers that are proposed under the parking lot, as depicted on the Special Exception Site Plan.

7. Signs, if any, and proposed exterior lighting with reference to glare, traffic safety and compatibility and harmony with adjacent properties.

Applicant’s finding: The project’s signs and lighting will comply with City codes. They will not create issues with glare or traffic safety. The signs and lighting will be compatible and in harmony with the other adjacent commercial uses located along the 34th Street N. corridor.

8. 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.

Applicant’s finding: The building is located with the long axis adjacent to 9th Avenue N. Because of the proximity to residential uses to the east, an 1,984 s.f. canopy will be used to shield the car wash tunnel entrance, along with extension of the existing 6’ high masonry wall along the eastern boundary and installation of a 6’ high vinyl fence along the northern boundary where adjacent to residentially zoned parcels. The building and vehicular use area envelope are essentially the same as that of the previous use (gas station and office). The perimeter buffer yards will be brought up to current standards.

9. 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.

Applicant’s finding: This criterion is not applicable. The project is a redevelopment of an existing commercial parcel.
10. 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.

Applicant’s finding: There is not a concentration of “car wash and detailing” uses in the neighborhood. This car wash is the only car wash for several blocks in any direction. However, with the density of housing in the area and the auto centric nature of the surrounding neighborhood streets a car wash of this type is a good fit for the neighborhood.

11. 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.

Applicant’s finding: As noted above, there is not a concentration of such uses. The proposed car wash facility will provide a needed service for people living and working in the neighborhood.

12. 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.

Applicant’s finding: The project provides sufficient setbacks, screening, buffering and amenities to preserve internal and external harmony, compatibility and to control adverse impacts. As discussed in the other findings above, the redevelopment project is maintaining and extending the existing 6’ high masonry wall along the eastern boundary and installing a 6’ high PVC vinyl fence along the northern boundary, where adjacent to residentially zoned parcels. The project will comply with the City’s land development regulations, including those for noise, lighting, dust, and fumes.

13. Land area is sufficient, appropriate and adequate for the use and reasonably anticipated operations and expansion thereof.

Applicant’s finding: The land area is sufficient, as demonstrated by the Special Exception Site Plan.

14. Landscaping and preservation of natural manmade features of the site including trees, wetlands, and other vegetation.

Applicant’s finding: The existing building and vehicular use area envelope was maintained to the greatest extent feasible, in order to avoid disturbing existing trees and vegetation around the perimeter of the site when redeveloping the property. The perimeter buffer yards will be improved and landscaped consistent with current land development code standards.

15. Sensitivity of the development to on-site and or adjacent (within 200 feet) historic or archaeological resources related to scale, mass, building materials, and other impacts.

Applicant’s finding: This criterion is not applicable. There are no historic or archeological resources on-site or adjacent to the property.
16. Availability of hurricane evacuation facilities for developments located in the hurricane vulnerability zones.

Applicant’s finding: This criterion is not applicable. The “car wash and detailing” use creates no demand for, nor impact upon, hurricane evacuation facilities.

17. 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.
   c. Sanitation.
   d. Parks and recreation.
   e. Drainage.

Applicant’s finding: The use creates minimal demand compared to other permitted commercial uses in the CCS-1 zoning district. There is adequate capacity to serve the project and there will not be an adverse impact on adopted levels of service. Wash water is filtered and recycled to minimize water and sewer demand. Sanitation demand is primarily the collection of domestic waste (e.g., fast food wrappers and vacuumed dirt and debris) that is removed by customers when vacuuming their vehicles. There is no impact on parks and recreation, as this is a non-residential use. The Drainage plan will comply with all SWFWMD and City of St. Petersburg standards.

Use Specific Development Standards:

In addition to complying with the City’s land development standards for commercial development in the CCS-1 zoning district, the project also must comply with the use-specific development standards for a “car wash and detailing” use, which are contained in LDC Section 16.50.050.4. The following findings address compliance with these requirements.

1. Setbacks. All structures shall be at least 20 feet from all interior side and rear property lines, unless a greater setback is required by the zoning district.

Applicant’s finding: All structures will be at least 20 feet from all interior side and rear property lines, as depicted on the Special Exception Site Plan.

2. Minimum lot width and area. Sites shall be at least 100 feet in width and 10,000 square feet in area.

Applicant’s finding: The car wash standards require a 100-foot lot width and 10,000 sq.ft. site area. The project site is an existing parcel that exceeds these minimum standards.

3. Enclosure of bays. Sides of car wash bays or tunnels facing a residential use or neighborhood zoning district that abuts or is across an alley from the site shall be completely enclosed by a wall. Solid windows that do not open, glass block, or other closed material may be used for the wall.
Applicant’s finding: The car wash is an automated “tunnel” facility with a single entrance to the linear wash bay located on the east side of the building and a single exit located on the west side of the building. The entrance on the east will be shielded by a canopy covering the pay stations and queuing area. The east side of the canopy structure will have an opaque wall. In addition, the existing 6’ high masonry wall that currently abuts the residential lot to the east will be maintained and extended to the southern property line to further contribute to shielding view of the car wash entrance. A 6’ high PVC vinyl fence will be installed abutting the residentially zoned parcels to the north to create an opaque boundary as well. These improvements to the wall, fence and landscaping will be done according to the Land Development Code.

4. Vacuum Stations.
   a. Vacuum stations and related equipment shall comply with the setbacks for the principal structure.
   b. Vacuum stations and related equipment are prohibited along any side of a building facing a residential use or neighborhood zoning district that abuts or is across an alley from the site.
   c. Vacuum stations and related equipment visible from a street shall be screened with landscaping.
   d. If a variance is granted from the setbacks for vacuum stations and related equipment, a condition of the variance shall be that the overall height of the vacuum related equipment shall not exceed three feet (including any base or footer) and that the vacuum station shall be designed to resemble a typical parking space. No variance may be granted from any required greenyard.

Applicant’s finding:
   a. The vacuum stations and related equipment comply with the setback requirements.
   b. This criterion is not applicable. We are not building any facilities adjacent to a residential use or zoning district.
   c. In addition to landscaping, the vacuum stations and related equipment are screened by a 6-foot wall to the north and east.
   d. No variance from the setback requirements is being sought.

5. Buffering.
   a. A solid six-foot high decorative masonry wall or vinyl fence shall be required along all sides of the site that abuts or is across an alley from a residential use or zoning district. There shall be no driveways or other non-gated opening in the wall or fence. Gates shall be as tall as the fence or wall.
   b. A landscaped buffer at least five feet in width shall be provided along the interior of the required masonry wall or vinyl fence.
   c. The buffer shall be landscaped according to the specifications for perimeter landscaping around a surface parking lot as set forth in the general development standards.
d. The masonry wall or vinyl fence shall be designed to comply with the design standards set forth in the fences, walls and hedges regulations section.

Applicant’s finding:

a. A solid wall already exists on the east side that abuts the adjacent residential lot and it will be extended to the southern property line. A PVC vinyl fence will be installed on the north side where the site abuts residentially zoned parcels.

b. A landscape buffer yard will be implemented as stated in the “car wash and detailing” standards along the interior.

c. Landscaping will be implemented following the landscaping standards from the Land Development Code.

d. As stated above the wall or fencing will comply with the current design standards for fences, walls, and hedges.

6. Traffic circulation and vehicular stacking. Circulation and stacking areas shall be subject to review for compliance with the applicable transportation standards by the POD.

1. Drive-lanes and parking spaces shall be clearly delineated.

2. Vehicular stacking areas shall be designed to comply with the standards for drive-through facilities set forth in this chapter.

3. A bypass lane shall be provided to allow vehicles a way to enter and exit the site without having to turn around on the site or travel through a car wash tunnel or bay.

Applicant’s finding:

1. Drive-lanes and parking spaces are clearly delineated, as shown on the Special Exception Site Plan.

2. The vehicle stacking area meet and exceed the City’s drive-thru standards.

3. Vehicle drivers have two options for entering and exiting the site without going through the car wash tunnel. If they have entered the drive-thru lane, drivers can circulate out of the site without turning around by taking the by-pass lane, on the left, to exit through the eastern exit only lane. Drivers can also turn left upon entering the site and turn around within the vacuum station area.

7. Detailing or waxing areas. No detailing or waxing (except for spray waxing) shall be conducted outside of a completely enclosed building.

Applicant’s finding: No detailing or waxing will be conducted outside of the enclosed building.

8. Airborne particles. All carwash bays and tunnels and all carwash equipment shall be designed to minimize the creation, and carrying off the premises, of airborne particles of water, chemicals, and dust.

Applicant’s finding: The car wash tunnel is designed to minimize the creation and carrying off the premises of airborne particles of water, chemicals and dust. Wash water is removed from vehicles with an air dryer system where is it collected for reuse. Oil-water separators and filters recycle the wash water to reuse and thus reduce consumption of potable water.
9. Noise. No radios, stereos, or other sound amplification devices shall be played when any of the motor vehicles doors or windows are open. Sound from radios, stereos, or other sound amplification devices shall not be audible from anywhere off the site. Signs shall be conspicuously posted notifying persons of these prohibitions.

Applicant’s finding: Signs will be conspicuously posted notifying persons not to have sound from their radios, stereos or other sound amplification devices audible from anywhere off site.

10. Hours of operation and use. The site shall be closed between the hours of 8:00 p.m. and 8:00 a.m. Parking or storage of vehicles and portable equipment on the site is not permitted outside of a fully enclosed structure when the site is closed.

Applicant’s finding: The site will be closed between the hours of 8:00 p.m. and 8:00 a.m. Parking or storage of vehicles and portable equipment shall not be permitted outside of the structure when the site is closed.

The proposed use is consistent with the City’s special exception review criteria and the use specific development standards, as detailed in the above findings of fact, and as depicted on the accompanying site, landscape and architectural plans.

If you have any questions or need further information, please contact me at 727-234-8015, or at peter.pensa@avidgroup.com.

Prepared by:
AVID Group

Peter R. Pensha, AICP
Director of Planning / Associate
Project Location Map
City of St. Petersburg, Florida
Planning and Development Services
Department
Case No.: 20-32000006
Address: 3321 and 3355 9th Avenue North
WOODIE'S WASH SHACK
St. Pete, FL
5-18-20
CITY OF ST. PETERSBURG
MEMORANDUM
ENGINEERING DEPARTMENT

TO: Iris Winn, Administrative Clerk, Development Review Services
    Jennifer Bryla, Planning & Development Services Department, Zoning Official
    Adriana Puentes Shaw, Planning & Development Services, Development Review Services

FROM: Nancy Davis, Engineering Plan Review Supervisor

DATE: August 10, 2020

FILE: 20-32000006

LOCATION 3321 9th Avenue North; 14/31/16/28152/004/0010
        3355 9th Avenue North; 14/31/16/28152/004/0050

ATLAS: J-8

PROJECT: Special Exception

REQUEST: Approval of a Special Exception and related site plan to construct a new 1-story car wash.

The Engineering Department has no objection to the proposed special exception provided that the following special conditions and standard comments are added as 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 runoff release and retention shall be calculated using the Rational formula and a 10-year 1-hour design storm. The project’s stormwater system must have a positive outfall direct connection to the storm drainage system in the 34th Street North. This connection will require and FDOT permit.

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. The BMPTrains model shall be used to verify compliance with Impaired Water Body and TMDL criteria. Prior to approval of a plan, the owner's engineer of record shall verify that existing public infrastructure has sufficient capacity or will have sufficient capacity prior to issuance of a certificate of occupancy, to convey the drainage flow after considering the current and proposed infrastructure demand.

Prior to approval of a plan, the owner's engineer of record shall verify that existing public infrastructure has sufficient capacity or will have sufficient capacity prior to issuance of a certificate of occupancy, to convey the drainage flow after considering the current and proposed infrastructure demand.

*A direct connection to the public stormwater conveyance system is required. Overflow discharges onto the arterial right of way of 34th Street North or onto the collector right of way of 9th Avenue North will not be permitted.

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. Per the City code a 6’ public sidewalk is required within the eastern parkway of 34th Street North and within the northern parkway of 9th Avenue North.
adjacent to this property. 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.

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. 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 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. *It is noted that meeting required building floor elevations often necessitates elevating existing public sidewalks. Please note that transitions to adjacent public sidewalks shall be smooth, consistent, and ADA compliant with maximum cross slope of 2% and maximum longitudinal slope of 5%. Ramps may only be used at driveways and intersections, not mid-block in the main sidewalk path.

5. 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 wastewater Concurrency Form (ECID Form Permit 005), available upon request from the City Engineering department, phone 727-893-7238. If an increase in flow of over 3000 gpd is proposed, the ADF information will be forwarded 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 Concurrency 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 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.

6. Proposed connections to public infrastructure including potable water, reclaimed water, and sanitary sewer must receive prior approval from the City’s Water Resources department. Coordinate a review via email to WRD-UtilityReviewRequest@stpete.org. Also note the following:

a. All existing redundant sanitary sewer service laterals that are located on the City sewer main within the 9th Avenue North right-of-way that are within the limits of this property boundary that will not be used for the project must be exposed and abandoned per City standards. Coordinate method of abandonment with City WRD.

7. 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.

8. Per City Council Resolution, all existing granite roadway curbing must be preserved. Adjustment to the elevation of granite curb shall be as per City Engineering Standard Detail S20-25.

Granite curb adjustment is required at proposed new driveway approaches and at redundant driveway approaches to be removed. Existing road curb around the perimeter of the site which has less than a 4-inch curb reveal above existing road pavement shall be adjusted to a 6-inch curb reveal prior to new sidewalk construction.

9. Please assure that the developer’s design professional(s) coordinate with Duke Energy regarding any landscaping proposed under Duke’s overhead transmission located within both 9th Avenue North and 34th Street North and prior to proceeding with further development of this site plan to assure that the design has provided adequate space for any Duke Energy equipment which may be required to be placed within the private property boundary to accommodate the building power needs. Early coordination is necessary to avoid additional expense and project delays which may occur if plans must be changed later in the building/site design stage as necessary to accommodate power systems on and off site. Please initiate contact via email to newconstruction@duke-energy.com.

10. 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. City standard details are available on the City’s website at the following link:

https://www.stpete.org/city_departments/engineering_and_capital_improvements/facility_design_and_development.php

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.

Redevelopment within this site shall be coordinated as may be necessary to facilitate any City Capital Improvement projects in the vicinity of this site which occur during the time of construction.

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.

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
MEMORANDUM
CITY OF ST. PETERSBURG
Water Resources Department

TO: Jennifer Bryla, Zoning Official

FROM: Kirsten Corcoran, Engineering Clerk, Water Resources

DATE: August 7, 2020

SUBJECT: Approval of a Special Exception and related Site Plan to construct a 1-story car wash.

PLAT: J-8

CASE: 20-32000006

LOCATION: 3321 9th Avenue North; 14-31-16-28152-004-0010
3355 9th Avenue North; 14-31-16-28152-004-0050

REMARKS: Water Resources has no objection to the above referenced subject, however, due to the private wastewater collection system, a Wastewater Discharge Permit will need to be obtained from the Water Resources Department.
The Transportation and Parking Management Department has reviewed the proposed car wash facility. We have the following comments:

- The eastern curb return for the driveway on 9th Avenue North should be redesigned so that it is parallel to the western curb return. This will help prevent westbound motorists on 9th Avenue North from turning right into this driveway, which is for egress only.
- Sidewalks should be continuous through the driveways.
- The proposed site plan is an improvement over the current site from an access perspective, since there would be fewer driveways on 9th Avenue North and 34th Street.

Tom Whalen, AICP CTP, ENV SP
Planner III
City of St. Petersburg
727-893-7883

Good Afternoon,

Please review the attached application. Please return your comments by August 7, 2020. These deadlines are in place so that your comments may be included in the staff report.

If comments are not received by the deadline provided, then it will be assumed that you have no objection or comments to provide. Please contact Adriana Puentes Shaw at 727-893-7257 or at Adriana.Shaw@StPete.org, if you have any questions or concerns.

Best Regards,

Adriana Puentes Shaw, AICP
Planner II, Development Review Services

Please note all emails are subject to public records law.
SPECIAL EXCEPTION
PUBLIC HEARING

According to Planning & Development Services 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, DEPARTMENT OF PLANNING AND DEVELOPMENT SERVICES DEPARTMENT, for Public Hearing and Executive Action on August 19, 2020 at 10:00 A.M., by means of communications media technology pursuant to Executive Order Number 20-179, issued by the Governor on July 29, 2020. Executive Order Number 20-69 was extended by Executive Order Number 20-179.

CASE NO.: 20-32000009
PLAT SHEET: K-10

REQUEST: Approval of a Special Exception and related site plan to expand the campus of an existing house of worship, demolish five existing single-family residences and construct a two-story 11,214 square foot multi-purpose building to be used as a childcare facility with up to 60 children in the NT-1 zoning district. The applicant is requesting variances to the north and west building setbacks.

OWNER: Calvary Chapel Fellowship, St. Pete, Inc.
P.O. Box 530181
Saint Petersburg, Florida 33747

AGENT: Williamson Dacar Associates
Ted Williamson and George Tharin
15500 Lightwave Drive, Suite 106
Clearwater, Florida 33760

REGISTERED OPPONENTS: Marjon Reed
1700 38th Street North
Saint Petersburg, Florida 33713

Alice Yankanich
1701 38th Street North
Saint Petersburg, Florida 33713

ADDRESSES AND PARCEL ID NOS.: 3762 17th Avenue North; 15-31-16-18288-001-0080
3763 16th Avenue North; 15-31-16-18288-001-0090
3800 17th Avenue North; 15-31-16-18288-002-0010
3835 16th Avenue North; 15-31-16-18288-002-0120
3843 16th Avenue North; 15-31-16-18288-002-0110
3853 16th Avenue North; 15-31-16-18288-002-0100
3863 16th Avenue North; 15-31-16-18288-002-0090
LEGAL DESCRIPTION: ON FILE

ZONING: Neighborhood Traditional Single-Family (NT-1)

SITE AREA TOTAL: 120,865 square feet or 2.77 acres

GROSS FLOOR AREA:

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BUILDING COVERAGE:

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PAVING COVERAGE:

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PARKING:

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<td>103; including 5 handicapped spaces</td>
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BUILDING HEIGHT:

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<td></td>
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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 which is a Special Exception use within the NT-1 Zoning District.
II. DISCUSSION AND RECOMMENDATIONS:

The Request:
The applicant seeks approval of a Special Exception and related site plan to expand the campus for an existing house of worship, demolish five existing single-family residences and construct a two-story 11,214 square foot multi-purpose building used for a childcare facility with up to 60 children. The applicant is requesting variances to the north and west building setbacks. The subject property consists of a lot at the southeast corner of 38th Street North and 17th Avenue North, a lot at the northeast corner of 38th Street North and 16th Avenue North and the lots bound by 38th Street North, 16th Avenue North, 39th Street North and 17th Avenue North for a total of 7-lots.

The subject property is developed with a house of worship, six single-family residences and surface parking. The existing house of worship was built in 1959 and has expanded multiple times.

Current Proposal:
The new two-story multi-purpose building will be constructed on the west side of the existing house of worship. The multi-purpose building will include six classrooms on the first floor devoted to the childcare facility. The childcare facility will have a maximum of 60-children and 10-staff. The second floor of the building will be used for multi-purpose uses, including: bible studies, youth groups, adult groups, etc. A new drop-off area will be located off 39th Avenue North. The drop-off area will serve the childcare facility. A new exterior playground will be constructed south of the multi-purpose building to serve the proposed childcare facility. A new parking lot will be constructed along 16th Avenue North. A portion of the new parking lot will be grass. The lot at the southeast corner of 38th Street North and 17th Avenue North will be improved with a grass parking lot. The existing single-family residence at the northwest corner of 38th Street North and 16th Street North will be used as a church office. Access to the existing surface parking lot will remain from 17th Avenue North. Access from 16th Avenue North and 38th Street North are proposed to provide access to the two new parking lots.

The proposed two-story multi-purpose building will match the architectural style of the existing house of worship. The addition will be finished with stucco and include windows that match the existing house of worship.

VARIANCE:

1. Building front yard setback, 17th Avenue North
   - Required: 35-feet
   - Proposed: 25-feet
   - Variance: 10-feet

2. Building street side yard setback, 39th Street North
   - Required: 35-feet
   - Proposed: 17-feet
   - Variance: 18-feet

The proposed two-story building will be constructed on the west side of the existing house of worship. The north side of the proposed building will align with the existing structure and the proposed building height will be 24 feet. The setbacks and building height of the proposed
building will be consistent for a single-family residence. The setbacks for a single-family residence in the NT-1 zoning district are 25-feet for the front yard and 12-feet for the street side yard. The building height for a single-family residence is 24 feet to the beginning of the roof line and 36-feet to the peak of the roof. The width of the two-abutting street rights-of-way is 60 feet. The width of the right-of-way should provide a buffer to the residential uses that are located to the north and west side of the subject property. The proposed building setbacks including the width of the right-of-way width will be 85-feet between the proposed building and the properties on the north side of 17th Avenue North and 67-feet between the proposed building and the properties on the west side of 39th Street North. The width of the existing right-of-way is also 10-feet wider than required by code for a local road.

Public Comments:
No comments or concerns were expressed to staff at the time this report was prepared.

III. RECOMMENDATION:
A. Staff recommends approval of the following:
1. Variance to building setback along 17th Avenue North;
2. Variance to building setback along 39th Street North; and
3. The Special Exception and related site plan, subject to the Special Conditions of Approval.

B. SPECIAL CONDITIONS OF APPROVAL:
1. A minimum 3-foot tall opaque fence or wall shall be located along in the exterior green yard along 16th Avenue North, 17th Avenue North and 39th Street North to screen the parking lot from the abutting residential uses.
2. A 6-foot tall opaque fence or wall shall be located along the eastern and southern portions of the subject property located at the northeast corner of 17th Avenue North and 38th Street North to screen the parking lot from the abutting residential uses.
3. An opaque fence or wall shall be located along the western and southern sides of the proposed playground.
4. The proposed drop-off area shall be located 10-feet from the western property line to comply with the exterior green yard landscape requirements.
5. The subject property shall be brought into compliance, where feasible, with City’s Landscape Code.
6. Evergreen trees shall be installed around the exterior perimeter of the parking lot.
7. Exterior lighting shall comply with Section 16.40.070.
8. Bicycle parking shall comply with Section 16.40.090.4.1.
9. Dumpster enclosure shall match the architectural style of the building and have opaque gates. Chain link gates with slats is not permitted.
10. Plans shall be revised as necessary to comply with comments provided by the City’s Transportation Department, comments are provided in the attached email dated June 24, 2020.
11. 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 June 26, 2020.
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 & DEVELOPMENT SERVICES 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. All other applicable governmental permits (state, federal, county, city, etc.) must be obtained before commencement of construction. A copy of other required
governmental permits shall be provided to the City Engineering & Capital Improvements Department prior to requesting a Certificate of Occupancy. Issuance of a development permit by the City does not in any way create any rights on the part of the applicant to obtain a permit from a governmental agency and does not create any liability on the part of the City of St. Petersburg for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by other governmental agencies or undertakes actions that result in a violation of state or federal law.

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 & Development Services 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: **Residential Urban**

South: **Planned Redevelopment Mixed-use**

East: **Planned Redevelopment Mixed-use**

West: **Planned Redevelopment Mixed-use**

REPORT PREPARED BY:

[Signature] 8.11.20
Corey Malyszka, AICP, Urban Design and Development Coordinator
Development Review Services Division
Planning and Development Services Department

REPORT APPROVED BY:

[Signature] 8.11.2020
Jennifer Bryla, AICP, Zoning Official (POD)
Development Review Services Division
Planning and Development Services Department
LOCATION
AND PIN: 3762 17th Avenue North; 15-31-16-18288-001-0080
3763 16th Avenue North; 15-31-16-18288-001-0090
3800 17th Avenue North; 15-31-16-18288-002-0010
3835 16th Avenue North; 15-31-16-18288-002-0120
3843 16th Avenue North; 15-31-16-18288-002-0110
3853 16th Avenue North; 15-31-16-18288-002-0100
3863 16th Avenue North; 15-31-16-18288-002-0090

ATLAS: K-10
PROJECT: Special Exception

REQUEST: Approval of a Special Exception for a House of Worship in the NT-1 zoning district.

The Engineering and Capital Improvements Department (ECID) has no objection to the proposed Special Exception provided that the following special conditions and standard comments are added as conditions of approval:

SPECIAL CONDITIONS OF APPROVAL:

1. Per associated alley vacation case 18-33000010, the applicant must dedicate an additional 4' of public utility easement adjacent to the proposed 16' wide public utility easement. The additional 4' of public utility easement can be added to one or split and added to both sides of the proposed 16' wide easement. The total 20' wide public utility easement would meet minimum current City easement requirements for a sanitary sewer at this depth (±14'). The preliminary plat showing the proposed easement dedication must be submitted and approved by the City prior to approval of on-site construction permits and the final plat including the easement dedication shall be recorded prior to the release of the temporary or final certificate of occupancy.

2. Proposed concrete surfaces shown over the alley being vacated will be within the utility easement and may impact the City's ability to maintain the sanitary sewer should an excavation to reach the sanitary sewer main be necessary. If City Water Resources Department (WRD-UtilityReviewRequest@stpete.org) is willing to allow these surfaces over the sanitary sewer main a Minor Easement Permit approval will be required. The Minor Easement Permit is required to document private maintenance responsibility, liability, and the need to remove these private surface features if so requested by the City in the event an excavation to reach the sanitary sewer main is required. Please refer to City Code Chapter 24, Article VII for Minor Easement requirements at the following link:
3. Fences shown crossing the vacated alley must have removable panel sections in the easement or must have gated access at least 12-feet wide to allow maintenance equipment to enter and pass through the easement area. At the time of construction permitting the applicant will be required to submit sufficient detail for the fence construction to assure that this requirement has been met. The fence within the easement must be included on the Minor Easement Permit.

4. 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 runoff release and retention shall be calculated using the Rational formula and a 10-year 1 hour design storm.

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. The BMPTrains model shall be used to verify compliance with Impaired Water Body and TMDL criteria. Prior to approval of a plan, the owner's engineer of record shall verify that existing public infrastructure has sufficient capacity or will have sufficient capacity prior to issuance of a certificate of occupancy, to convey the drainage flow after considering the current and proposed infrastructure demand.

Prior to approval of a plan, the owner's engineer of record shall verify that existing public infrastructure has sufficient capacity or will have sufficient capacity prior to issuance of a certificate of occupancy, to convey the drainage flow after considering the current and proposed infrastructure demand.

5. Site stormwater attenuation and treatment system discharges are to be piped to connect directly to a public storm sewer conveyance system when a conveyance system is reasonably available. Pre-development historical discharge rates shall be based on the historical basin flows and shall not be exceeded. When adequate technical justification is provided by the Engineer of record to show that a public stormwater conveyance system is not reasonably available for connection, a bubbler type overflow discharge may be considered; however, since the overflow to the surface of the right of way creates a point discharge which no longer mimics existing site discharge conditions, the City will require a more conservative drainage design requiring the site stormwater system to fully attenuate the City’s 10 year 1 hour design storm prior to allowing any overflow discharge, using a pre-development coefficient of runoff equal to 0.20 (for vacant/undeveloped land rather than using the pre-development site condition). In no case shall a bubbler type overflow discharge exceed 1 cfs during the City’s 10-year 1-hour design storm. 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. For a bubbler type overflow discharge to be approved the Engineer of Record must provide evidence that a direct connection is not reasonable possible, limit discharges as described above, and provide topographical verification that a positive overland flow path exists which extends to an underground public stormwater conveyance system of adequate capacity and condition.

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. Per the City code a 5’ public sidewalk is required within the rights-of-way around the entire property. 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. 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 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. *It is noted that meeting required building floor elevations often necessitates elevating existing public sidewalks. Please note that transitions to adjacent public sidewalks shall be smooth, consistent, and ADA compliant with maximum cross slope of 2% and maximum longitudinal slope of 5%. Ramps may only be used at driveways and intersections, not mid-block in the main sidewalk path.

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 wastewater Concurrency Form (ECID Form Permit 005), available upon request from the City Engineering department, phone 727-893-7238. If an increase in flow of over 3000 gpd is proposed, the ADF information will be forwarded 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 Concurrency 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 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. 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.

10. 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.

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.

Redevelopment within this site shall be coordinated as may be necessary to facilitate any City Capital Improvement projects in the vicinity of this site which occur during the time of construction.

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.

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.
Corey D. Malyszka

From: Kyle Simpson  
Sent: Wednesday, June 24, 2020 12:41 PM  
To: Corey D. Malyszka  
Cc: Thomas M Whalen; Michael J. Frederick  
Subject: RE: Routing Special Exception 20-32000009

Corey,

The Transportation and Parking Management Department has reviewed the case and has the following comments:
- Concrete sidewalks need to be continuous through all driveways.
- All new curb ramps in the ROW need to follow applicable standards per ECID.
- The physical geometry of the parking lot in the northeast corner should be reworked so that where the drive aisle moves from westbound to southbound, vehicles entering from the driveway are unable to turn eastbound. Reconfiguration could also include consolidating the two driveways into one driveway that allows for both ingress and egress.
- Internal sidewalk connections to the public sidewalk network are needed on the south and east sides of the site.
- The drop-off loop on the west side of the site should have sidewalk connections on the north half of the loop as is provided on the south half of the loop.

Best,

Kyle Simpson, AICP  
Planner I, Transportation and Parking Management  
City of St. Petersburg  
(727) 893-7151  
Kyle.simpson@stpete.org

From: Michael J. Frederick  
Sent: Thursday, June 11, 2020 8:33 AM  
To: Thomas M Whalen <Tom.Whalen@stpete.org>; Kyle Simpson <Kyle.Simpson@stpete.org>  
Subject: FW: Routing Special Exception 20-32000009

No comments - Mike

From: Corey D. Malyszka <Corey.Malyszka@stpete.org>  
Sent: Wednesday, June 10, 2020 4:28 PM  
To: Michael J. Frederick <Michael.Frederick@stpete.org>; Kyle Simpson <Kyle.Simpson@stpete.org>; Thomas M Whalen <Tom.Whalen@stpete.org>; Mark Riedmueller <Mark.Riedmueller@stpete.org>; Nancy Davis <Nancy.Davis@stpete.org>; Martha Hegenbarth <Martha.Hegenbarth@stpete.org>; Troy D. Davis <Troy.Davis@stpete.org>; WRD-UtilityReviewRequest <WRD-UtilityReviewRequest@stpete.org>; Aaron M. Fisch <aaron.fisch@stpete.org>; vacate@duke-energy.com; Steve Anderson <stephen.anderson@duke-energy.com>  
Cc: Iris L. Winn <Iris.Winn@stpete.org>  
Subject: Routing Special Exception 20-32000009

Please review the attached application. Please return your comments by June 24, 2020. These deadlines are in place so that your comments may be included in the staff report.
If comments are not received by the deadline provided, then it will be assumed that you have no objection or comments to provide. Please contact me at 727-892-5453 or at Corey.Malyszka@StPete.org if you have any questions or concerns.

Corey Malyszka, AICP
Urban Design and Development Coordinator, Planning and Development Services
City of St Petersburg
727.892.5453
corey.malyszka@stpete.org
CALVARY CHAPEL FELLOWSHIP
RENOVATIONS AND ADDITION
5-1-20
CALVARY CHAPEL FELLOWSHIP
RENOVATIONS AND ADDITION
5-1-20
CALVARY CHAPEL FELLOWSHIP
RENOVATIONS AND ADDITION

5-1-20
May 1st, 2020

City of St. Petersburg
Development Review Services Division
One 4th Street North
St. Petersburg, Florida 33731

Re: Variance Narrative
DRC Application
Applicant: Calvary Chapel Fellowship
3800 17th Avenue N

To Whom it may concern:

Variance Request #1:

The Applicant is requesting the North Property setback requirement for Special Exception Classification be reduced from 35 feet to 25 feet. The Existing building is in a NT-1 zoning classification. The current setback for a NT-1 zoning classification front yard is a 25 foot. The existing building is currently at a 25 foot setback. The proposed addition is to align with the existing building. There will be no new visual impact or barrier conflicts along 17th Avenue by maintaining the alignment with the existing building.

The first floor of the proposed addition is planned for a new Day Care / Child Care Ministry operated by the Church. This new Day Care / Child Care Ministry will be licensed through local and State guidelines and will be available and open exclusive to the local neighborhood community.

Variance Request #2:

The Applicant is requesting the West Property setback requirement for Special Exception Classification be reduced from 35 feet to 17 feet. The Existing building is in a NT-1 zoning classification. The current setback for a NT-1 zoning classification front yard is a 25 foot. The proposed addition is to align with the current setback of the existing residence that will be removed to allow for the new addition. There will be no new visual impact or barrier conflicts along 39th Street North. The church is eliminating all through traffic along 39th Street by vacating the existing Alley and removing 4 residence homes from the site. The proposed addition cannot be developed South because the Church needs to maintain the alley as an easement. The new site development will include major Landscape enhancements along 39th street. The additional 18 feet of Addition is needed to make the new addition viable for the planned Day Care / Child Care program.
Cordially,

George Tharin, RA
Williamson Dacar Associates

CC:  Ted Williamson, WDA Principal-in Charge
      Danny Hodges, Pastor Calvary Chapel Fellowship
      Jennifer C. Bryla, AICP Zoning Official, City of St. Petersburg

15500 Lightwave Drive, Suite 106, Clearwater, Florida 33760
(727) 725 0851
GTharin@williamsondacar.biz
SPECIAL EXCEPTION
PUBLIC HEARING

According to Planning & Development Services 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, DEPARTMENT OF PLANNING AND DEVELOPMENT SERVICES DEPARTMENT, for Public Hearing and Executive Action on August 19, 2020 at 10:00 A.M., by means of communications media technology pursuant to Executive Order Number 20-179, issued by the Governor on July 29, 2020. Executive Order Number 20-69 was extended by Executive Order Number 20-179.

CASE NO.: 20-32000010       PLAT SHEET: E-10

REQUEST: Approval of a Special Exception and related Site Plan to construct an accessory surface parking lot on residential zoned property (NT-3) adjacent to an existing commercial zoned property (CCT-1).

OWNER: Eugene and Susan Nice, and Dorethea Hakala
1425 4th Street North
Saint Petersburg, Florida 33704

Greg and Ioana Stoici
714 Monterey Boulevard Northeast
Saint Petersburg, Florida 33704

ADDRESSES AND PARCEL ID NOS.: 309 15th Avenue North; 18-31-17-10368-000-0400
0 4th Street North; 18-31-17-68580-000-0060
1425 4th Street North; 18-31-17-35514-000-0110
1507 4th Street North; 18-31-17-68580-000-0051
1511 4th Street North; 18-31-17-68580-000-0050

LEGAL DESCRIPTION: On File

ZONING: Neighborhood Traditional Single-Family (NT-3)
Corridor Commercial Traditional (CCT-1)

SITE AREA TOTAL: 32,627 square feet or 0.26 acres
GROSS FLOOR AREA:

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<th></th>
<th>Existing: 15,592 square feet</th>
<th>Proposed: 12,809 square feet</th>
<th>Permitted: 19,876 square feet</th>
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BUILDING COVERAGE:

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<th>Proposed: 12,809 square feet</th>
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<td>78% of Site MOL</td>
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IMPERVIOUS SURFACE:

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<th>Existing: 24,334 square feet</th>
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OPEN GREEN SPACE:

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<th>Existing: 8,395 square feet</th>
<th>Proposed: 6,067 square feet</th>
<th>Permitted: N/A</th>
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<td>26% of Site MOL</td>
<td>19% of Site MOL</td>
<td>78% of Site MOL</td>
</tr>
</tbody>
</table>

PAVING COVERAGE:

<table>
<thead>
<tr>
<th></th>
<th>Existing: 7,773 square feet</th>
<th>Proposed: 12,763 square feet</th>
<th>Permitted: N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>24% of Site MOL</td>
<td>39% of Site MOL</td>
<td>80% of Site MOL</td>
</tr>
</tbody>
</table>

PAKING:

<table>
<thead>
<tr>
<th></th>
<th>Existing: 15; including 0 handicapped spaces</th>
<th>Proposed: 44; including 2 handicapped spaces</th>
<th>Required: 43; including 2 handicap spaces</th>
</tr>
</thead>
</table>

BUILDING HEIGHT:

<table>
<thead>
<tr>
<th></th>
<th>Existing: 15 feet</th>
<th>Proposed: 15 feet</th>
<th>Permitted: 42 feet</th>
</tr>
</thead>
</table>

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 an accessory paring lot on a residentially zoned lot which is a Special Exception use within the NT-3 Zoning District.

II. DISCUSSION AND RECOMMENDATIONS:

The Request:
The applicant seeks approval of a Special Exception and the related site plan to construct an accessory surface parking lot on a residentially zoned lot. The subject property consists of three commercial zoned lots and one residential zoned lot. The commercial lots are located at
the northeast and southeast corners of 4th Street North of 15th Avenue North and the residential lot is located on the north side of 15th Avenue North, east of 4th Street North.

On February 6, 2019, the Development Review Commission (DRC) approved a Special Exception and the related site plan to construct an accessory surface parking lot on a residentially zoned lot (case # 18-32000005).

**Current Proposal:**
The applicant is seeking to provide additional parking for three existing commercial buildings on 4th Street North. The applicant wants to expand the parking lot onto a residential lot that is zoned NT-3. Parking on a NT-3 zoned parcel is a Special Exception use. The Special Exception use is discussed later in the report.

The two commercial buildings north of 15th Avenue were constructed in the 1950s and the one commercial building south of 15th Avenue was built in the 1920s. The residential zoned property consists of two platted lots and is currently developed with a house of worship. The applicant proposes to demolish the existing house of worship and construct 29-space surface parking lot. The parking lot will be accessed from the existing alley that connects to 15th and 16th Avenues North.

**Special Exception:**
As mentioned above, the parking spaces on the NT-3 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 Section 16.70.040.1.4(D.), with a focus on the potential for adverse impacts such as noise, light, traffic circulation, traffic congestion and compatibility. There are 15 existing parking spaces that serve the existing commercial buildings, City Code requires 43 parking spaces. The existing parking will be reconfigured to provide the required ADA parking spaces. The accessory parking lot will permit an additional 29 parking spaces for a total of 44 parking spaces.

The encroachment of commercial uses and parking into residential neighborhood is a significant concern of the City, as well as the residential neighborhoods that abut these commercial corridors. The previous site plan that was supported by staff and the neighborhood association in 2019 allowed parking on the western platted lot and a single-family residence on the eastern platted lot. The previously approved plan was compatible with the existing development pattern. The site plan has removed the residence and is proposing commercial parking on both the western and eastern platted lots. The proposed plan allows additional commercial encroachment into the neighborhood and will not be compatible with the existing development pattern. The western platted lot abuts parking to the north and a residential use to the south. The eastern platted lot abuts residential uses to the north, south and east. The expansion of the commercial parking lot is not compatible with the existing development pattern and character of a single-family neighborhood. If the DRC recommends approval, 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.
Public Comments:
Staff received an email from the Historic Old Northeast Neighborhood Association opposing the proposed application. The email is attached to the staff report.

III. RECOMMENDATION:
1. Based on the analysis above, Staff recommends Denial of the Special Exception and related site plan. If the commission approves the Special Exception and related site plan, the approval shall be subject to the Special Conditions of Approval.

B. SPECIAL CONDITIONS OF APPROVAL:
1. The applicant shall be responsible for restricting vehicular use of the portion of the parking lot zoned NT-3 between the hours of 10:00 p.m. and 7:00 a.m. The parking spaces shall be blocked-off by method of signage or mechanisms such as bollards and chains. The method to block the parking spaces shall be noted on the site plan submitted for permitting and shall be subject to review and approval by the Fire Department.
2. The applicant shall be responsible for ensuring that the NT-3 portion of the parking lot is not utilized for any sales or service activities, long term parking, storage of dumpsters, heavy vehicles or similar equipment.
3. The proposed dumpster compound at the rear of the subject property shall be relocated to the commercial zoned portion of the subject property.
4. When the principal use is not open for business, the parking lot shall not be used for parking.
5. A Unity of Title shall be record with the Circuit Court of Pinellas County securing the continued availability of the three off-site parking spaces that are required to serve the proposed building as long as those parking spaces are required by Code.
6. A six (6)-foot high concrete block wall that is finished with stucco and is architectural compatible with the buildings shall be installed along the east and south sides of the residentially zoned lot.
7. The proposed wall shall be located a minimum of 20 feet back from the southern property line.
8. Retention areas shall not be located in the exterior green yard.
9. Evergreen trees shall be installed around the exterior perimeter of the parking lot.
10. Exterior lighting shall comply with Section 16.40.070.
11. Bicycle parking shall comply with Section 16.40.090.4.1.
12. 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 July 14, 2020.

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 & DEVELOPMENT SERVICES 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. All other applicable governmental permits (state, federal, county, city, etc.) must be obtained before commencement of construction. A copy of other required governmental permits shall be provided to the City Engineering & Capital Improvements Department prior to requesting a Certificate of Occupancy. Issuance of a development permit by the City does not in any way create any rights on the part of the applicant to obtain a permit from a governmental agency
and does not create any liability on the part of the City of St. Petersburg for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by other governmental agencies or undertakes actions that result in a violation of state or federal law.

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 & Development Services 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 and Residential Urban**

The land uses of the surrounding properties are:

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

REPORT PREPARED BY:

Corey Malyszka, AICP, Urban Design and Development Coordinator
Development Review Services Division
Planning and Development Services Department

REPORT APPROVED BY:

Jennifer Briva, AICP, Zoning Official (POD)
Development Review Services Division
Planning and Development Services Department
Project Location Map
City of St. Petersburg, Florida
Planning and Development Services
Department
Case No.: 20-3200010
Address: 309 15th Avenue North, 0, 1425, 1507, and 1511 4th Street North
TO: Iris Winn, Administrative Clerk, Development Review Services  
Jennifer Bryla, Planning & Development Services Department, Zoning Official  
Corey Malyszka, Planning & Development Services, Development Review Services

FROM: Nancy Davis, Engineering Plan Review Supervisor

DATE: July 14, 2020

FILE: 20-32000010

LOCATION AND PIN: 309 15th Avenue North; 18/31/17/10368/000/0400  
1507 4th Street North; 18/31/17/68580/000/0051  
1511 4th Street North; 18/31/17/68580/000/0050  
1425 4th Street North; 18/31/17/35514/000/0110  
0 4th Street North; 18/31/17/68580/000/0060

ATLAS: E-10

PROJECT: Special Exception

REQUEST: Approval of a Special Exception and related Site Plan to construct an accessory surface parking lot on residential zoned property (NT-3) adjacent to an existing commercial zoned property (CCT-1). The applicant is requesting a variance to the design standard for an accessory surface parking lot to permit ingress and egress to the abutting street.

The Engineering and Capital Improvements Department (ECID) has no objection to the proposed Special Exception provided that the following special conditions and standard comments are added as 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 runoff release and retention shall be calculated using the Rational formula and a 10-year 1-hour design storm.

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. The BMPTrains model shall be used to verify compliance with Impaired Water Body and TMDL criteria. Prior to approval of a plan, the owner's engineer of record shall verify that existing public infrastructure has sufficient capacity or will have sufficient capacity prior to issuance of a certificate of occupancy, to convey the drainage flow after considering the current and proposed infrastructure demand.

2. Site stormwater attenuation and treatment system discharges are to be piped to connect directly to a public storm sewer conveyance system when a conveyance system is reasonably available. When a public stormwater conveyance system is not reasonably available for connection, a bubbler type overflow discharge may be considered; however, since the overflow to the surface of the right of way creates a point
discharge which no longer mimics existing site discharge conditions, the City will require a more conservative drainage design requiring the site stormwater system to fully attenuate the City's 10 year 1 hour design storm prior to allowing any overflow discharge, using a pre-development coefficient of runoff equal to 0.20 (for vacant/undeveloped land rather than using the pre-development site condition). In no case shall a bubbler type overflow discharge exceed 1 cfs during the City's 10 year 1 hour design storm. 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. For a bubbler type overflow discharge to be approved the Engineer of Record must provide evidence that a direct connection is not reasonable possible, limit discharges and provide drainage design as described above, and must provide topographical verification that a positive overland flow path exists which extends to an underground public stormwater conveyance system of adequate capacity and condition.

3. 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 NT-3 zoning district, a 4' wide sidewalk is required within the northern parkway of 15th Avenue North. 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.

4. A work permit issued by the City Engineering & Capital Improvements Department must be obtained prior to the commencement of construction within City controlled 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.).

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 wastewater Concurrency Form (ECID Form Permit 005), available upon request from the City Engineering department, phone 727-893-7238. If an increase in flow of over 3000 gpd is proposed, the ADF information will be forwarded 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
Concurrency 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 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.

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.

Redevelopment within this site shall be coordinated as may be necessary to facilitate any City Capital Improvement projects in the vicinity of this site which occur during the time of construction.

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.

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 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. *It is noted that meeting required building floor elevations often necessitates elevating existing public sidewalks. Please note that transitions to adjacent public sidewalks shall be smooth, consistent, and ADA compliant with maximum cross slope of 2% and maximum longitudinal slope of 5%. Ramps may only be used at driveways and intersections, not mid-block in the main sidewalk path.

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.

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.
Corey D. Malyszka

From: Kyle Simpson
Sent: Tuesday, July 14, 2020 10:36 AM
To: Corey D. Malyszka
Cc: Thomas M Whalen
Subject: RE: Routing Special Exception 20-32000010

Corey,

The Transportation and Parking Management Department has reviewed the case and has the following comments:
- According to Section 16.40.140.4.2. sidewalks are required on both sides of all streets within NT zoning. A sidewalk needs to be provided along 15th Avenue for the length of the property.
- Access to the proposed parking lot should only be provided off of the existing north-south alley that borders the west side of the property and not from 15th Avenue North.

Best,

Kyle Simpson, AICP
Planner I, Transportation and Parking Management
City of St. Petersburg
(727) 893-7151
Kyle.simpson@stpete.org

From: Kyle Simpson
Sent: Monday, July 6, 2020 2:17 PM
To: Michael J. Frederick <michael.frederick@stpete.org>; Thomas M Whalen <tom.whalen@stpete.org>
Subject: RE: Routing Special Exception 20-32000010

My comments on the case:

The subject parcel is zoned Neighborhood Traditional Single-Family 3 (NT-3). According to Section 16.20.010.11 - Building and site design:
1. The following vehicle connection regulations are required for properties located within NT-2, NT-3 or NT-4 and are recommended for properties located within NT-1. Access for new garages and driveways shall be designed to take advantage of the first available alternative in the following prioritized list:
   a. Driveways and garage doors shall face the alley;

Since the subject parcel is bound by alleys on both the west and north side, a new driveway onto 15th Avenue North should not be granted.

According to Section 16.40.140.4.2. sidewalks are required on both sides of all streets within NT zoning. A sidewalk needs to be provided along 15th Avenue for the length of the subject parcel.

From: Michael J. Frederick
Sent: Wednesday, July 1, 2020 2:12 PM
To: Thomas M Whalen <Tom.Whalen@stpete.org>; Kyle Simpson <Kyle.Simpson@stpete.org>
Subject: FW: Routing Special Exception 20-32000010
Corey D. Malyszka

From: Kyle Simpson  
Sent: Tuesday, July 14, 2020 10:36 AM  
To: Corey D. Malyszka  
Cc: Thomas M Whalen  
Subject: RE: Routing Special Exception 20-32000010

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Kyle Simpson, AICP  
Planner I, Transportation and Parking Management  
City of St. Petersburg  
(727) 893-7151  
Kyle.simpson@stpete.org

From: Kyle Simpson  
Sent: Monday, July 6, 2020 2:17 PM  
To: Michael J. Frederick <michael.frederick@stpete.org>; Thomas M Whalen <tom.whalen@stpete.org>  
Subject: RE: Routing Special Exception 20-32000010

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From: Michael J. Frederick  
Sent: Wednesday, July 1, 2020 2:12 PM  
To: Thomas M Whalen <Tom.Whalen@stpete.org>; Kyle Simpson <Kyle.Simpson@stpete.org>  
Subject: FW: Routing Special Exception 20-32000010
No comments - Mike

From: Corey D. Malyszka <Corey.Malyszka@stpete.org>
Sent: Wednesday, July 1, 2020 2:00 PM
To: Michael J. Frederick <Michael.Frederick@stpete.org>; Thomas M Whalen <Tom.Whalen@stpete.org>; Kyle Simpson <Kyle.Simpson@stpete.org>; Mark Riedmueller <Mark.Riedmueller@stpete.org>; Nancy Davis <Nancy.Davis@stpete.org>; Martha Hegenbarth <Martha.Hegenbarth@stpete.org>; Troy D. Davis <Troy.Davis@stpete.org>; WRD-UtilityReviewRequest <WRD-UtilityReviewRequest@stpete.org>; Aaron M. Fisch <aaron.fisch@stpete.org>; vacate@duke-energy.com
Cc: Iris L. Winn <Iris.Winn@stpete.org>
Subject: Routing Special Exception 20-32000010

Please review the attached application. Please return your comments by July 14, 2020. These deadlines are in place so that your comments may be included in the staff report.

If comments are not received by the deadline provided, then it will be assumed that you have no objection or comments to provide. Please contact me at 727-892-5453 or at Corey.Malyszka@StPete.org if you have any questions or concerns.

Corey Malyszka, AICP
Urban Design and Development Coordinator, Planning and Development Services
City of St Petersburg
727.892.5453
corey.malyszka@stpete.org
January 8, 2020

City of St. Petersburg City Council
DRC Members
City Council Chambers
175 5th Street North
St. Petersburg, Fl 33704

Dear Distinguished Members,

I am submitting this letter in support of the special exception to utilize the property located at 309 15th Avenue, North, in St. Petersburg, for a parking lot for the adjacent businesses.

I own the property directly to the East of the proposed parking (1515 - 4th St. N.).

I support the idea of providing parking spaces, instead of current street parking, which would be beneficial for surrounding neighbors. We feel that a parking lot, instead of a vacant church, would be a welcome and added benefit for the people who live in this area. It will also be more compatible with the existing character of the surrounding property, as well as the future character of the area. Additionally, a similar scenario was approved across the street, in City case #SE-1305 some time ago.

The existing Lasting Impressions building has only 11 parking spaces for the 10,000 square foot building. A parking lot would greatly alleviate excessive street parking, would provide convenience and would offer less congestion in the neighborhood.

Sincerely,

[Signature]
May 12, 2020

Richard Martin Management Co., Inc.
1517 4th St. North
Petersburg, FL 33704

City of St. Petersburg City Council
DRC Members
City Council Chambers
175 5th Street North
St. Petersburg, FL 33704

Dear Distinguished Members:

I am submitting this letter in support of the special exception to utilize the property located at 309 15th Avenue, North, in St. Petersburg, for a parking lot for the adjacent businesses. I own the property directly to the north of the proposed parking lot.

I support the idea of providing parking spaces, as well as the driveway connection to 15th Ave N, instead of current street parking, which would be beneficial for surrounding neighbors. We feel that a parking lot, instead of a vacant church, would be a welcome and added benefit for the people who live in this area. It will also be more compatible with the existing character of the surrounding property, as well as the future character of the area. Additionally, a similar scenario was approved across the street, in City case #SE-1305 some time ago.

The existing Lasting Impressions building has only 11 parking spaces for the 10,000 square foot building. A parking lot would greatly alleviate excessive street parking, would provide convenience and would offer less congestion in the neighborhood.

Sincerely,

[Signature]

Richard Martin Management Co.
Re: 309 15th Ave N

Ms. Winn,

The Historic Old Northeast Neighborhood Association is opposed to this proposal for further encroachment into an area of our neighborhood that is zoned residential.

Understanding that there was minimal parking available to the shops on 4th Street, HONNA supported first, the subdivision of the original lot into two substandard lots (for NT3), and second, the request for special exception parking for the lot nearest 4th Street. We clearly stated that we would be opposed to the second lot being developed for parking and asked the DRC to make maintaining the residential zoning for that property a requirement of their approval. The project was ultimately approved with no provision (that we are aware of) for maintaining the residential zoning of the second lot.

As you know, there is now a new developer requesting special exception parking for BOTH lots. We believe that we have made every effort to compromise on the use for this property, and to do what is best for the future of the neighborhood, as well as the people frequenting the 4th Street businesses.

Our opposition to the current project is further based upon the following:

- Neighbor Expectations - The people who bought into this area did not expect the property to be turned into a large parking lot. It is zoned residential, and we believe it is important to maintain the residential character of this area regardless of its proximity to 4th Street. And, as stated we have approved the development of the first lot for additional parking.

- Policy - For the past 30 years, HONNA has endeavored to keep commercial zoning to no more than 150’ into the neighborhood. Although this has not always been possible, we continue to advocate for this policy (or staying as close as possible to it.)

- Environment – The amount of proposed green space is less than half of what currently exists. The proposed Impervious Surface Ratio is 71%. With this amount of paved area, there will be less ground to absorb run-off. This amount of paved surface will also give off significant amounts of heat.
Traffic – Concerns have been expressed about the coming and going of vehicles into and out of the parking lot. Street parking has not been an issue to date. In addition, the City is considering various proposals to decrease the amount of parking necessary for new commercial development. We want to see the walkability on 4\textsuperscript{th} Street increased, not decreased by providing maximum amounts of parking.

Regards,

Robin Reed

Chair, HONNA Planning and Preservation Committee
Dear Ms. Winn,

As residents of Old NE, we are opposed to the proposal to make a 100 foot lot into a parking lot. This area is zoned residential and as a resident of the neighborhood, I believe it is important to maintain the residential character of this area regardless of its proximity to 4th street. A commercial proposal, such as this, undermines the beauty of the neighborhood and reduces home values in the nearby vicinity.

Additionally, the amount of proposed green space is less than half of what currently exists. I am concerned with not only the character of the neighborhood being affected negatively, but also the environmental impact. We want to see the walkability of 4th street increased, not decreased by providing maximum amounts of parking.

I understand that both HONNA and the City of St Petersburg are against this new proposal (and rightfully so).

Please do not approve this request.

Thank you.

Sincerely,
Nancy Bandes
DRC CASE #20-32000010

Additional Correspondence

August 13, 2020
Iris L. Winn

From: Martha Cochran <cochran.marti@gmail.com>
Sent: Tuesday, August 11, 2020 4:49 PM
To: Iris L. Winn
Cc: corey.malyszka@st.pete.org
Subject: Re: Proposed alteration of development at 15th Ave and 3rd St. N

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Thanks. I understood I need to get the comment in by tomorrow. Misunderstood that that the hearing would be a week later. I really appreciate your taking my comment into consideration. I am traveling currently.

Sent from my iPad

> On Aug 11, 2020, at 4:24 PM, Iris L. Winn <Iris.Winn@stpete.org> wrote:
> 
> Good afternoon, Ms. Cochran -
> 
> Thank you for your feedback regarding case no. 20-32000010. I am including the Staff Planner, Corey Malyszka on this email.
> 
> Please note that this case will be heard by the DRC on Wednesday, August 19, 2020 at 10:00 a.m.
> 
> If you should have any questions, please let us know.
> 
> Iris Winn
> Administrative Clerk
> Planning and Development Services
> City of St. Petersburg
> 727.892.5498
> Iris.Winn@stpete.org
> 
> [Under Florida Statute 119 (Public Records) your email communications may be subject to public disclosure.]


> -----Original Message-----
> From: Martha Cochran <cochran.marti@gmail.com>
> Sent: Tuesday, August 11, 2020 2:48 PM
> To: Iris L. Winn <Iris.Winn@stpete.org>
> Cc: corey.malyszka@st.pete.org
> Subject: Proposed alteration of development at 15th Ave and 3rd St. N

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

> 
> 
>
Ms. Winn. I understand that tomorrow the DRC will consider whether to change a previously approved plan to subdivide a property at 15th Ave. and 3rd St. to allow for a small parking area and a residential lot. The proposed change would allow a developer to pave the entire area as a parking lot, reducing green space, further altering the character of the neighborhood.

I live just a few blocks away, at 13th Ave. and Locust, and I frequently walk up 15th Ave. to the shops and restaurants on 4th Street. The shops and restaurants on 4th have adequate parking availability currently and also are easily accessible via walking from residents of the neighborhood. There is no compelling need to further disrupt the residential neighborhood in that area to create a large off-street paved parking lot that would add congestion, noise, additional runoff, and have other adverse effects on the neighborhood.

I urge you to reject the proposal.

Martha L. Cochran
405 13th Ave. N.E.

Sent from my iPad

Your Sunshine City<http://www.stpete.org/vision>
We live at 218 15th Avenue North and oppose the proposed parking lot at 309 15th Ave North. 15th Avenue North is a narrow street with no parking on the east side. I purchased my home in 1979 and never dreamed of a parking lot caddycorner from my home. Since there is no traffic light at 15th and 4th Street, people utilizing the parking lot would be tempted to exit onto 15th Ave North to circle around to come out at a light. Even if a sign is placed stating no exit onto 15th Avenue North, we know folks ignore those signs. It is sweltering this year and the increase of parking and cement will only increase these temperatures.

Kind regards,

Robert and Patricia Horton
Owners: 218 15th Avenue North
727-599-5661
To Whom It May Concern:

Iris L. Winn

From: Thomas Wells <thomas.d.wells@gmail.com>

Subject: I object to Special Exception for 309 15th Avenue North

To: Iris L. Winn

Sent: Tuesday, August 11, 2020 8:45 PM

I own and live in a residence one block away from this “Special Exception” Plan and I find this plan to be a terrible idea for my family and all the rest of us living in the nearby area. The use of these lots encroaches on one of the nicest neighborhoods in St. Pete.

Nobody here expected these large parking lots to be considered for this neighborhood. Please keep our residential area built.

To Whom It May Concern:

Thomas Wells

built.

...are so many other areas in St Pete, and along 4th Street, where a project like this can be

3d street

look at the homes that face the parking lot of Burger Monger (between 13th and 14th avenues from 4th St all the way to

#3 The homeowners in the area will see a fall in the value of their property due to this proposal. To see the reason just
devlopers: No one wants much traffic in a residential area.

#2 The additional traffic and noise will be an annoyance to all in the neighborhood. All for the benefit of one

improvements in progress there.

through the neighborhood of North/Old Northeast St Pete, east of 4th Street and see all the lovely homes and

I live or another nice home being built at 309, the parking lot will be eyesore. One only has to take a short drive

neighbohoods in St. Pete. And

for my family and all the rest of us living in the nearby area. The use of these lots encroaches on one of the nicest

own and live in a residence one block away from this “Special Exception” Plan and I find this plan to be a terrible idea

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Dear Members of the Development Review Commission (DRC), City of Saint Petersburg:

Thank you for your ongoing work to insure the integrity, function, and beauty of our neighborhoods in Saint Petersburg. This is an amazing city of diverse neighborhoods, businesses, parks, playgrounds and community resources that makes St. Petersburg a wonderful place to live, learn, work and play.

Zoning is a critical key to preserving these critical components for future generations while managing responsible growth for the future. On Wednesday, August 18, a vote is scheduled to take place on a request to zone the entire property where the church near 15th Avenue N and 3rd Street N has stood for decades in a clearly residential neighborhood. Please vote NO on this request. It is inappropriate, environmentally damaging, and totally out of character with the quiet, wooded, residential neighborhood that currently enjoys low traffic levels. The request is also in conflict with zoning rules and should be rejected.

I have no idea why such a large parking lot is contemplated for this area. It has no place in this neighborhood, which is a walkable, bikeable community and we hope to encourage more walking - not less - especially around the many small restaurants and businesses on Fourth Street. Increasing cars and traffic in this diverse neighborhood which includes families with children, elderly people and people with special needs is a terrible and dangerous idea. If the request for construction of a large parking lot is granted, it will be likely to undermine the faith of many residents that rules and regulations exist to protect them, their quality of life, and their investments in their homes.

HONNA and the City of Saint Petersburg have recommended against granting this request for construction of a large parking lot. Please join them and reject this request which would damage our community in many ways.

Thank you for your consideration.

Mary Neal Jones

215 23rd Avenue North
St. Petersburg, FL 33704

marynealjones@gmail.com
Dear Ms. Winn and Commision members,

I am writing in regard to the special exception for the proposed parking lot on 15th Avenue North. I live a few houses away, and strongly oppose this plan. This proposed parking lot would encroach on a quiet residential area. The increased traffic from the lot would be unwelcome and a safety hazard. I also fear that it would have a negative impact on surrounding residential property values. I ask that you take these concerns into consideration.

Thank you,
Angeliki Vidalis
Dear Ms. Winn,

We are writing to express our opposition to the requested variance for 309 15th Avenue North. We are under contract to purchase 300 15th Avenue North. The requested variance would permit commercial activity to encroach into the neighborhood reducing the value of the residences in the neighborhood. Additionally, the requested variance would increase traffic on 15th Avenue elevating the risks to pedestrians and children that may be walking and playing in the neighborhood.

Our understanding is that HONNA previously offered to support a compromise that would permit the owner of 309 15th to subdivide the property into two lots with the west lot providing a small parking area and east lot restricted to residential use in perpetuity. This latest request is clear evidence that compromise only leads to further encroachment by commercial activities into the neighborhood at a later time. Our view is that the entire 100 ft wide lot should be restricted to residential use as that is what the adjacent homeowners understood to be the permitted use at the time of purchase. If any parking is permitted on the parcel at 309 15th, we would request that access to the parking be restricted to the alley, as is the case for all of the other homes in the area.

While we strongly oppose the petitioner’s request, if the board approves the request, we would ask that you require a minimum of 20 ft set back from 15th avenue along with a six foot high decorative brick wall (also at least 20 feet from and parallel with 15th avenue) and landscaping materials and trees between the wall and 15th avenue.

We appreciate your consideration.

Lynn Kinney and John Generalli
Hello,

I understand that the entire lot where the church is currently located on 15th Avenue near 3rd Street is slated to be turned into a parking lot. As a homeowner in the Historic Old Northeast, I would like to express my very strong objection to this plan.

I live at 345 21st Avenue, NE. My husband and I knew that we would be moving to the Tampa Bay Area for four years. We had lots of time to explore neighborhoods before we fell in love with the Historic Old Northeast. A parking lot the size of that lot is completely incongruous with the character of the neighborhood. What makes the ONE special is its sidewalks, its neighborly feel, the green space and old trees and the houses. Three steps off of busy 4th street and you feel immediately that you have entered a real NEIGHBORHOOD, with dog walkers and children on bicycles, the sounds of family life through open windows, green trees and flowering bushes. The very best of old Florida.

Such a large parking lot will attract more cars and more pollution. It will detract from the walkability of the neighborhood and undermine the character of that historic street.

Please do not approve this plan.

Thank you,

Colleen O’Neill and Clifford Gould
345 21st Avenue NE
St. Petersburg, FL 33704.
Development Review
August 12, 2020

Re: Case # 20-32000010

Special exception of property located at 309 15 Ae. N.

We are strongly apposed to making these 2 lots a parking lot. We own the property at 303 15 Ave. N that is next to the lots. Additional information:

1. Several years ago we were asked to approve dividing then single lot into builders lots with assurance that the lots would remain residential.

2. This parking lot would increase runoff, increase the heat index and cause a lot of traffic to generate emissions in the area.

3. The parking lot would increase traffic flow into the neighborhood alleyway as will increase noise levels.

4. The character of the residential neighborhood in breached and the fit is not there.

AGAIN we appose the parking lot.

William L Huguet

Michelle N. Huguet
Iris L. Winn

From: Stephen May <stephenmay5187@gmail.com>
Sent: Wednesday, August 12, 2020 7:08 PM
To: Iris L. Winn
Subject: 309 15th Ave N

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

I am a Neighbor at 147 15th Ave N and we strongly appose the creation of a parking lot on either parcel of land. I oppose HONNA's agreement for one lot being a parking lot Even more strongly oppose the second lot being converted to a parking lot

This is a residential neighborhood and is not suited for two lots being paved with asphalt. We are concerned about noise, traffic and environmental impacts. Not to mention the general blight that such a self serving idea would cause. There will also be negative impacts to our housing values which should be considered because this is an historic neighborhood. We've seen too many stupid projects in this neighborhood that even HONNA doesn't seem to be able to control This is just the latest stupid idea!

We strongly oppose this proposal!

Stephen May
Andrew Bauer
147 15th Ave N

614-313-0414
CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Winn and others involved in the City of St. Petersburg Development Review Commission:

Thank you for the work you all continue to do in keeping our neighborhoods as authentic and beautiful as is possible.

I live in Old NE, and daily enjoy the gorgeous well-kept, protected surroundings. I’m hoping that 4th Street business doesn’t start bleeding into the neighborhood, encroaching on what has long been one of the most known and revered historic SP neighborhoods.

The place of concern is 15th Ave & 3rd St N where a church is slated to be torn down and replaced with a parking lot. I’m a current member of HONNA and PTB (Preserve The Burg) and appreciate the effort of both organizations to keep commercial properties within 150’ of 4th St. Since the property being discussed is already zoned residential, and is surrounded by other residential neighbors who have invested in living and preserving St. Pete, I strongly urge continued efforts to keep that property residential.

One of the main reasons I moved to St. Pete, and to Old NE specifically, was because of the authentic neighborhoods and the way that the City has stood strong in preserving their beauty and history, giving St Pete so much more character and appeal than many other cities of similar size.

Sincerely,

Katherine (Kathy) Gibson
158 11th Ave NE
813-831-8858
CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

It has come to my attention that a developer has filed a request for special exception parking on two lots on my residential street in historic Old Northeast. I have owned and lived in my home for 47 years.

I feel this proposal would be a dangerous precedent for commercial endeavors to encroach on and into our neighborhood. Please do not allow a large parking lot to be constructed so close to our homes, creating a concrete jungle and increasing traffic on our historic, scenic street. These lots should be used for residential construction.

Please vote no on this proposal. Thank you for your consideration in this matter.

Shawn Ulrich
140 15th Ave N
St. Petersburg, Fl 33704
Sulrich@tampabay.rr.com

Sent from my iPhone
SPECIAL EXCEPTION
PUBLIC HEARING

According to Planning & Development Services 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, DEPARTMENT OF PLANNING AND DEVELOPMENT SERVICES DEPARTMENT, for Public Hearing and Executive Action on August 19, 2020 at 10:00 A.M., by means of communications media technology pursuant to Executive Order Number 20-179, issued by the Governor on July 29, 2020. Executive Order Number 20-69 was extended by Executive Order Number 20-179.

CASE NO.: 20-32000011  PLAT SHEET: H-16
REQUEST: Approval of a Special Exception and related Site Plan to convert an existing public school to a private school in the NT-1 zoning district.
OWNER: Second Veteran’s Property Land Trust
2900 68th Avenue South
Saint Petersburg, Florida 33712
AGENT: Mike Long
2900 68th Avenue South
Saint Petersburg, Florida 33712
ADDRESS: 2154 27th Street North
PARCEL ID NO.: 12-31-16-69120-000-0010
LEGAL DESCRIPTION: On File
ZONING: Neighborhood Traditional Single-Family (NT-1)
SITE AREA TOTAL: 63,915 square feet or 1.47 acres

GROSS FLOOR AREA:
- **Existing:** 28,667 square feet 0.45 F.A.R.
- **Proposed:** 28,667 square feet 0.45 F.A.R.
- **Permitted:** 31,958 square feet 0.50 F.A.R.

BUILDING COVERAGE:
- **Existing:** 15,466 square feet 24% of Site MOL
- **Proposed:** 15,466 square feet 24% of Site MOL
- **Permitted:** 35,153 square feet 55% of Site MOL

IMPERVIOUS SURFACE:
- **Existing:** 54,784 square feet 86% of Site MOL
- **Proposed:** 49,680 square feet 78% of Site MOL
- **Permitted:** 35,153 square feet 55% of Site MOL

OPEN GREEN SPACE:
- **Existing:** 9,231 square feet 14.4% of Site MOL
- **Proposed:** 14,335 square feet 22.4% of Site MOL

PAVING COVERAGE:
- **Existing:** 39,318 square feet 62% of Site MOL
- **Proposed:** 34,214 square feet 54% of Site MOL

PARKING:
- **Existing:** 21; including 0 handicapped spaces
- **Proposed:** 38; including 2 handicapped spaces
- **Required:** 50; including 1 handicapped spaces

BUILDING HEIGHT:
- **Existing:** 28 feet 9 inches (eave) / 36 feet (peak)
- **Proposed:** 28 feet 9 inches (eave) / 36 feet (peak)
- **Permitted:** 24 feet 0 inches (eave) / 36 feet (peak)

APPLICATION REVIEW:

I. **PROCEDURAL REQUIREMENTS:** The applicant has met and complied with the procedural requirements of Section 16-70.040.1.5 of the Municipal Code for a Private School which is a Special Exception use within the NT-1 Zoning District.

II. **DISCUSSION AND RECOMMENDATIONS:**

**The Request:**
The applicant seeks approval of a Special Exception and related Site Plan to convert an existing public school to a private school in the NT-1 zoning district.
History:
The property card for the subject property identifies the Norwood School as a two-story School Building constructed in 1925. The property card includes approvals for an addition in 1954. This addition was for an auditorium, cafeteria, covered walkway and classrooms.

Current Proposal:
The applicant is proposing to convert and existing vacant public school into a private school. The project will be broken up into two phases. Phase I of the Project includes all exterior site plan improvements related to fencing and landscaping. Phase I also includes the redesigned primary parking lot and bus loop, consisting of 26 parking spaces. This phase will utilize 12 of the existing classrooms for Kindergarten through 12th grade students. The classrooms are located within the two-story structure on site. As proposed, there will be 190 students enrolled at the school. There will be 2 offices with 19 teachers on staff. Phase II of the Project includes the construction of a new 3,076 sq ft "Shop Building." The building should not expand capacity for more students, it should simply add space for the delivery of new curriculum to the school. This expanded curriculum will increase the teachers on staff from 19 to 23. Student count will remain the same. Minimal vehicular parking and staking are proposed since the school will be providing shuttle-bus service for all of the students. Applicant stated there will not be any outdoor play areas since Department of Education does not have a requirement for outdoor play areas in private schools. Any possible recreational activities will be housed inside the exiting school buildings.

City Comments:
The request was routed to City Departments for review and did not receive any objections to the proposal. The only comments provided were from the Engineering department in a memorandum dated August 10, 2020.

Public Comments:
Staff has not received any communication objecting to the proposed development.

III. RECOMMENDATION:
A. Staff recommends APPROVAL of a Special Exception and related Site Plan for a Private School within an existing vacant public school within the NT-1 zoning district.

B. SPECIAL CONDITIONS OF APPROVAL:
1. Exterior lighting shall comply with Section 16.40.070.
2. Bicycle parking shall comply with Section 16.40.090.4.1.
3. 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 August 10, 2020.
4. Due to the site utilizing a private wastewater collection system a Wastewater Discharge Permit will need to be obtained from the Water Resources Department.
5. The special exception and related site plan approval is valid until August 19, 2023. 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 & DEVELOPMENT SERVICES 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. All other applicable governmental permits (state, federal, county, city, etc.) must be obtained before commencement of construction. A copy of other required governmental permits shall be provided to the City Engineering & Capital Improvements Department prior to requesting a Certificate of Occupancy. Issuance of a development permit by the City does not in any way create any
rights on the part of the applicant to obtain a permit from a governmental agency and does not create any liability on the part of the City of St. Petersburg for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by other governmental agencies or undertakes actions that result in a violation of state or federal law.

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 & Development Services 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. RESPONSES TO RELEVANT 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. 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;

F. Signs, if any, and proposed exterior lighting with reference to glare, traffic safety and compatibility and harmony with adjacent properties;

G. 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;

H. 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;

I. 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;

J. 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;

K. 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;

L. Land area is sufficient, appropriate and adequate for the use and reasonably anticipated operations and expansion thereof;

M. Landscaping and preservation of natural manmade features of the site including trees, wetlands, and other vegetation;

N. 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).

O. Availability of hurricane evacuation facilities for developments located in the hurricane vulnerability zones;
P. 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: Institutional

The land uses of the surrounding properties are:

North: Planned Redevelopment Residential
South: Planned Redevelopment Residential
East: Planned Redevelopment Residential
West: Industrial General

REPORT PREPARED BY:

Adriana Puentes Shaw, AICP, Planner II
Development Review Services Division
Planning and Development Services Department

REPORT APPROVED BY:

Jennifer Bryla, AICP, Zoning Official (POD)
Development Review Services Division
Planning and Development Services Department

All applications are to be filled out completely and correctly. The application shall be submitted to the Development Review Services Division, located on the 1st floor of the Municipal Services Building, One Fourth Street North.

### GENERAL INFORMATION

**NAME of APPLICANT (Property Owner):** Second Veteran’s Property Land Trust / SailFuture, Inc  
Street Address: 2900 68th Ave S  
City, State, Zip: St Petersburg, FL 33712  
Telephone No: 727.967.6495  
Email: mlong@sailfuture.org  

**NAME of AGENT OR REPRESENTATIVE:** Mike Long  
Street Address: 2900 68th Ave S  
City, State, Zip: St Petersburg, FL 33712  
Telephone No: 727.967.6495  
Email: mlong@sailfuture.org  

**NAME of ARCHITECT or ENGINEER:** John “Jack” Christie, AIA  
Company Name: Christie & Christie, Inc  
Contact Name: Jack Christie, AIA  
Telephone No: 727.686.2563  
Website: N/A  
Email: jdc135@outlook.com  

**PROPERTY INFORMATION:**  
Address/Location: 2154 27th Street N  
Parcel ID#: 12-31-16-69120-000-0010  
Email: N/A  

**DESCRIPTION OF REQUEST:** Re-purpose Norwood School to a private school  

**PRE-APP MEETING DATE:** 02 April 2020  
**STAFF PLANNER:** Corey Malyska  

### FEE SCHEDULE

<table>
<thead>
<tr>
<th>SPECIAL EXCEPTION (SE)</th>
<th>SITE PLAN REVIEW (SPR)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Special Exception (SE), General Application:</td>
<td>Site Plan Review (SPR), General, By Commission</td>
</tr>
<tr>
<td>$1,250.00</td>
<td>$1,250.00</td>
</tr>
<tr>
<td>Special Exception (SE), Modification:</td>
<td>Site Plan Review (SPR), General, By POD</td>
</tr>
<tr>
<td>$500.00</td>
<td>$500.00</td>
</tr>
<tr>
<td>Concurrency</td>
<td>Site Plan Review (SPR), General, Related to SE</td>
</tr>
<tr>
<td>$25.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

**VARIANCES**  
Site Plan Review (SPR), Modification, By Commission |
$500.00  
Site Plan Review (SPR), Modification, By POD |
$250.00  

_Cash, credit, and checks made payable to the “City of St. Petersburg”_

### AUTHORIZATION

City staff and the designated Commission may visit the subject property during review of the requested variance. Any Code violations on the property that are noted during the inspections will be referred to the City’s Codes Compliance Assistance Department. The applicant, by filing this application, agrees he or she will comply with the decision(s) regarding this application and conform to all conditions of approval. The applicant’s signature affirms that all information contained within this application has been completed and that the applicant understands that processing this application may involve substantial time and expense. Filing an application does not guarantee approval, and denial or withdrawal of an application does not result in remittance of the application fee.

**NOTE: IT IS INCUMBENT UPON THE APPLICANT TO SUBMIT CORRECT INFORMATION. ANY MISLEADING, DECEPTIVE, INCOMPLETE OR INCORRECT INFORMATION MAY INVALIDATE YOUR APPROVAL.**

**Signature of Owner/Agent**: Michael Long  
**Date**: 06/29/2020  
*Affidavit to Authorize Agent required, if signed by Agent.*
ONLY COMPLETE APPLICATIONS WILL BE ACCEPTED. FAILURE TO COMPLETE THIS FORM WILL RESULT IN DEFERRAL OF YOUR APPLICATION.

<table>
<thead>
<tr>
<th>DATA TABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. <strong>Zoning Classification</strong>: NT-1 Neighborhood Traditional</td>
</tr>
<tr>
<td>2. <strong>Existing Land Use Type(s)</strong>: 8314 (County Public Schools)</td>
</tr>
<tr>
<td>3. <strong>Proposed Land Use Type(s)</strong>: 7238 (Private School)</td>
</tr>
<tr>
<td>4. <strong>Area of Subject Property</strong>: 63,915 SF +/-</td>
</tr>
<tr>
<td>5. <strong>Variance(s) Requested</strong>: Parking</td>
</tr>
<tr>
<td>6. <strong>Gross Floor Area</strong> (total square feet of building(s))</td>
</tr>
<tr>
<td>- <strong>Existing</strong>: 28,667 (2 Floors) Sq. ft.</td>
</tr>
<tr>
<td>- <strong>Proposed</strong>: 31,690 Sq. ft.</td>
</tr>
<tr>
<td>- <strong>Permitted</strong>: Sq. ft.</td>
</tr>
<tr>
<td>7. <strong>Floor Area Ratio</strong> (total square feet of building(s) divided by the total square feet of entire site)</td>
</tr>
<tr>
<td>- <strong>Existing</strong>: .45</td>
</tr>
<tr>
<td>- <strong>Proposed</strong>: .496</td>
</tr>
<tr>
<td>- <strong>Permitted</strong>: .50</td>
</tr>
<tr>
<td>8. <strong>Building Coverage</strong> (first floor square footage of building)</td>
</tr>
<tr>
<td>- <strong>Existing</strong>: 15,466 Sq. ft.</td>
</tr>
<tr>
<td>- <strong>Proposed</strong>: 18,666 Sq. ft.</td>
</tr>
<tr>
<td>- <strong>Permitted</strong>: 9,587 Sq. ft.</td>
</tr>
<tr>
<td>9. <strong>Open Green Space</strong> (include all green space on site; do not include any paved areas)</td>
</tr>
<tr>
<td>- <strong>Existing</strong>: 9,231 Sq. ft.</td>
</tr>
<tr>
<td>- <strong>Proposed</strong>: 21,501 Sq. ft.</td>
</tr>
<tr>
<td>10. <strong>Interior Green Space of Vehicle Use Area</strong> (include all green space within the parking lot and drive lanes)</td>
</tr>
<tr>
<td>- <strong>Existing</strong>: 0 Sq. ft.</td>
</tr>
<tr>
<td>- <strong>Proposed</strong>: 2,963 Sq. ft.</td>
</tr>
<tr>
<td>11. <strong>Paving Coverage</strong> (including sidewalks within boundary of the subject property; do not include building footprint(s))</td>
</tr>
<tr>
<td>- <strong>Existing</strong>: 41,624 Sq. ft.</td>
</tr>
<tr>
<td>- <strong>Proposed</strong>: 28,604 Sq. ft.</td>
</tr>
</tbody>
</table>
DATA TABLE (continued page 2)

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Existing</th>
<th>Proposed</th>
<th>Permitted</th>
</tr>
</thead>
<tbody>
<tr>
<td>12.</td>
<td>Impervious Surface Coverage (total square feet of all paving, building footprint and other hard surfaced areas)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Existing:</td>
<td>54,784 Sq. ft.</td>
<td>86% of site</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Proposed:</td>
<td>47,270 Sq. ft.</td>
<td>74% of site</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Permitted:</td>
<td>35,153 Sq. ft.</td>
<td>55% of site</td>
<td></td>
</tr>
<tr>
<td>13.</td>
<td>Density / Intensity</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>No. of Units</td>
<td>No. of Employees</td>
<td>No. of Clients (C.R. / Home)</td>
<td></td>
</tr>
<tr>
<td>Existing:</td>
<td>0</td>
<td>Existing: 20</td>
<td>Existing: 0</td>
<td></td>
</tr>
<tr>
<td>Proposed:</td>
<td>0</td>
<td>Proposed: 22</td>
<td>Proposed: 0</td>
<td></td>
</tr>
<tr>
<td>Permitted:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14 a.</td>
<td>Parking (Vehicle) Spaces</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing:</td>
<td>21</td>
<td>includes 0 disabled parking spaces</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proposed:</td>
<td>38</td>
<td>includes 2 disabled parking spaces</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permitted:</td>
<td>50 (per NT1)</td>
<td>includes 1 disabled parking spaces</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14 b.</td>
<td>Parking (Bicycle) Spaces</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing:</td>
<td>0</td>
<td>Spaces</td>
<td>0</td>
<td>% of vehicular parking</td>
</tr>
<tr>
<td>Proposed:</td>
<td>8</td>
<td>Spaces</td>
<td>0</td>
<td>% of vehicular parking</td>
</tr>
<tr>
<td>Permitted:</td>
<td></td>
<td>Spaces</td>
<td></td>
<td>% of vehicular parking</td>
</tr>
<tr>
<td>15.</td>
<td>Building Height</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing:</td>
<td>28'-9&quot; / 36' Feet</td>
<td>2 Stories (Eave / Ridge)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proposed:</td>
<td>28'-9&quot; / 36' Feet</td>
<td>2 Stories (Eave / Ridge)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permitted:</td>
<td>24'-0&quot; / 36' Feet</td>
<td>2 Stories (Eave / Ridge)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16.</td>
<td>Construction Value</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>What is the estimate of the total value of the project upon completion?</td>
<td>$3,125,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: See Drainage Ordinance for a definition of "alteration." If yes, please be aware that this triggers Drainage Ordinance compliance. Please submit drainage calculations to the Engineering Department for review at your earliest convenience. The DRC must approve all Drainage Ordinance variances.
Re: SailFuture Maritime Academy DRC Application - Project Narrative

Phase 1 -
Phase I of the Project includes all exterior site plan improvements related to fencing and landscaping. Phase I also includes the redesigned primary parking lot and bus loop, consisting of 26 parking spaces.

Classrooms: (4) K-9, (8) 10-12
Offices: 2
New Parking Spaces: 26, with two handicap spaces
Total # students expected: 190
Total # teachers: 19

Phase II -
Phase II of the Project includes the construction of a new 3,076 sq ft.* Shop Building. The building will not expand capacity for more students, it will add space for the delivery of new curriculum to the school.

Additional Classrooms: 4 Total - (2) K-9, (2) 10-12
Additional Offices: 0
Additional Parking Spaces: 12
Additional students expected: 0
Additional teachers: 4

Phase I + Phase II Totals:
Classrooms: 16
Offices: 2
Parking Spaces: 38, with 2 handicap
Students: 190
Teachers: 23

Rgds,

Michael Long

06/29/2020

Michael Long

Executive Director, SailFuture
MLong@sailfuture.org | 727-967-6495
2900 68th Ave. S. St Petersburg, FL 33712
Project Location Map
City of St. Petersburg, Florida
Planning and Development Services Department
Case No.: 20-32000011
Address: 2154 27th Avenue North
TO: Iris Winn, Administrative Clerk, Development Review Services
    Jennifer Bryla, Planning & Development Services Department, Zoning Official
    Adriana Puentes Shaw, Planning & Development Services, Development Review Services

FROM: Nancy Davis, Engineering Plan Review Supervisor

DATE: August 10, 2020

FILE: 20-32000011

LOCATION AND PIN: 2154 27th Street North; 12/31/16/69120/000/0010
ATLAS: H-16
PROJECT: Special Exception

REQUEST: Approval of a Special Exception and related Site Plan to convert an existing public school to a private school in the NT-1 zoning district.

The Engineering and Capital Improvements Department (ECID) has no objection to the proposed Special Exception provided that the following special conditions and standard comments are added as conditions of approval:

SPECIAL CONDITIONS OF APPROVAL:
1. The scope of this phased project will trigger compliance with the Drainage and Surface Water Management Regulations as found in City Code Section 16.40.030. Compliance is triggered once a cumulative 3000 sf site modification is proposed. 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 runoff release and retention shall be calculated using the Rational formula and a 10-year 1-hour design storm.

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. The BMPTTrain model shall be used to verify compliance with Impaired Water Body and TMDL criteria. Prior to approval of a plan, the owner's engineer of record shall verify that existing public infrastructure has sufficient capacity or will have sufficient capacity prior to issuance of a certificate of occupancy, to convey the drainage flow after considering the current and proposed infrastructure demand.

Prior to approval of a plan, the owner's engineer of record shall verify that existing public infrastructure has sufficient capacity or will have sufficient capacity prior to issuance of a certificate of occupancy, to convey the drainage flow after considering the current and proposed infrastructure demand.

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 NT zoning district, public sidewalks are required along the north parkway of 26th Avenue North, the east parkway of 22nd Street North, and the southern parkway of 27th Avenue North.

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.

3. Per land development code 16.40.140.4.6 (9), proposed habitable floor elevations for commercial projects must 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. Please note that transitions to adjacent public sidewalks shall be smooth, consistent, and ADA compliant with maximum cross slope of 2% and maximum longitudinal slope of 5%. Ramps may only be used at driveways and intersections, not mid-block in the main sidewalk path.

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 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 wastewater Concurrency Form (ECID Form Permit 005), available upon request from the City Engineering department, phone 727-893-7238, email Martha.Hegenbarth@stpete.org. If an increase in flow of over 3000 gpd is proposed, the ADF information will be forwarded 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 Concurrency 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 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. Proposed water service and sanitary sewer connection plans must receive prior approval from the City’s Water Resources department. Initiate review and approval of the plans via email to WRD-UtilityReviewRequest@stpete.org.

6. 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.

7. Other than functioning driveway approaches and functioning concrete sidewalks, all paving in the right of way must be removed and restored with appropriate grading and placement of sod. Pavement and 90-degree parking which exists in the southern parkway of 27th Avenue North right of way must be removed.

8. A right of way work permit issued by the City Engineering & Capital Improvements 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. City Standard details for construction in the public right of way may be obtained at: https://www.stpete.org/city_departments/engineering_and_capital_improvements/facility_design_and_development.php. Permit application information may be obtained from 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 grade 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.

Redevelopment within this site shall be coordinated as may be necessary to facilitate any City Capital Improvement projects in the vicinity of this site which occur during the time of construction.

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.

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
Correspondence File