



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

**DEVELOPMENT REVIEW COMMISSION  
STAFF REPORT**

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**SITE PLAN REVIEW  
PUBLIC HEARING**

According to Planning & Development Services Department records, **Commission member Tim Clemmons** resides or has a place of business within 2,000 feet of the subject property. All other possible conflicts should be declared upon the announcement of the item.

**REPORT TO THE DEVELOPMENT REVIEW COMMISSION FROM DEVELOPMENT REVIEW SERVICES DIVISION, PLANNING & DEVELOPMENT SERVICES DEPARTMENT**, for Public Hearing and Executive Action **scheduled on Wednesday, September 9, 2020 at 2:00 P.M.** by means of communications media technology pursuant to Executive Order 20-192 issued by the Governor on August 5, 2020, and Executive Order 2020-30 issued by the Mayor on July 8, 2020. Authorization for a virtual meeting has been extended through October 1<sup>st</sup> by Governor's executive order. The City's Planning and Development Services Department requests that you visit the City website at [www.stpete.org/meetings](http://www.stpete.org/meetings) and/or contact the case planner for up-to-date information pertaining to this case.

CASE NO.: 20-31000006 PLAT SHEET: F-3, F-5

REQUEST: Approval of a Site Plan modification to allow construction of a steam and chilled water above ground utility system in the EC-2 zoning district. The applicant is requesting variances for: 1) Ancillary equipment visible from the street and 2) Encroachment into the required visibility triangles.

OWNER: All Children's Hospital, Inc.  
c/o Greg Hodgson  
550 9<sup>th</sup> Avenue South  
Saint Petersburg, Florida 33701

AGENT: Stantec Consulting Services, Inc.  
c/o R. Adam Carnegie, AICP  
777 South Harbor Island Boulevard, Suite 600  
Tampa, Florida 33602

**ADDRESSES AND  
PARCEL ID NOS.:**

777 4<sup>th</sup> Street South; 30-31-17-58104-001-0140  
925 4<sup>th</sup> Street South; 30-31-17-00387-002-0040  
957 4<sup>th</sup> Street South; 30-31-17-00387-002-0042  
1001 4<sup>th</sup> Street South; 30-31-17-12114-000-0370  
600 5<sup>th</sup> Street South; 19-31-17-59256-007-0040  
601 5<sup>th</sup> Street South; 19-31-17-00388-001-0010  
651 5<sup>th</sup> Street South; 19-31-17-00388-001-0011  
900 5<sup>th</sup> Street South; 30-31-17-00387-002-0041  
429 6<sup>th</sup> Avenue South; 19-31-17-99642-000-0010  
501 6<sup>th</sup> Avenue South; 19-31-17-59257-001-0010  
500 6<sup>th</sup> Street South; 30-31-17-00362-000-0000  
801 6<sup>th</sup> Street South; 30-31-17-00387-001-0010  
801 6<sup>th</sup> Street South; 30-31-17-00387-001-0013  
801 6<sup>th</sup> Street South; 30-31-17-00387-002-0010  
461 7<sup>th</sup> Avenue South; 19-31-17-59256-007-0100  
500 7<sup>th</sup> Avenue South; 19-31-17-59274-001-0010  
460 8<sup>th</sup> Avenue South; 30-31-17-00387-001-0011  
739 8<sup>th</sup> Avenue South; 30-31-17-76914-002-0080  
401 9<sup>th</sup> Avenue South; 30-31-17-00387-001-0012  
500 9<sup>th</sup> Avenue South; 30-31-17-00387-002-0030  
550 9<sup>th</sup> Avenue South; 30-31-17-00387-002-0020

**LEGAL DESCRIPTION:** On File

**ZONING:** Employment Center (EC-2)

**SITE AREA TOTAL:** 1,457,082 square feet or 33.45 acres

**GROSS FLOOR AREA:**

Existing:	1,531,990 square feet	1.07 F.A.R.
Proposed:	1,522,582 square feet	1.04 F.A.R.
Permitted:	4,371,246 square feet	3.0 F.A.R.

**BUILDING COVERAGE:**

Existing:	510,354 square feet	35.7% of Site MOL
Proposed:	493,504 square feet	33.9% of Site MOL
Permitted:	N/A	

**IMPERVIOUS SURFACE:**

Existing:	1,043,859 square feet	73% of Site MOL
Proposed:	1,001,009 square feet	68.7% of Site MOL
Permitted:	1,238,520 square feet	85% of Site MOL

**OPEN GREEN SPACE:**

Existing:	383,851 square feet	26.9% of Site MOL
Proposed:	402,351 square feet	27.6% of Site MOL

**PAVING COVERAGE:**

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Existing:	533,505 square feet	37.4% of Site MOL
Proposed:	507,505 square feet	34.8% of Site MOL

**PARKING:**

Existing:	2,722; including 85 handicapped spaces
Proposed:	2,712; including 85 handicapped spaces
Required	1,305; including 67 handicapped spaces

**BUILDING HEIGHT:**

Existing:	129 feet
Proposed:	129 feet
Permitted:	200 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 hospital which is a permitted use within the EC-2 Zoning District.
  
- II. **DISCUSSION AND RECOMMENDATIONS:**

**The Request:**

The applicant seeks approval of a site plan modification to allow construction of a steam and chilled water above ground utility system in the EC-2 zoning district. The applicant is requesting variances for: 1) Ancillary equipment visible from the street and 2) Encroachment into the required visibility triangles.

The site plan modification will also include updating the master plan to include streetscape enhancements within the campus and the incorporation of additional property and the demolition of existing buildings.

The hospital campus is generally bounded by 5<sup>th</sup> Avenue South, 4th Street South, Roser Park Drive South and 8<sup>th</sup> Street South.

**History:**

The campus location is part of the Intown Activity Center, in the area generally known as the St. Pete Innovation District. In 2004, a Special Exception and related phased master plan were approved by the Environmental Development Commission (EDC), allowing reconstruction of the hospital with a medical office building and parking garage (Case #05-32000002), with variances for setbacks, FAR, height, parking and landscaping. These improvements were subsequently constructed, and the former hospital has been demolished, along with a portion of a former medical office building. All Children’s Hospital, Inc. (ACH) has sold one medical office building and has made several property swaps with the University of South Florida since the 2004 master plan approval.

In 2015, a modification to the ACH campus Master Plan was approved by the Development Review Commission (DRC), allowing construction of a 225,000 square foot, 7-story research and education building located at the southeast corner of 6<sup>th</sup> Ave S and 5<sup>th</sup> Street South (501 6<sup>th</sup> Street South) diagonally across from the hospital.

**Current Proposal:**

The request to update the campus Master Plan includes an above ground utility improvement. The existing central energy plant is located at the northeast corner of 5<sup>th</sup> Street South and 8<sup>th</sup> Avenue South. The energy plant provides underground chilled water and steam from the energy plant to the hospital and its campus facilities. The existing underground utility has experienced multiple failures, including water intrusion causing concerns regarding the ability to provide service. The hospital is seeking to relocate the utility above ground to prevent future failures to the system. The new above ground utility line will start at the existing energy plant at the northeast corner of 5<sup>th</sup> Street South and 8<sup>th</sup> Avenue South and continue north along the west side of 5<sup>th</sup> Street South to 6<sup>th</sup> Avenue South and turn west along 6<sup>th</sup> Avenue south for a MOL few hundred feet before it turns north and terminates at the hospital.

The location of the above ground utility requires modifications to the streetscape improvements that were envisioned by the Innovation District master plan. Changes include replacing shade trees with understory and palm trees. The Innovation District Board has approved these changes. The changes to the streetscape plan will comply with City Code and does not require a variance. However, the location of the above ground utility does require multiple variances which are discussed below. The above ground utility also requires the vacation of a portion of 5th Street South right-of-way and air rights along 5<sup>th</sup> Street South, 6<sup>th</sup> Avenue South, Mound Park Avenue South and 7<sup>th</sup> Avenue South. A separate application has been submitted for the vacations of right-of-way and air rights.

Lastly, the site plan modification includes the following modifications: demolition of a 15,562 sq. ft. YWCA building located at 429 6<sup>th</sup> Avenue South, demolition of a 2,500 sq. ft. medical office building located at 957 4<sup>th</sup> Street South, inclusion of a 3,100 sq. ft. medical office building at 480 7<sup>th</sup> Avenue South and inclusion of a 5,534 sq. ft. office building at 1001 4<sup>th</sup> Street South.

**VARIANCE:**

**Screening of ancillary equipment**

**Required: Ancillary equipment visible from the public right-of-way shall be screened using architectural features consistent with the structure or landscaping of sufficient density and maturity at planting to provide opaque screening.**

**Proposed: Ancillary equipment will be visible from view of right-of-way.**

The existing underground utility has experienced multiple failures, including water intrusion. There is very little room underground within the 5<sup>th</sup> Street South right-of-way to accommodate a new system. The hospital is seeking to relocate the utility above ground to prevent future failures to the system. The above ground equipment abutting 5<sup>th</sup> Street South is located within the center of the hospital campus and does not abut property that is not owned by the hospital. If the rights-of-way that traverse the campus were private, the applicant could install the utility as proposed without requiring a variance.

To mitigate for the variance, the applicant proposes to screen the equipment by placing the equipment on private property adjacent to existing buildings, provide screening of the pipes from the sides and below with materials and colors consistent with those used on other buildings on the hospital campus, planters will be incorporated at the base of the columns that support the elevated pipes and provide landscaping along the sidewalks along 5<sup>th</sup> Street South.

<b>2</b>	<b>Visibility Triangle – along 5<sup>th</sup> Street South</b>
<b>Required:</b>	<b>45 feet</b>
<b>Proposed:</b>	<b>20 feet</b>
<b>Variance:</b>	<b>25 feet</b>

The columns that support the above ground utility, including the three-foot tall planters that are at the base of the columns and the proposed street trees encroach into the visibility triangle. The support columns, planters and street tree encroach into the 45-degree visibility triangles at the northwest and southwest corner of 5<sup>th</sup> Street South and 7<sup>th</sup> Avenue South, and a street tree encroaches into the 45-degree visibility triangle at northeast corner of 5<sup>th</sup> Street South and 7<sup>th</sup> Avenue South. The city code requires that no vegetation be allowed to grow higher than 36 inches and up to two trees with branches no lower than eight feet are allowed in the right-of-way of each street. Height shall be measured vertically from the pavement surface at the edge of the adjacent street.

The 5<sup>th</sup> Avenue South right-of-way is improved with a two-lane road, one lane in each direction and the 7<sup>th</sup> Avenue South right-of-way is improved with a one-lane one-way road with traffic traveling east bound. The intersection is controlled with a stop sign at each corner. The street has very little traffic and low travel speeds. The hospital campus has been designed to be walkable with narrow streets, public sidewalks with landscaping, zero lot line buildings, parking garages and is served by mass transit. This form of development is similar to that of downtown. The downtown does not require visibility triangles to ensure that new development is urban in form. The City's Transportation Department reviewed the application and variance request and does not have concerns about the proposed encroachments.

**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 screening of ancillary equipment,**
- 2. Variance to visibility triangles, and**
- 3. Site plan modification subject to the Special Conditions of Approval.**

**B. SPECIAL CONDITIONS OF APPROVAL:**

- 1. The chiller pipes shall be screened consistent with the drawings submitted with this application. The screening shall be installed on the sides and bottom portions of the elevated pipes including the portions over the street.**
- 2. The Site Plan approval is contingent on the vacations of the right-of-way and air rights by City Council.**
- 3. The plans shall be revised to comply with the comments from the City's Transportation Department in the attached email dated July 21, 2020.**
- 4. The plans shall be revised as necessary to comply with the comments from the City's Engineering and Capital Improvements Department in the attached memorandum dated September 2, 2020.**
- 5. The applicant shall be responsible for the planned Innovation District Streetscape improvements on the west side of 5<sup>th</sup> Street South from 6<sup>th</sup> Avenue South to 7<sup>th</sup> Avenue South (area of partial vacation) including**

coordinate with the City to ensure that construction of the improvements are appropriately timed.

6. Prior to initiation of construction of the above ground utility system, the License Agreement between the City and All Children's Hospital, Inc., executed for the original underground chiller system shall be amended as required by the City's Legal Department to reflect the new project.
7. This Site Plan approval shall be valid through September 9, 2025. 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: **Activity Center and Institution**

The land uses of the surrounding properties are:

North: **Central Business District**  
South: **Recreation Open Space and Planned Redevelopment Residential**  
East: **Activity Center and Community Redevelopment District**  
West: **Activity Center**

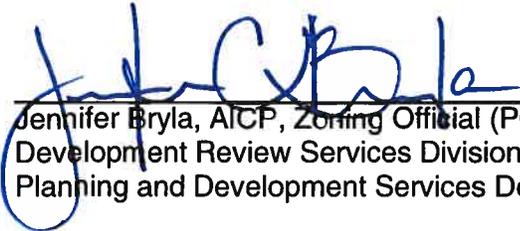
REPORT PREPARED BY:



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

9/1/20  
DATE

REPORT APPROVED BY:

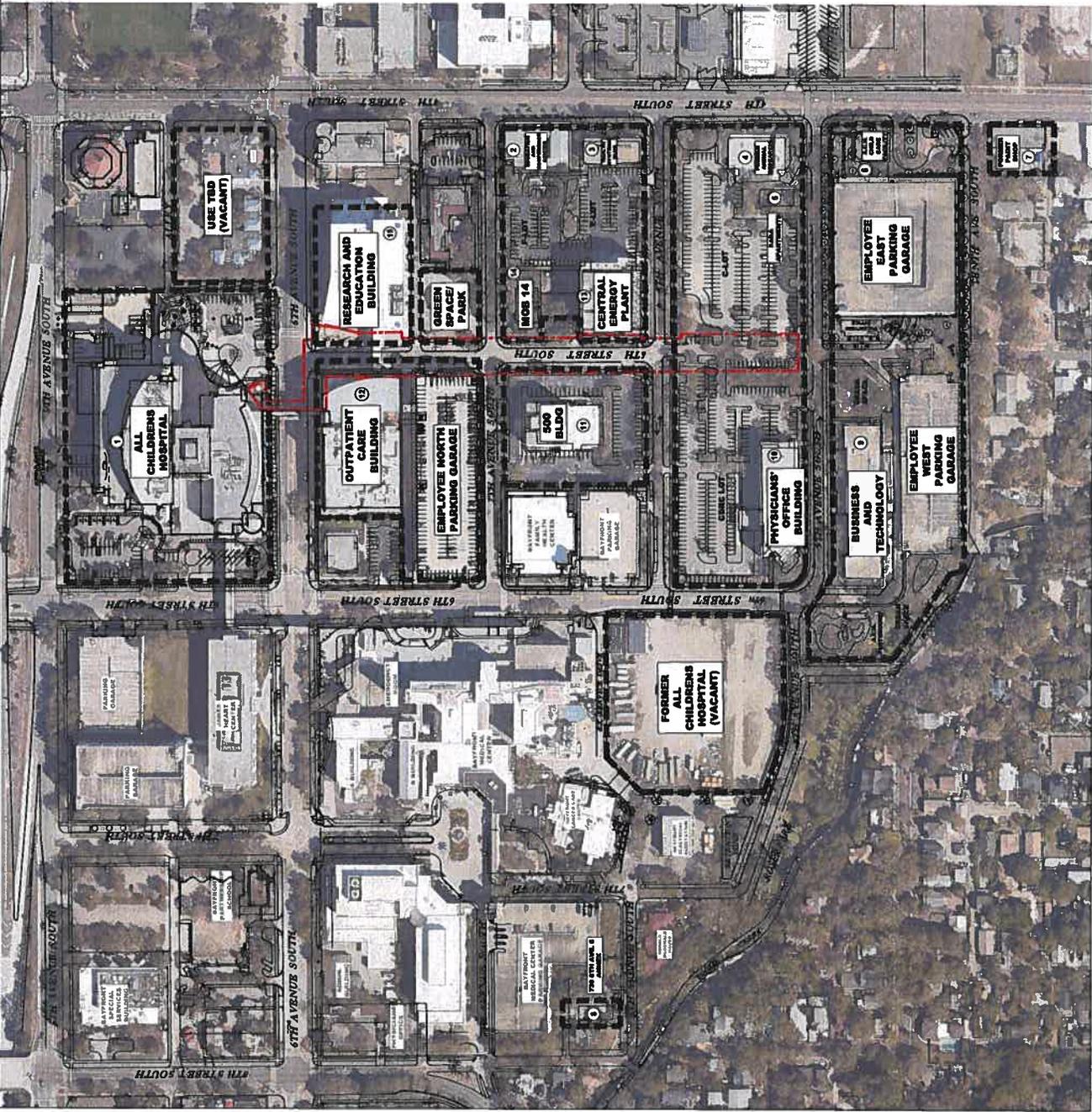
  
Jennifer Bryla, AICP, Zoning Official (POD)  
Development Review Services Division  
Planning and Development Services Department

9.1.2020  
DATE



Project Location Map  
 City of St. Petersburg, Florida  
 Planning and Development Services  
 Department  
 Case No.: 20-3100006  
 Address: 501 6<sup>th</sup> Avenue South, et al.

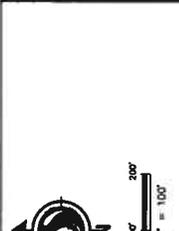




**LEGEND**

AREA INCLUDED IN JOHNS HOPKINS HOSPITAL MASTER PLANNED AREA

APPROXIMATE LIMITS OF 5TH STREET S. STREETScape & ABOVE-GROUND UTILITY IMPROVEMENTS (SEE SHEETS SA 1000 20)



Building/Feature (Ref)	Area (sq ft)	Count/Measurement	Impervious Surface
1. Main Hospital (201 Bldg)	720,000	1,000,000 sq ft (Impervious)	8.8
2. Outpatient and Care Center (Carey City)	17,247	1,000,000 sq ft	34.84
3. Health System & Utility (Carey City)	14,914	1,000,000 sq ft	54.4
4. Numerical Analysis Research (Carey City)	13,131	1,000,000 sq ft	24.25
5. Power Administration (Health Administration)	2,238	1,000,000 sq ft (Impervious)	4.48
6. Daycare (CHD Care North - Vagant)	4,475	Impervious (Children & Adult Impervious)	8
7. Junior Park Shop (Carey City - Vagant)	3,024	1,000,000 sq ft	11.07
8. Entrance (Apartment & Dwelling Unit)	3,124	1,000,000 sq ft	8
9. Business & Legal Building (Carey City)	43,423	1,000,000 sq ft	131
10. Physician Office Building (Carey City)	71,244	1,000,000 sq ft	142
11. 500 Building (Carey City)	3,057	1,000,000 sq ft	10
12. Outpatient Care Building (Carey City)	280,000	1,000,000 sq ft	300
13. Central Energy Plant (Carey City)	40,000	1,000,000 sq ft (Other)	1
14. Research Office Building (MOB 14)	3,123	1,000,000 sq ft	4
15. Research and Dev. Bldg (MOB 14)	720,000	1,000,000 sq ft	775
<b>Total</b>	<b>1,522,887</b>		<b>1,385</b>

Building Category / Job	No. Impervious Surface	No. Auto Impervious	No. Auto Impervious
Employee Car Garage	800	17	17
Employee West Garage	404	7	409
Employee North Garage	713	34	747
CHD Care Building Parking	3	0	3
Health System Building (MOB) 14	14	1	15
500 Building	29	4	33
CCRC Caf	13	0	13
Outpatient Caf	253	0	253
INDUSTRIAL MATERIALS	19	0	19
1,000	47	47	
1,000	34	34	
<b>Total</b>	<b>1,522,887</b>	<b>86</b>	<b>1,608</b>

Number of Parking Spaces Provided: 1,608  
 Number of Parking Spaces Provided: 1,608  
 Number of Parking Spaces Provided: 1,608  
 Number of Parking Spaces Provided: 1,608

**Stantec**  
 Stantec Consulting Services Inc.  
 777 S. Harbor View Rd., Suite 400  
 Tampa, Florida 33606  
 Tel: 813.223.8200  
 Fax: 813.223.8200  
 R.C. # LC-0000170  
 Certificate of Authorization #27013

Revision  
 No. \_\_\_\_\_  
 Date \_\_\_\_\_  
 By \_\_\_\_\_

JOHNS HOPKINS  
 All Children's Hospital

VOLT AIR

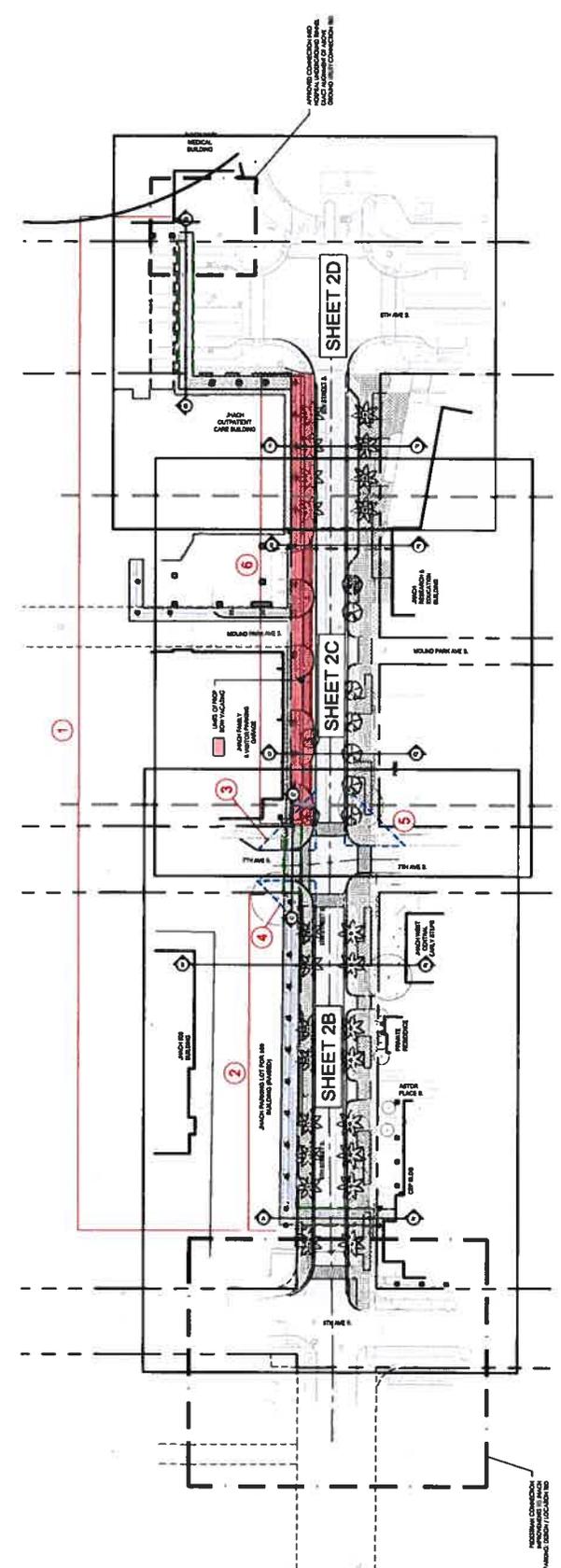
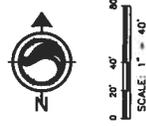
MASTER SITE PLAN  
 STREETScape & ABOVE-GROUND UTILITIES  
 OF ST PETERSBURG, FLORIDA  
 ALL CHILDREN'S HOSPITAL  
 JOHN'S HOPKINS  
 STREET CORRIDOR IMPROVEMENTS

Client/Project  
 JOHN'S HOPKINS  
 ALL CHILDREN'S HOSPITAL  
 STREET CORRIDOR IMPROVEMENTS  
 OF ST PETERSBURG, FLORIDA

Permit/Spec  
 0  
 1 of 5  
 Drawing No. SA 1000 20  
 Sheet

Revision	By	App'd	Y/M/D

Sheet	of	5
Drawing No.	2A	
Scale	1" = 40'	
Date	11/15/2017	
Author	JLW	
Checker	JLW	
Drawn	JLW	
Revised		

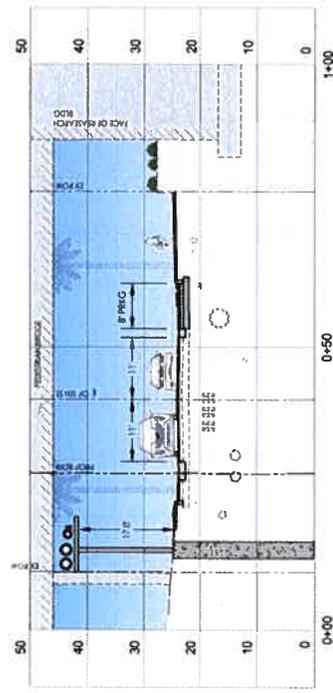
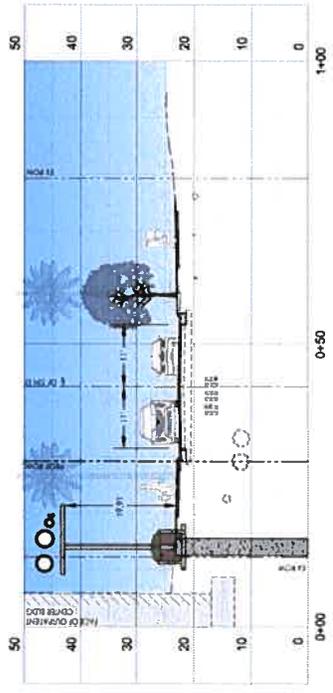
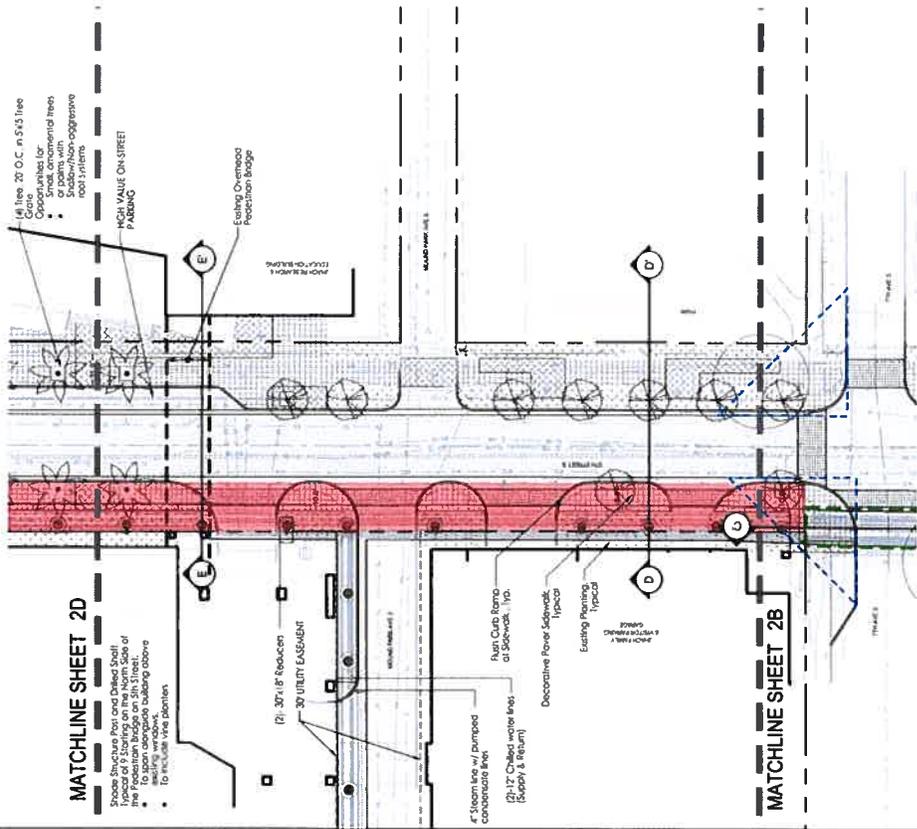
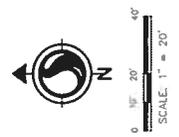


**GENERAL NOTES:**

- EXISTING FEATURES INCLUDING CURBING, UTILITIES, TREES, ETC. ARE INDICATED IN LIGHT GREY. PROPOSED FEATURES ARE INDICATED WITH DARK LINES.
- EXISTING UTILITIES TO BE REMOVED OR RELOCATED SHALL BE INDICATED BY A DASHED LINE. ALL UTILITIES TO BE MAINTAINED SHALL BE INDICATED BY A SOLID LINE. ALL UTILITIES TO BE INSTALLED SHALL BE INDICATED BY A SOLID LINE WITH A DASHED CENTERLINE. ALL UTILITIES TO BE MAINTAINED SHALL BE INDICATED BY A DASHED LINE WITH A DASHED CENTERLINE. ALL UTILITIES TO BE INSTALLED SHALL BE INDICATED BY A SOLID LINE WITH A DASHED CENTERLINE. ALL UTILITIES TO BE MAINTAINED SHALL BE INDICATED BY A DASHED LINE WITH A DASHED CENTERLINE. ALL UTILITIES TO BE INSTALLED SHALL BE INDICATED BY A SOLID LINE WITH A DASHED CENTERLINE.
- THE ABOVE-GROUND UTILITY SYSTEM APPROVED IN THIS PLAN, ALL SUPPORTING STRUCTURES FOR EACH UTILITY SYSTEM AND ALL SUPPORTING UTILITY SYSTEMS APPROVED IN THIS PLAN, SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH ALL APPLICABLE CODES AND REGULATIONS. ALL UTILITIES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH ALL APPLICABLE CODES AND REGULATIONS. ALL UTILITIES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH ALL APPLICABLE CODES AND REGULATIONS.



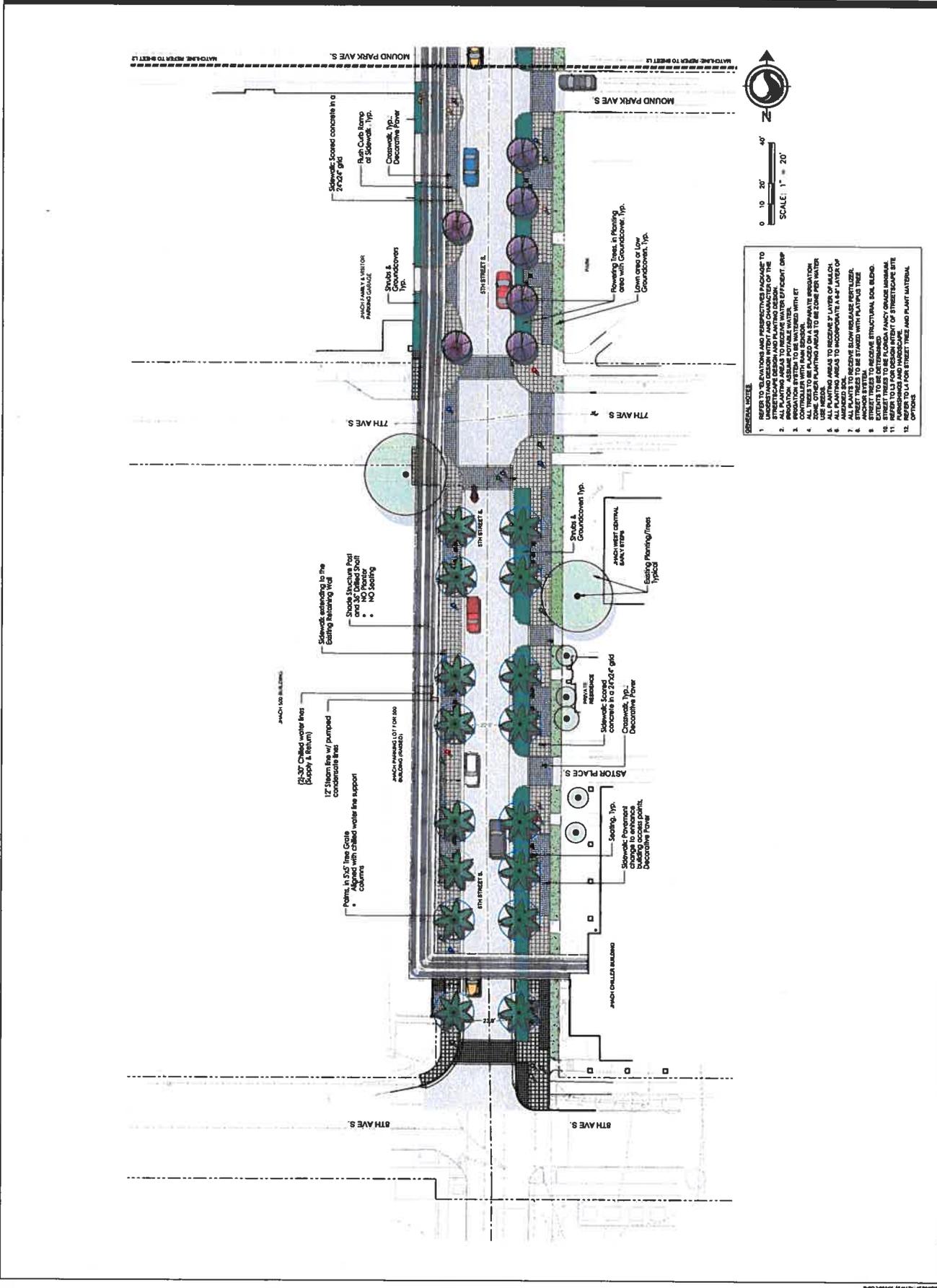
Project No.	215613377
Sheet No.	2C
Revision	0
Drawn By	ZC
Checked By	
Scale	1" = 10'
Date	2023
Author	





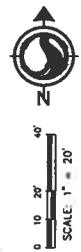
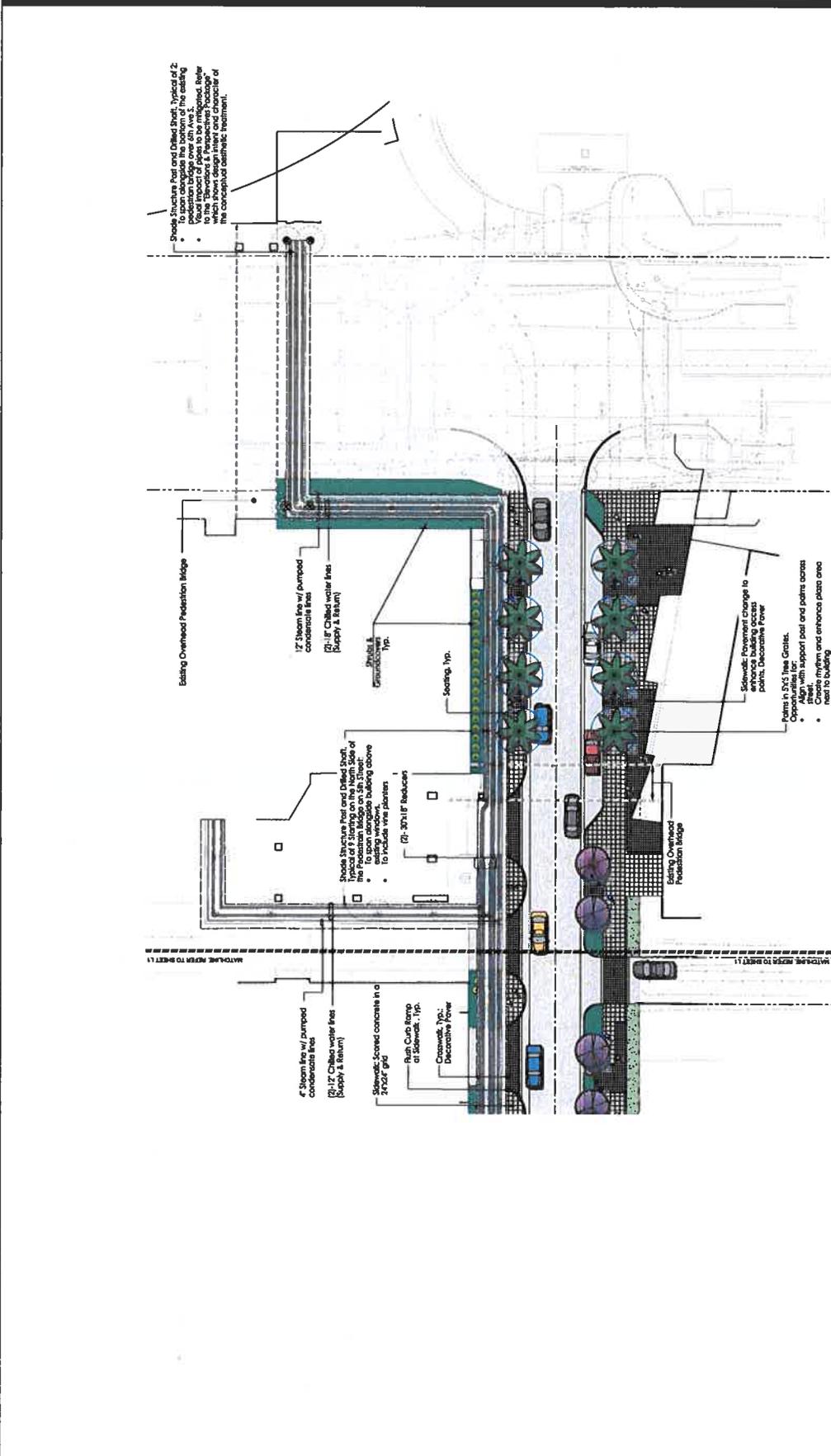
Revision	By	Date	Project

Project Number:	21151150177
Scale:	1" = 20'
Sheet:	1 of 5
Revision:	



- GENERAL NOTES:**
1. REFER TO ELEVATION AND PROSPECTIVE PACKAGE TO THE STREETSCAPE DESIGN AND PLANTING DESIGN.
  2. ALL PLANTING AREAS TO RECEIVE WATER EFFICIENT DWP IRRIGATION SYSTEMS TO BE WATERED WITH ET USE.
  3. ALL PLANTING AREAS TO BE ZONE PER WATER USE.
  4. ALL TREES TO BE PLACED ON A SEPARATE IRRIGATION SYSTEM TO RECEIVE SLOW RELEASE FERTILIZER.
  5. ALL PLANTING AREAS TO INCORPORATE A 2" LAYER OF MULCH AND ANCHOR SOIL.
  6. ALL PLANTING AREAS TO RECEIVE STRUCTURAL SOIL BENCH.
  7. ALL PLANTING AREAS TO RECEIVE ANCHOR SYSTEM.
  8. EXTENTS TO BE DETERMINED.
  9. REFER TO THE FLORIDA FANCY BRIDGE MANUAL FOR SPECIFICATIONS FOR STREET TREES AND PLANT MATERIAL.
  10. REFER TO THE FLORIDA FANCY BRIDGE MANUAL FOR SPECIFICATIONS FOR STREET TREES AND PLANT MATERIAL.
  11. REFER TO THE FLORIDA FANCY BRIDGE MANUAL FOR SPECIFICATIONS FOR STREET TREES AND PLANT MATERIAL.
  12. OPTIONS.

Revision	No.	Date	By	Check	Appr.



- GENERAL NOTES:**
1. REFER TO ALL OTHERS AND PREVIOUS DRAWINGS FOR THE STREETScape DESIGN AND PLANTING DESIGN.
  2. ALL PLANTING SHALL BE PERFORMED BY EXPERIENCED PROFESSIONALS. ASSUME PORTABLE WATER.
  3. CONDITION EXISTING TO BE MAINTAINED WITH IT.
  4. ALL TREES TO BE PLACED ON A SEPARATE BRONATION PLAN. REFER TO PLANTING SCHEDULE FOR TREE SPECIFICATIONS.
  5. ALL PLANTING AREAS TO INCLUDE 2\"/>

6. ALL PLANTING AREAS TO INCLUDE 2\"/>
- 7. ALL PLANTING AREAS TO INCLUDE 2\"/>
- 8. STREET TREES TO BE SPACED WITH PLANTING TREE SPACING INTERVALS.
- 9. STREET TREES TO RECEIVE STRUCTURAL SOIL BLENDS.
- 10. EXTERNS TO BE DETERMINED.
- 11. REFER TO ALL FOR DESIGN INTENT OF STREETScape SITE PLAN AND PLANTING SCHEDULE.
- 12. REFER TO ALL FOR STREET TREES AND PLANT MATERIAL OPTIONS.

Plants in DYS Tree Canopy:  
 Opportunities for:  
 • Align with support post and palm areas near to building  
 • Create rhythm and enhance plaza area near to building

Skewwaid Pavement change to enhance building access:  
 • Decorative Power

Existing Overhead Pedestrian Bridge:  
 • Skewwaid Pavement change to enhance building access  
 • Decorative Power

Shade Structure Post and Dished Shaft:  
 • Vertical Impact of Palm to be Mitigated. Refer to existing design for palm and canopy design. Refer to existing design for palm and canopy design. Refer to existing design for palm and canopy design.

Revision	By	Date	Description



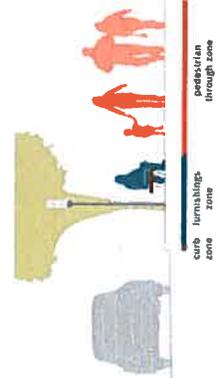
(ADA/HEEL PROOF)



TREE GRATES



PLANTER POTS - OPTIONAL / SPACE PERMITTING

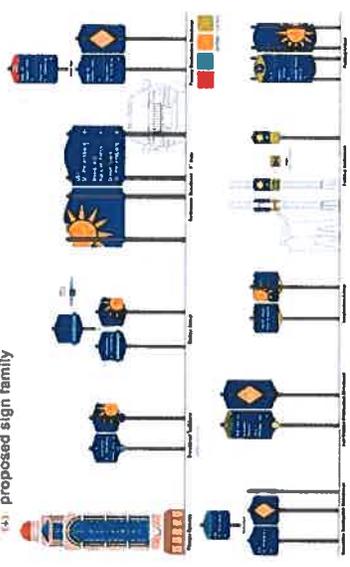


PEDESTRIAN THROUGH ZONE PAVING - SAW CUT CONCRETE AND DECORATIVE PAVEMENT

**GENERAL NOTES:**  
 1. THE COMPLETION OF THE SITE AMENITIES ON THIS SHEET PROVIDE DESIGN INTENT AND CHARACTER OF PEDESTRIAN THROUGH ZONE PAVING. MATERIALS AND FINISHES FOR STRESCAPE STANDARDS TO BE CHOSEN FOR THE STRESCAPE.



STRESCAPE FURNISHINGS



6.4.1 proposed sign family

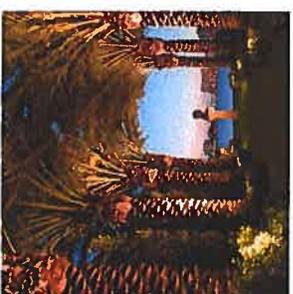
INNOVATION DISTRICT - SINGLE & DOUBLE STYLE BANNERS

INNOVATION STYLES

WINDING SIGNPOSTS & GRAPHICS - CITY STYLES



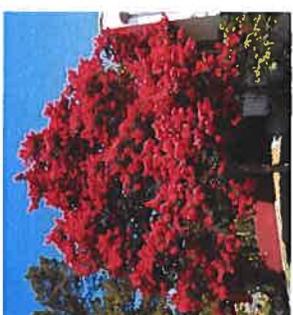
MEDJOL PALM, *Phoenix dactylifera*



MEDJOL PALM - LIGHT EFFECT



RIBBON PALM, *Livistona decora*



CAPE MYRTLE - TUSCARORA, *Lopetitiaemia*



QUEEN CAPE MYRTLE, *Legesticeomia*

### STREET TREES - SHADE AND COLOR



DEWDROP, *Duranta erecta*



BIRD OF PARADISE, *Strelitzia reginae*



EMERALD CARPET, *Cassia macrocarpa*



DWARF YAUPON HOLLY, *Ilex vomitoria 'Schilling's'*



COONTIE, *Zamia floridana*



FIRECRACKER PLANT, *Russelia equisetiformis*



DWARF CLUSIA, *Clusia rosea 'Mona'*



SANDANKWA VIBURNUM, *Viburnum suspensum*



IKORA, *Ikora coccinea*

### SHRUBS - HEDGES - ACCENTS



LIRIOE, *Liriodie muscari*



BLUE SALIVA, *Salvia sp.*



BEACH SUNFLOWER, *Helianthus debilis*



BLUE DATE, *Evevelus glomeratus*



MANDEVILLA VINE, *Mandevilla 'Lipstick'*



CONFEDERATE JASMINE, *Trachelospermum jasminoides*



SEA VINE, *Thunbergia grandiflora*



BOUGAINVILLEA VINE, *Bougainvillea sp.*



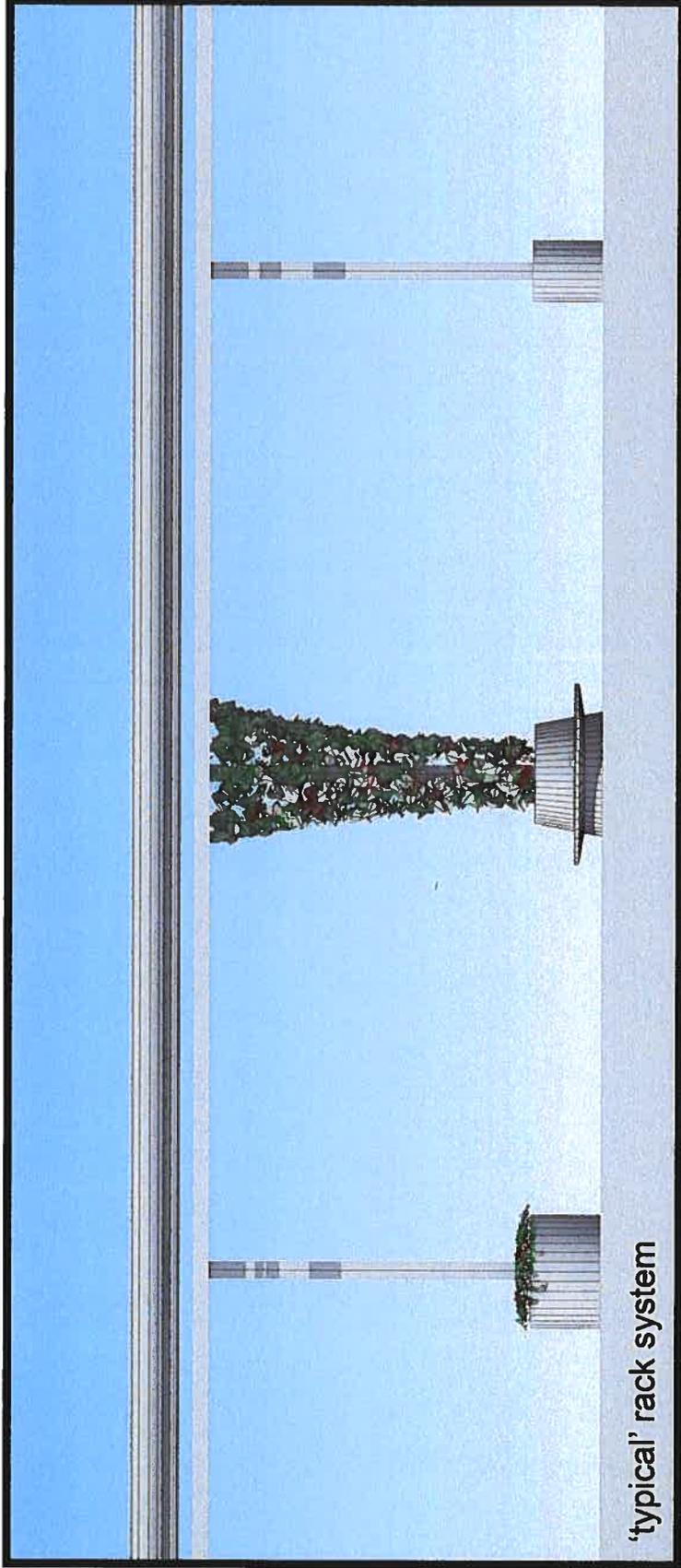
ALLAMANDA CHERRIES JUBILEE, *Allamanda 'Cherries Jubilee'*

### GROUNDCOVERS - CLIMBING VINES

1. THE COMPILATION OF PLANT MATERIAL ON THIS SHEET PROVIDE DESIGN INTENT AND CHARACTER OF PLANT SPECIES TO BE CHOSEN FOR THE STREETSCAPE.

Revision table with columns for No., Date, and Description



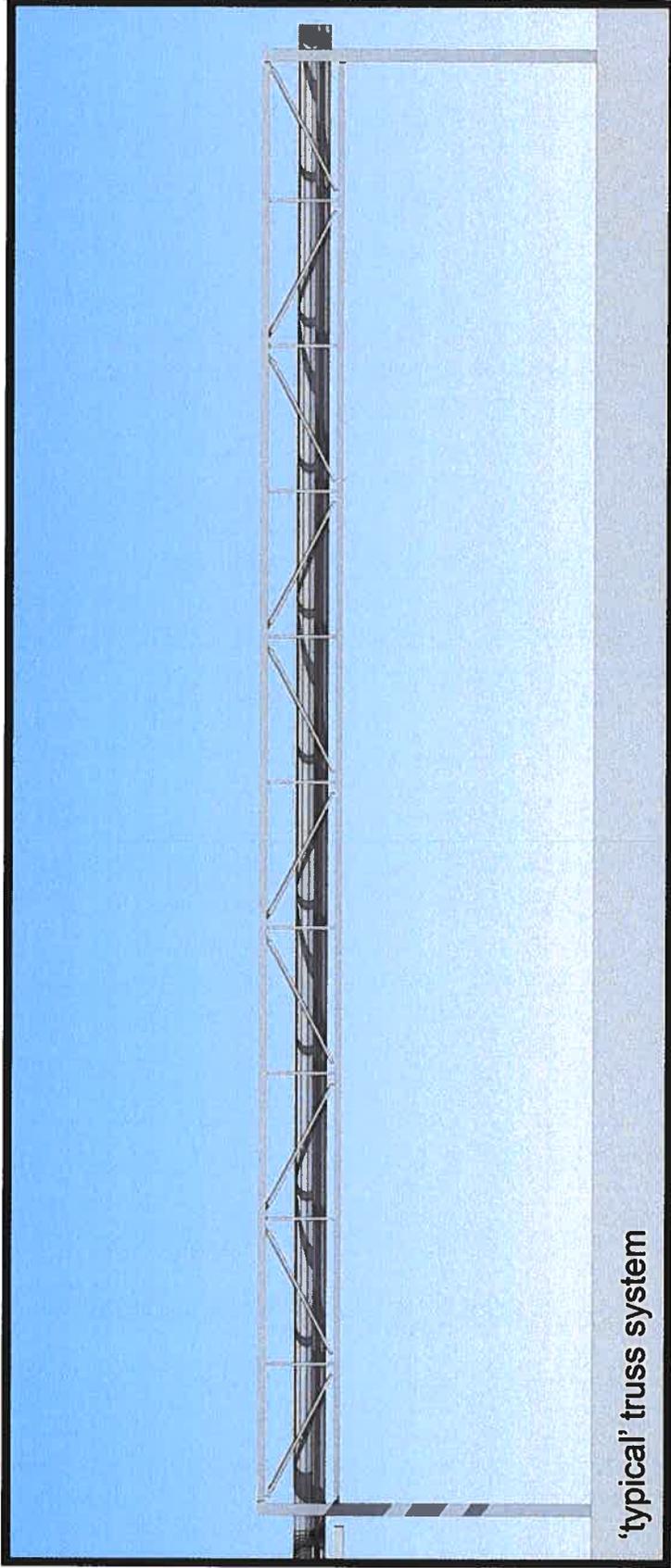


NOTE: This typical elevation does not show aesthetic paneling required to be added to implement the concept shown in perspectives / renderings for aesthetic shielding / mitigation, as included in this Site Plan Review application. The system used to attach such paneling is subject to further design development to meet appropriate structural requirements and other criteria for system implementation.



5TH STREET SOUTH | INNOVATION DISTRICT STREETSCAPE IMPROVEMENTS

Typical Structure system elevations



NOTE: This typical elevation does not show aesthetic paneling required to be added to implement the concept shown in perspectives / renderings for aesthetic shielding / mitigation, as included in this Site Plan Review application. The system used to attach such paneling is subject to further design development to meet appropriate structural requirements and other criteria for system implementation.



5TH STREET SOUTH | INNOVATION DISTRICT STREETScape IMPROVEMENTS

Typical Structure system elevations



artists rendering+subject to change

# 1 6TH AVENUE SOUTH / WEST VIEW



Artists Rendering - subject to change

## 2 5TH ST. S. & 6TH AVE. S. / WEST VIEW



artists rendering-subject to change

### 3 5TH STREET SOUTH / NORTHWEST VIEW



artists rendering - subject to change

## 4 5TH STREET SOUTH / WEST VIEW



artistic rendering subject to change

# 5 5TH ST. S. & 6TH AVE. S. / SOUTHWEST VIEW



artistic rendering - subject to change

6

**5TH ST. S. & 6TH AVE. S. / SOUTHWEST VIEW**



artists rendering-subject to change

# 7 5TH STREET SOUTH / NORTH VIEW



artists rendering-subject to change

## 8 5TH STREET SOUTH / SOUTH VIEW



**Johns Hopkins All Children's Hospital**  
**Above Ground Utility Implementation & 5<sup>th</sup> Street South Streetscape Improvements**  
**Modifications to JHACH Master Plan - Site Plan Review Application**  
**Narrative / Request:**

This application for Site Plan Review is to modify the Johns Hopkins All Children's Hospital ("JHACH") Master Plan, last amended in 2016, primarily to secure City approval for a steam and chilled water above ground utility system to be implemented along the 5<sup>th</sup> Street South corridor between 8<sup>th</sup> Avenue South and 6<sup>th</sup> Avenue South in the City of St. Petersburg's Innovation District. This new above ground system is needed by JHACH to address the present deterioration and failing of a parallel underground system.

The Site Plan Review also is to secure approval for a comprehensive series of street modifications and streetscape improvements extending along the same blocks of the 5<sup>th</sup> Street South corridor, designed to enhance the walkability of 5<sup>th</sup> Street South as a central spine for the JHACH Campus / Area, to better integrate and complement the proposed above ground utility system into the corridor.

Last, the Site Plan Review application will update the multi-block JHACH Master Plan to reflect certain changes in uses, (e.g., the recent completion of a park on JHACH-owned private property in the northeast quadrant of 7<sup>th</sup> Avenue S. and 5<sup>th</sup> Street South) and to bring the Master Plan current with changes made more recently to the City's Land Development Regulations.

The proposed above ground utility is an important element of the JHACH campus. JHACH operates a state-of-the-art medical campus designed to withstand a Category Five hurricane and to operate independently of surrounding utilities and infrastructure in a post-disaster scenario. This unique capability is partially due to JHACH's Central Energy Plant ("CEP"), a facility located at the northeast quadrant of the 5<sup>th</sup> Street South / 8<sup>th</sup> Avenue South intersection. Presently, this CEP provides HVAC services to the Hospital and its facilities via underground chilled water and steam lines that run northward within the 5<sup>th</sup> Street right-of-way towards and across 6<sup>th</sup> Avenue South to serve the main hospital building. The system also serves other JHACH buildings on or adjacent to 5<sup>th</sup> Street South. Together, this CEP and its associated chilled water and steam lines, comprise a private utility service wholly owned and operated by JHACH. In 2007 the City executed a utility License Agreement with JHACH to accommodate this private utility system.

Recent failure of certain portions of JHACH's existing underground system have been experienced, in large part, due to water intrusion. While JHACH has implemented certain measures to limit the risk of total system failure as much as possible, replacement and upgrades to the system are necessary. To avoid complete system failure and maintain the resiliency afforded to the hospital by the CEP and the private utility system, JHACH is now required to replace their underground steam and chilled water utilities, along with related condensate return lines.



Conditions underground, including the location and congestion of existing utilities within the 5th Street S. right-of-way, mandate that replacement of and upgrades to JHACH's private utility system must occur entirely above ground. This project and related Site Plan Review is to implement these critical above ground utilities within the 5th Street S. corridor, including significant streetscape improvements to such corridor. Notably, in part to accommodate the proposed above ground utility system, applicant's proposed streetscape improvements include certain changes to Plans already developed by the Innovation District for the 5th Street South corridor. Preliminary discussions with City staff, and review of JHACH's adjustments to such plans with the staff and Board of the Innovation District, have demonstrated clear benefits of making these adjustments. The Innovation District has reviewed and supports the adjustments to its plans for 5th Street South. Accordingly, this Site Plan Review is also to secure City approval for an amended 5th Street South streetscape design concept, while maintaining consistency with, and further advancing the objectives of, the March 2107 St. Pete Innovation District "Streetscape and Connectivity Concept Plan: Final Report."

Through extensive coordination over several months between the JHACH design team and the City of St. Petersburg, applicant and the City have determined and agreed that the most viable location of this above ground replacement utility corridor is along the western side of 5th Street South. City staff also determined that such above ground corridor must be generally located outside of public right-of-way. To that end, City staff has identified certain portions of the 5th Street S. right-of-way, and certain segments of air rights over other platted City streets, as required to be vacated to accommodate the new above ground utility. These areas identified to be vacated, along with the routing of the new above ground utility are detailed on Sheets 2A thru 2D of the revised Master Plan.

In addition to updating JHACH's Master Plan to include proposed above ground utility improvements and streetscape enhancements, this request for Site Plan Review also seeks to update the following items in the 2016 JHACH Master Plan:

- Removal of the approximately 15,562 square foot YWCA Building previously located at 429 - 6th Avenue South that has been demolished, leaving this site currently vacant.
- Removal of a 2,500 square foot medical office building previously located at 957 - 4th Street South that has also been demolished, leaving that site vacant.
- Inclusion of the 3,120 square foot medical office building located at 480 - 7th Avenue South. This area has always been included within the JHACH Master Planned Area, yet the building square footage was not included on prior versions of the Master Plan.
- Inclusion of the 5,534 square foot office building located at 1001 - 4th Street South. This area has always been included within the JHACH Master Planned Area, yet the building square footage was not included on prior versions of the Master Plan.



- Revisions to the Master Plan's parking tables to reflect changes in the City of St. Petersburg's Land Development Regulations since 2016 that greatly lowered parking minimums within the EC-2 zoning district and throughout the JHACH campus.

### **Request**

This application requests a variance from Section 16.20.130.8 of the City of St. Petersburg's Land Development Regulations ("LDRs"). This section of the City's LDRs pertains to building design within the Employment Center-2 ("EC-2") zoning district. It requires that above ground utility service features and "ancillary equipment" within the EC-2 district be shielded from adjacent properties and streets by fence or wall. Due to the above ground nature of JHACH's proposed system upgrades, screening of the proposed utility improvements via fence or wall as contemplated by LDRs would result in the system becoming even more obtrusive visually, contrary to the intent of the referenced LDR requirement. Instead, the system is proposed to be screened by placing the above system outside of the public right-of-way and locating it primarily adjacent to existing JHACH buildings. Additionally, screening of the system will incorporate aesthetic features that complement other streetscape improvements being implemented along the entire 5<sup>th</sup> Street South corridor as part of this project. The proposed concept for aesthetic features and routing of the system have been vetted by applicant with the Innovation District. The District is supportive of the concept. See attached letter of support from the Innovation District. The aesthetic features proposed in applicant's concept for mitigating visual impact in lieu of the LDR-required fence or wall are illustrated in the Elevations and Perspectives Package attached as part of this variance request.

### **Response to Narrative Questions:**

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

This variance is unusual in that it does not apply to a specific parcel. Instead, it applies to the entire 5<sup>th</sup> Street South Corridor between 6<sup>th</sup> Avenue South and 8<sup>th</sup> Avenue South in the City of St. Petersburg's Innovation District. The unique location of this specific corridor provides for a direct routing of above ground utility improvements from JHACH's CEP to the main hospital building along 6<sup>th</sup> Avenue South. This and other variances are justified because without these variances, this uniquely located corridor cannot be utilized for the replacement utility system that is essential for continued function of JHACH facilities.

**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.**

No, there are no other properties in the immediate neighborhood that have been developed or utilized in a similar way. However, consistent streetscape improvements for the entire corridor are being implemented in conjunction with this variance request.

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

The failures of JHACH's existing underground utility system, that now require approval of this variance, are the product of water intrusion damage to the current facilities. This intrusion and related damage are not the result of applicant's actions. Additionally, the location and density of existing utilities within the subsurface area along the 5<sup>th</sup> Street South corridor precludes a reasonable underground solution for locating replacement utility improvements.

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

The requested variance is essential for utilizing the 5<sup>th</sup> Street South corridor for the above ground routing of JHACH's critical utility system without creating a visual eyesore. The requested variance will instead enhance the character of the neighborhood by: (a) providing screening for the above ground pipe system, adding pedestrian amenities and landscaping elements to the system supports; and (b) implementing additional streetscape improvements along the entire 5<sup>th</sup> Street South corridor that further enhance the pedestrian environment of this portion of 5<sup>th</sup> Street South. These enhancements are supported by the Innovation District.

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

Complying with existing criteria would create a visual eye-sore that is less consistent with the intent of the Code (i.e., to minimize visual impacts of "ancillary equipment") than is applicant's proposed solution. This solution, while requiring approval of this variance, proposes alternative screening that is superior to that required by the LDRs, and complements streetscape improvements being made along the entire 5<sup>th</sup> Street South corridor. These streetscape improvements not only enhance the pedestrian orientation of 5<sup>th</sup> Street South but also integrate JHACH's above ground utility system into the overall aesthetics of the corridor.

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

Granting of the requested variance will enhance the character of the neighborhood by allowing for streetscape improvements to the 5<sup>th</sup> Street South corridor that improve pedestrian comfort and connectivity between JHACH's employee parking lots south of 8<sup>th</sup> Avenue South, the main hospital building on 6<sup>th</sup> Avenue South and other JHACH Campus facilities along the corridor. The proposed above ground utility is itself a streetscape improvement as it improves shade along the portion of the west side sidewalk of 5<sup>th</sup> Street



S. north or 7<sup>th</sup> Ave. S. Other streetscape improvements include, but are not limited to, widened sidewalks, use of decorative pavers, planting of palms, integration of Innovation District banners / signage, and incorporation of pedestrian seating options.



**Johns Hopkins All Children's Hospital – Above Ground Utility Implementation  
Variance Request – Section 16.40.160.1.B.1 - NW Corner of 5<sup>th</sup> St. South and 7<sup>th</sup> Ave. South  
Applicant Narrative Attachment**

**Detailed Description of Project:**

Johns Hopkins All Children's Hospital ("JHACH") is a state-of-the-art medical campus spanning several city blocks within the City of St. Petersburg's downtown Innovation District. The design of the hospital itself and its supporting campus facilities is, in part, to allow the campus to withstand a Category Five hurricane and to operate independently of surrounding utilities and infrastructure in a post-disaster scenario. This unique capability is partially due to JHACH's Central Energy Plant ("CEP"), a facility located at the northeast quadrant of the 5<sup>th</sup> Street South / 8<sup>th</sup> Avenue South intersection. Presently, this CEP provides HVAC services to the Hospital and its facilities via underground chilled water and steam lines that run northward within the 5<sup>th</sup> Street right-of-way towards 6<sup>th</sup> Avenue South and the main hospital building. Together, this CEP and its associated chilled water and steam lines, comprise a private utility service wholly owned and operated by JHACH. In 2007 the City adopted a utility License Agreement to accommodate this private utility system.

Recently, JHACH's existing underground system experienced failures within certain segments of the utility, in part due to water intrusion. While JHACH has implemented certain measures to limit the risk of total system failure as much as possible, replacement and upgrades to the system are necessary. To avoid complete system failure and maintain the resiliency afforded to the hospital by the CEP and the private utility system, JHACH is now required to replace their underground steam and chilled water utilities, along with related condensate return lines.

Conditions underground, including the location and density of existing utilities within the 5<sup>th</sup> Street S. right-of-way, mandate that replacement of, and upgrades to, JHACH's private utility system must occur entirely above ground. This project consists of implementing these critical above ground utilities within the 5<sup>th</sup> Street S. corridor, including significant streetscape improvements to such corridor.

Through extensive coordination over several months between the JHACH design team and the City of St. Petersburg, applicant and the City have determined and agreed that the most viable location of this above ground replacement utility corridor is along the western side of 5<sup>th</sup> Street South. The City staff also determined that such above ground corridor must be generally located outside of public right-of-way. To that end, City staff has identified certain portions of the 5<sup>th</sup> Street S. right-of-way, and certain segments of air rights over other platted City streets, as required to be vacated to allow for implementation of the new above ground utility installation. These areas identified to be vacated, along with the placement of portions of the new above ground utility on property already under JHACH ownership, are essential to provide the necessary real estate for this new critical infrastructure. Please see Sheets 2A thru 2D of JHACH's revised Master Plan detailing the proposed above ground utility route.



This variance is requested to allow applicant to install one support column for the above ground utility, and one street tree, within a sight triangle required at the northwest corner of 5th Street South and 7th Avenue South.

### **Request**

This application requests a variance from Section 16.40.160.1.B.1 of the City of St. Petersburg's Land Development Regulations ("LDRs"). This section of the City's LDRs regulates private property and rights-of-way at the intersections of streets, alleys and driveways to maintain clear visibility to ensure safe movement of traffic through these intersections. Structures, or vegetation that would grow more than 36 inches in height, are prohibited within the "sight triangles" established by Section 16.40.160.1.B.1. This variance request specifically pertains to the northwest corner of the intersection of 5th Street South and 7th Avenue South. At this location, above ground utility and streetscape project improvements proposed along the 5th Street South corridor will result in a portion of a JHACH utility support column and one street tree being located within the sight triangle at the northwest corner of the 5th Street South and 7th Avenue South intersection. These proposed intrusions that require this variance are shown on Sheet 2A of the revised JHACH Master Plan.

### **Response to Narrative Questions:**

- 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 5<sup>th</sup> Street South corridor between 6<sup>th</sup> Avenue South and 8<sup>th</sup> Avenue South is unique in that it does not serve as a direct vehicular connection to other streets south of 8<sup>th</sup> Avenue South. Instead, 5<sup>th</sup> Street South terminates at 8<sup>th</sup> Avenue South and serves primarily as a pedestrian connection between several JHACH facilities and the main hospital building on 6<sup>th</sup> Avenue South. The pedestrian-oriented function of this portion of the 5<sup>th</sup> Street South corridor is being reinforced by streetscape improvements proposed along the street to accompany JHACH's above ground utility system. These proposed improvements include the widening of 5<sup>th</sup> Street South sidewalks to ± 10 feet and the incorporation of decorative pavers, street trees, planting areas, street furnishings, and Innovation District signage. The Innovation District has reviewed and supports the proposed improvements (see attached Letter of Support.)

Visual impacts of the support columns for the proposed above ground utility are being mitigated in part by the planting of street trees in-line with such columns on both sides of 5<sup>th</sup> Street South. This comprehensive approach to the 5<sup>th</sup> Street S. corridor improvements will result in one street tree intruding within a portion of the northwest sight triangle of 5<sup>th</sup> Street South and 7<sup>th</sup> Avenue South. Additionally, a portion of one support column for JHACH's proposed above ground utility is required, based on the preferred engineering design of this utility system, to be located within the same sight triangle at the northwest corner of the intersection. Accordingly, these unique circumstances give rise to and justify the proposed variance request.

- 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.**

Applicant is not aware of similar circumstances / properties.

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

As explained in above detailed description of project, the above ground improvements to JHACH's critical utility system and the related 5<sup>th</sup> Street streetscape improvements are needed to address a failure of the existing underground system and is therefore not the result of actions of applicant.

- 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?**

Reasonable use of the corridor is guided by the Innovation District's Plan for this and other District streets. As reflected in the District's support for applicant's proposed improvements, granting the proposed variance is consistent with and will advance such District Plans.

The engineering and landscape design parameters for applicant's above ground utility system and streetscape improvement project require the placement of a system support column and a street tree within a portion of the northwest sight triangle of 5<sup>th</sup> Street South and 7<sup>th</sup> Avenue South. Placing a support column at the proposed location will avoid a longer span for the structure used to carry the proposed JHACH pipe system across 7<sup>th</sup> Avenue S. In approving this variance, the City will allow a shorter span that is preferred aesthetically and enhance the look of the project as a neighborhood design element.

Including a street tree in the location proposed is an additional landscaping enhancement that helps improve neighborhood walkability and aesthetics generally. All the proposed street trees, including the tree for which a sight triangle variance is requested, will help to make pedestrian use of the sidewalk and intersection in this area more comfortable. To further ensure walkability and pedestrian safety at this intersection, applicant is also proposing to mitigate any adverse impact of the proposed sight triangle variance by shifting the west side 5<sup>th</sup> Street S. sidewalk, for the area in and north of this corner, from an alignment along the building face north of this intersection (as currently shown on The Innovation District's Plans for 5<sup>th</sup> Street South), to an alignment that is further east and at the new western curb line. This shift in sidewalk alignment enhances pedestrian visibility for eastbound and southbound vehicles at this intersection of 5<sup>th</sup> Street South and 7<sup>th</sup> Ave South as well as at various other intersections along 5<sup>th</sup> Street South. Walkability is also enhanced at this northwest corner of this street intersection by applicant's proposed addition of a curb extension ("bulb-out") to reduce crosswalk length.

Note also that 7<sup>th</sup> Ave/ S. is one-way eastbound. As there is no westbound through traffic at this intersection, this less complex and less distracting set of through- and turning-movements faced by drivers on both intersecting streets provides a preferred circumstance under which the City can allow the proposed support column and tree within the sight triangle.

Therefore, granting of the requested variance will allow for the implementation of JHACH's critical replacement infrastructure while implementing a comprehensive streetscape design that enhances project aesthetics, neighborhood character and safety along the 5<sup>th</sup> Street South corridor.

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

Other options considered by applicant would have adversely impacted the preferred streetscape concept to an even greater degree than will the proposed improvements. The alternative under consideration would have placed an additional (i.e., a total of two) support columns within the subject sight triangle and eliminated the street tree that furthers the proposed streetscape concept already embraced by the Innovation District. Accordingly, by using a single support column and one street tree within the variance area, the proposed design alternative minimizes, to the greatest extent possible, the adverse impacts of support column placement within the subject sight triangle as well as avoiding the loss of a proposed project street trees.

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

As detailed in the responses above, the variance request allows for consistent implementation of a cohesive streetscape design along the 5<sup>th</sup> Street South corridor while still maximizing the degree to which safety objectives within the subject LDR requirements are achieved.



**Johns Hopkins All Children's Hospital – Above Ground Utility Implementation  
Variance Request – Section 16.40.160.1.B.1 - SW Corner of 5<sup>th</sup> St. South and 7<sup>th</sup> Ave. South  
Applicant Narrative Attachment**

**Detailed Description of Project:**

Johns Hopkins All Children's Hospital ("JHACH") is a state-of-the-art medical campus spanning several city blocks within the City of St. Petersburg's downtown Innovation District. The design of the hospital itself and its supporting campus facilities is, in part, to allow the campus to withstand a Category Five hurricane and to operate independently of surrounding utilities and infrastructure in a post-disaster scenario. This unique capability is partially due to JHACH's Central Energy Plant ("CEP"), a facility located at the northeast quadrant of the 5<sup>th</sup> Street South / 8<sup>th</sup> Avenue South intersection. Presently, this CEP provides HVAC services to the Hospital and its facilities via underground chilled water and steam lines that run northward within the 5<sup>th</sup> Street right-of-way towards 6<sup>th</sup> Avenue South and the main hospital building. Together, this CEP and its associated chilled water and steam lines, comprise a private utility service wholly owned and operated by JHACH. In 2007 the City adopted a utility License Agreement to accommodate this private utility system.

Recently, JHACH's existing underground system experienced failures within certain segments of the utility, in part due to water intrusion. While JHACH has implemented certain measures to limit the risk of total system failure as much as possible, replacement and upgrades to the system are necessary. To avoid complete system failure and maintain the resiliency afforded to the hospital by the CEP and the private utility system, JHACH is now required to replace their underground steam and chilled water utilities, along with related condensate return lines.

Conditions underground, including the location and density of existing utilities within the 5<sup>th</sup> Street S. right-of-way, mandate that replacement of, and upgrades to, JHACH's private utility system must occur entirely above ground. This project consists of implementing these critical above ground utilities within the 5<sup>th</sup> Street S. corridor, including significant streetscape improvements to such corridor.

Through extensive coordination over several months between the JHACH design team and the City of St. Petersburg, applicant and the City have determined and agreed that the most viable location of this above ground replacement utility corridor is along the western side of 5<sup>th</sup> Street South. The City staff also determined that such above ground corridor must be generally located outside of public right-of-way. To that end, City staff has identified certain portions of the 5<sup>th</sup> Street S. right-of-way, and certain segments of air rights over other platted City streets, as required to be vacated to allow for implementation of the new above ground utility installation. These areas identified to be vacated, along with the placement of portions of the new above ground utility on property already under JHACH ownership, are essential to provide the necessary real estate for this new critical infrastructure. Please see Sheets 2A \thru 2D of JHACH's revised Master Plan detailing the proposed above ground utility route.



This variance is requested to allow applicant to install one support column for the above ground utility, within a sight triangle required at the southwest corner of 5th Street South and 7th Avenue South.

### **Request**

This application requests a variance from Section 16.40.160.1.B.1 of the City of St. Petersburg's Land Development Regulations ("LDRs"). This section of the City's LDRs regulates private property and rights-of-way at the intersections of streets, alleys and driveways to maintain clear visibility to ensure safe movement of traffic through these intersections. Structures, or vegetation that would grow more than 36 inches in height, are prohibited within the "sight triangles" established by Section 16.40.160.1.B.1. This variance request specifically pertains to the southwest corner of the intersection of 5th Street South and 7th Avenue South. At this location, above ground utility and streetscape project improvements proposed along the 5th Street South corridor will result in a JHACH utility support column being located within the sight triangle at the southwest corner of the 5th Street South and 7th Avenue South intersection. These proposed intrusions that require this variance are shown on Sheet 2A of the revised JHACH Master Plan.

### **Response to Narrative Questions:**

- 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 5<sup>th</sup> Street South corridor between 6<sup>th</sup> Avenue South and 8<sup>th</sup> Avenue South is unique in that it does not serve as a direct vehicular connection to other streets south of 8<sup>th</sup> Avenue South. Instead, 5<sup>th</sup> Street South terminates at 8<sup>th</sup> Avenue South and serves primarily as a pedestrian connection between several JHACH facilities and the main hospital building on 6<sup>th</sup> Avenue South. The pedestrian-oriented function of this portion of the 5<sup>th</sup> Street South corridor is being reinforced by streetscape improvements proposed along the street to accompany JHACH's above ground utility system. These proposed improvements include the widening of 5<sup>th</sup> Street South sidewalks to  $\pm$  10 feet and the incorporation of decorative pavers, street trees, planting areas, street furnishings, and Innovation District signage. The Innovation District has reviewed and supports the proposed improvements (see attached Letter of Support).

Visual impacts of the support columns for the proposed above ground utility are being mitigated in part by the planting of street trees in-line with such columns on both sides of 5<sup>th</sup> Street South. This comprehensive approach to the 5<sup>th</sup> Street S. corridor improvements along with the preferred engineering design of this utility system will result in the locating of a support column for JHACH's proposed above ground utility within the sight triangle at the southwest corner of the intersection. Accordingly, this unique circumstance gives rise to and justifies the proposed variance request.



- 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.**

Applicant is not aware of similar circumstances / properties.

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

As explained in above detailed description of project, the above ground improvements to JHACH's critical utility system and the related 5<sup>th</sup> Street streetscape improvements are needed to address a failure of the existing underground system and is therefore not the result of actions of applicant.

- 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?**

Reasonable use of the corridor is guided by the Innovation District's Plan for this and other District streets. As reflected in the District's support for applicant's proposed improvements, granting the proposed variance is consistent with and will advance such District Plans.

The engineering and landscape design parameters for applicant's above ground utility system and streetscape improvement project require the placement of a system support column within a portion of the southwest sight triangle of 5<sup>th</sup> Street South and 7<sup>th</sup> Avenue South. Placing a support column at the proposed location will avoid a longer span for the structure used to carry the proposed JHACH pipe system across 7<sup>th</sup> Avenue S. In approving this variance, the City will allow a shorter span that is preferred aesthetically and enhance the look of the project as a neighborhood design element.

To further ensure walkability and pedestrian safety at the 7<sup>th</sup> Avenue South and 5<sup>th</sup> Street South intersection, applicant is also proposing to mitigate any adverse impact of the proposed sight triangle variance by shifting the west side 5<sup>th</sup> Street S. sidewalk from an alignment along the building face north of this intersection (as currently shown on The Innovation District's Plans for 5<sup>th</sup> Street South), to an alignment that is further east and at the new western curb line. This shift in sidewalk alignment enhances pedestrian visibility for eastbound and southbound vehicles at this intersection of 5<sup>th</sup> Street South and 7<sup>th</sup> Ave South as well as at various other intersections along 5<sup>th</sup> Street South. Walkability is also enhanced at this northwest corner of this street intersection by applicant's proposed addition of a curb extension ("bulb-out") to reduce crosswalk length.

Note also that 7<sup>th</sup> Ave/ S. is one-way eastbound. As there is no westbound through traffic at this intersection, this less complex and less distracting set of through- and turning-movements faced by drivers on both intersecting streets provides a preferred

circumstance under which the City can allow the proposed support column within the sight triangle.

Therefore, granting of the requested variance will allow for the implementation of JHACH's critical replacement infrastructure while implementing a comprehensive streetscape design that enhances project aesthetics, neighborhood character and safety along the 5th Street South corridor.

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

As a matter of engineering design, limited alternatives to the proposed location were discovered. Of these alternatives, options considered by applicant would have adversely impacted the alignment of the above ground utility's crossing of 7<sup>th</sup> Avenue South. Other options would have resulted in further disruption to JHACH's 500 Building site, beyond that of which is already a result of the locating of JHACH's critical infrastructure. As such, these alternative options were deemed unacceptable.

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

As detailed in the responses above, the variance request allows for consistent implementation of a cohesive streetscape design along the 5<sup>th</sup> Street South corridor while still maximizing the degree to which safety objectives within the subject LDR requirements are achieved.



**Johns Hopkins All Children's Hospital – Above Ground Utility Implementation**  
**Variance Request – Section 16.40.160.1.B.1 - NE Corner of 5<sup>th</sup> St. South and 7<sup>th</sup> Ave. South**  
**Applicant Narrative Attachment**

**Detailed Description of Project:**

Johns Hopkins All Children's Hospital ("JHACH") is a state-of-the-art medical campus spanning several city blocks within the City of St. Petersburg's downtown Innovation District. The design of the hospital itself and its supporting campus facilities is, in part, to allow the campus to withstand a Category Five hurricane and to operate independently of surrounding utilities and infrastructure in a post-disaster scenario. This unique capability is partially due to JHACH's Central Energy Plant ("CEP"), a facility located at the northeast quadrant of the 5th Street South / 8th Avenue South intersection. Presently, this CEP provides HVAC services to the Hospital and its facilities via underground chilled water and steam lines that run northward within the 5th Street right-of-way towards 6th Avenue South and the main hospital building. Together, this CEP and its associated chilled water and steam lines, comprise a private utility service wholly owned and operated by JHACH. In 2007 the City adopted a utility License Agreement to accommodate this private utility system.

Recently, JHACH's existing underground system experienced failures within certain segments of the utility, in part due to water intrusion. While JHACH has implemented certain measures to limit the risk of total system failure as much as possible, replacement and upgrades to the system are necessary. To avoid complete system failure and maintain the resiliency afforded to the hospital by the CEP and the private utility system, JHACH is now required to replace their underground steam and chilled water utilities, along with related condensate return lines.

Conditions underground, including the location and density of existing utilities within the 5th Street S. right-of-way, mandate that replacement of, and upgrades to, JHACH's private utility system must occur entirely above ground. This project consists of implementing these critical above ground utilities within the 5th Street S. corridor, including significant streetscape improvements to such corridor.

Through extensive coordination over several months between the JHACH design team and the City of St. Petersburg, applicant and the City have determined and agreed that the most viable location of this above ground replacement utility corridor is along the western side of 5th Street South. The City staff also determined that such above ground corridor must be generally located outside of public right-of-way. To that end, City staff has identified certain portions of the 5th Street S. right-of-way, and certain segments of air rights over other platted City streets, as required to be vacated to allow for implementation of the new above ground utility installation. These areas identified to be vacated, along with the placement of portions of the new above ground utility on property already under JHACH ownership, are essential to provide the necessary real estate for this new critical infrastructure. Please see Sheets 2A thru 2D of JHACH's revised Master Plan detailing the proposed above ground utility route.



This variance is requested to allow applicant to install one street tree within a sight triangle required at the northeast corner of 5th Street South and 7th Avenue South.

### **Request**

This application requests a variance from Section 16.40.160.1.B.1 of the City of St. Petersburg's Land Development Regulations ("LDR"). This section of the City's LDRs regulates private property and rights-of-way in proximity to the intersections of streets, alleys and driveways in order to provide clear visibility for safe traffic through intersections. Structures, or vegetation that would grow more than 36 inches in height, are prohibited within "sight triangles" that are established by Section 16.40.160.1.B.1 of the City's LDRs at the intersection of streets, alleys and driveways. This variance request specifically pertains to the northeast corner of the intersection of 5th Street South and 7th Avenue South. At this location, above ground utility and streetscape improvements proposed along the 5th Street South corridor locate a street tree within the sight triangle formed by the northeast quadrant of the 5th Street South and 7th Avenue South intersection. These proposed intrusions that require this variance are shown on Sheet 2A of the revised JHACH Master Plan.

### **Response to Narrative Questions:**

- 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 5th Street South corridor between 6th Avenue South and 8th Avenue South is unique in that it does not serve as a direct vehicular connection to other streets south of 8th Avenue South. Instead, 5th Street South terminates at 8th Avenue South and serves primarily as a pedestrian connection between several JHACH facilities and the main hospital building on 6th Avenue South. The pedestrian-oriented function of this portion of the 5th Street South corridor is being reinforced by streetscape improvements proposed along the street to accompany JHACH's above ground utility system. These proposed improvements include the widening of 5th Street South sidewalks to  $\pm 10$  feet and the incorporation of decorative pavers, street trees, planting areas, street furnishings, and Innovation District signage. The Innovation District has reviewed and supports the proposed improvements (see attached Letter of Support).

Visual impacts of the support columns for the proposed above ground utility are being mitigated in part by the planting of street trees in-line with such columns on both sides of 5th Street South. This comprehensive approach to the 5th Street S. corridor improvements will result in one street tree intruding within a portion of the northeast sight triangle of 5th Street South and 7th Avenue South. Accordingly, this unique circumstance gives rise to and justifies the proposed variance request.

- 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.**

Applicant is not aware of similar circumstances / properties.

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

As explained in above detailed description of project, the above ground improvements to JHACH's critical utility system and the related 5th Street streetscape improvements are needed to address a failure of the existing underground system and is therefore not the result of actions of applicant.

**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?**

Reasonable use of the corridor is guided by the Innovation District's Plan for this and other District streets. As reflected in the District's support for applicant's proposed improvements, granting the proposed variance is consistent with and will advance such District Plans.

Including a street tree in the location proposed is an additional landscaping enhancement that helps improve neighborhood walkability and aesthetics generally. This street tree, along with others along the corridor, will help to make pedestrian use of the 5th Street South sidewalk more comfortable. Additionally, due to 7th Ave. S. being an eastbound one-way, no visibility concerns are created at the northeast corner of the intersection since there is no westbound movement along 7th Ave. South. Due to this less complex and less distracting set of through- and turning-movements faced by drivers on both intersecting streets, a preferred circumstance under which the City can allow the proposed street tree within the sight triangle is provided.

Therefore, granting of the requested variance will allow for the implementation of JHACH's critical replacement infrastructure while implementing a comprehensive streetscape design that enhances project aesthetics, neighborhood character and safety along the 5th Street South corridor.

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

Other options considered by applicant would adversely impact the preferred streetscape concept of the corridor and include removal of key streetscape improvements such as the subject street tree from sight triangles. Elimination of these improvements, that further the proposed streetscape concept already embraced by the Innovation District, would detract from the pedestrian comfortability provided by these improvements. Accordingly, this request proposes the locating of a street tree within the subject variance area in order to enhance the pedestrian orientation of the 5th Street South corridor while also prioritizing pedestrian and driver safety.



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

As detailed in the responses above, the variance request allows for consistent implementation of a cohesive streetscape design along the 5<sup>th</sup> Street South corridor while still maximizing the degree to which safety objectives within the subject LDR requirements are achieved.



**Johns Hopkins All Children's Hospital – Above Ground Utility Implementation  
Variance Request – Section 16.20.130.8 - Screening of Utility Equipment  
Applicant Narrative Attachment**

**Detailed Description of Project:**

Johns Hopkins All Children's Hospital ("JHACH") is a state-of-the-art medical campus spanning several city blocks within the City of St. Petersburg's downtown Innovation District. The design of the hospital itself and its supporting campus facilities is, in part, to allow the campus to withstand a Category Five hurricane and to operate independently of surrounding utilities and infrastructure in a post-disaster scenario. This unique capability is partially due to JHACH's Central Energy Plant ("CEP"), a facility located at the northeast quadrant of the 5<sup>th</sup> Street South / 8<sup>th</sup> Avenue South intersection. Presently, this CEP provides HVAC services to the Hospital and its facilities via underground chilled water and steam lines that run northward within the 5<sup>th</sup> Street right-of-way towards 6<sup>th</sup> Avenue South and the main hospital building. Together, this CEP and its associated chilled water and steam lines, comprise a private utility service wholly owned and operated by JHACH. In 2007 the City adopted a utility License Agreement to accommodate this private utility system.

Recently, JHACH's existing underground system experienced failures within certain segments of the utility, in part due to water intrusion. While JHACH has implemented certain measures to limit the risk of total system failure as much as possible, replacement and upgrades to the system are necessary. To avoid complete system failure and maintain the resiliency afforded to the hospital by the CEP and the private utility system, JHACH is now required to replace their underground steam and chilled water utilities, along with related condensate return lines.

Conditions underground, including the location and density of existing utilities within the 5<sup>th</sup> Street S. right-of-way, mandate that replacement of, and upgrades to, JHACH's private utility system must occur entirely above ground. This project consists of implementing these critical above ground utilities within the 5<sup>th</sup> Street S. corridor, including significant streetscape improvements to such corridor.

Through extensive coordination over several months between the JHACH design team and the City of St. Petersburg, applicant and the City have determined and agreed that the most viable location of this above ground replacement utility corridor is along the western side of 5<sup>th</sup> Street South. City staff also determined that such above ground corridor must be generally located outside of public right-of-way. To that end, City staff has identified certain portions of the 5<sup>th</sup> Street S. right-of-way, and certain segments of air rights over other platted City streets, as required to be vacated to allow for implementation of the new above ground utility installation. These areas identified to be vacated, along with the placement of portions of the new above ground utility on property already under JHACH ownership, are essential to provide the necessary real estate for this new critical infrastructure. Please see Sheets 2A thru 2D of the revised Master Plan detailing the proposed above ground utility route.

**MEMORANDUM  
CITY OF ST. PETERSBURG  
ENGINEERING AND CAPITAL IMPROVEMENTS DEPARTMENT**

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**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:** September 2, 2020 (*Revised Narrative*)

**SUBJECT:** Site Plan Modification All Children's Hospital

**FILE:** 20-3100006 (also applicable to related case #20-3300011 & #20-3300010)

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**LOCATION** 777 4<sup>th</sup> Street South; 30/31/17/58104/001/0140  
925 4<sup>th</sup> Street South; 30/31/17/00387/002/0040  
957 4<sup>th</sup> Street South; 30/31/17/00387/002/0042  
1001 4<sup>th</sup> Street South; 30/31/17/12114/000/0370  
600 5<sup>th</sup> Street South; 19/31/17/59256/007/0040  
601 5<sup>th</sup> Street South; 19/31/17/00388/001/0010  
651 5<sup>th</sup> Street South; 19/31/17/00388/001/0011  
900 5<sup>th</sup> Street South; 30/31/17/00387/002/0041  
429 6<sup>th</sup> Avenue South; 19/31/17/99642/000/0010  
501 6<sup>th</sup> Avenue South; 19/31/17/59257/001/0010  
500 6<sup>th</sup> Street South; 30/31/17/00362/000/0000  
801 6<sup>th</sup> Street South; 30/31/17/00387/001/0010  
801 6<sup>th</sup> Street South; 30/31/17/00387/001/0013  
801 6<sup>th</sup> Street South; 30/31/17/00387/002/0010  
461 7<sup>th</sup> Avenue South; 19/31/17/59256/007/0100  
500 7<sup>th</sup> Avenue South; 19/31/17/59274/001/0010  
460 8<sup>th</sup> Avenue South; 30/31/17/00387/001/0011  
739 8<sup>th</sup> Avenue South; 30/31/17/76914/002/0080  
401 9<sup>th</sup> Avenue South; 30/31/17/00387/001/0012  
500 9<sup>th</sup> Avenue South; 30/31/17/00387/002/0030  
550 9<sup>th</sup> Avenue South; 30/31/17/00387/002/0020

**ATLAS:** F-3, F-5      **ZONING:** Corridor Commercial Suburban (CCS-1)

**REQUEST:** Approval of a Site Plan modification to allow construction of a steam and chilled water above ground utility system in the EC-2 zoning district. The applicant is requesting variances for: 1) Ancillary equipment visible from the street, 2) Exterior greenyard requirements, and 3) Encroachment into the required visibility triangles.

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. These revised comments have been updated based on subsequent meetings and discussions with the applicant and therefore may also be applied to associated right-of-way vacation case #20-3300011 and associated air rights vacation case #20-3300010 as the most up to date comments.

1. The eastern 10-feet of the proposed 5<sup>th</sup> Street right of way vacation shall be retained as **Public Sidewalk and Public Utility Easement** and the legal description & sketch for the retained easement must exclude an above grade envelope which contains all portions of the support structure which overhangs the retained easement. The intent being that the retained public easement must fully encompass the required 10-foot wide public sidewalk while excluding the support columns and excluding the air rights necessary to encompass the portion of the support structure for the steam and chilled water system that overhangs the easement being dedicated.

2. Plans show a 4" steam line, two 12" water lines (supply and return) and three support columns extending west within the north side of the 30-foot utility easement described as Mound Park Avenue South (west of 5<sup>th</sup> Street South). A portion of the Mound Park Avenue Easement must be vacated to assure that the columns supporting the steam line structure remain completely outside the retained easement. Additionally, an air rights envelope must be vacated as necessary to contain all portions of the support structure which overhang the retained easement.

- Prior to approval of a partial easement vacation and the partial air rights envelope vacation, JHACH must provide dimensioned utility cross sections drawn to scale through the Mound Park 30-foot public easement showing the locations of all utilities (underground and at grade) along with the location of the drilled shafts, the pile caps, and the overhang of the support structure at each of the support column locations along with a narrative from the Engineer of Record explaining how a standard excavation of the sanitary sewer main could be accomplished within the reduced easement area and under the vacated easement envelope containing the steam line structure which overhangs the retained easement area. It is acknowledged that the applicant has verified the depth and location of the existing sanitary sewer main within the easement but has not yet provided the needed detailed dimensioned cross sections for ECID review. The applicant shall be required to initiate City review and approval of this analysis through via email of the requested information to [Nancy.Davis@stpete.org](mailto:Nancy.Davis@stpete.org).
- Based on the 10" size and 4-foot depth of the sanitary sewer main in the Mound Park Easement, a minimum **20-foot Public Utility Easement** must be retained centered over the pipe. This easement must be shown on the construction plans or cross sections requested above to verify that columns and pile caps do not encroach into this easement.
- If columns and pile caps do encroach into the 20-foot easement being retained, to evaluate accepting an easement which is not centered over the pipe, ECID will need to review the dimensioned cross sections drawn to scale through the Mound Park 30-foot public easement showing the locations of all utilities (underground and at grade) along with the drilled shafts, the pile caps and the overhang of the support structure and to review the Engineer of Records explanation of how an excavation of the main

could be accomplished within the reduced easement area not centered over the sanitary sewer main and under the vacated easement envelope. The applicant shall be required to initiate City review and approval of this analysis through via email of the requested information to [Nancy.Davis@stpete.org](mailto:Nancy.Davis@stpete.org).

- Alternatively, the Engineer of Record may evaluate the feasibility of relocating City infrastructure outside the Mound Park Easement.

3. ECID recommends that City Legal & Risk Management consider the need for the applicant to provide a hold harmless and indemnity agreement and to maintain a certificate of insurance as part of the approval to allow the additional private infrastructure to be placed within or over public easement or right of way. This was addressed in the original chiller license agreement and should also be considered for the new elevated private infrastructure as well.

4. As construction plans are developed, the applicant will be required to provide detailed utility cross sections drawn to a standard engineering scale at each support structure. The cross-section details must show all existing utilities and denote clearances from the proposed structure foundations all relative to the right-of-way boundary and/or public easement boundary as applicable. Subsurface utility exploration shall be performed by the applicant's Engineer as part of the design phase to assure accurate utility information is provided on the construction plans. Adequate vertical and horizontal clearance shall be maintained from all existing City infrastructure as necessary to allow maintenance/ replacement excavation using standard excavation equipment. Columns for pipe support must be designed with bearing below all existing public infrastructure. Any necessary City infrastructure relocations shall be performed by and at the sole expense of the applicant in compliance with current City Engineering standards and details.

5. During construction plan review, the Engineer's design plans shall be evaluated to assure clear sight triangles at intersections and driveways per FDOT FDM (part 2) section 212.1.

6. Trees proposed along 5<sup>th</sup> Street South and any other above ground fixed objects must observe minimum clear width separations from the face of the road curb per FDOT Design Manual Section 215.

7. At the 6<sup>th</sup> Avenue South crossing, the minimum vertical clearance over the roadway to the bottom of the truss support structure shall not be any lower than the bottom of the existing sky bridge. The applicants Engineer has confirmed that this condition will be met and ECID will verify during construction plans review.

8. Vertical clearance over driveways and at garage entrances will be reviewed as plans are developed.

9. The applicant is responsible to coordinate a review and approval of the plan aesthetics through the City's Development Review Services and Transportation divisions prior to right of way permit issuance. The structure will also require review and permitting through City Construction Services and Permitting to assure compliance with building codes and wind analysis prior to right of way permit issuance

10. Unless otherwise agreed by City Administration, a minor easement permit will be required for all streetscape pavers, landscaping, and irrigation systems placed within the public right of way or within public utility easement. The minor easement permit is a recorded document that clarifies and documents private ownership, liability, and maintenance responsibility by the applicant. It is acknowledged that the applicant has reached out to Brejesh Prayman regarding this issue.

11. The root ball of proposed trees shall remain a minimum horizontal clearance of 5-feet from existing underground public infrastructure.

12. JHACH and Stantec's design deviates from prior approved direction in the Innovation District Streetscape Plans (Project. No. 17103-110) and changes the final intersection design at 6<sup>th</sup> Avenue South. The design change to the intersection impacts the ongoing 6<sup>th</sup> Avenue South Separated Bikeway project (Project No. 1808-112) and necessitates design revisions and additional services be added to that contract. Mitigation of the financial impacts to these City projects must be resolved. Please contact the City Project Manager, Nicholas A. Head to initiate discussions (phone 727-893-7851, email [Nicholas.Head@stpete.org](mailto:Nicholas.Head@stpete.org)).

13. 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:**

The project Engineer will be required to develop a site-specific Temporary Traffic Control (TTC) plan in compliance with FDOT "Uniform Traffic Control Devices for Streets and Highways" and "Roadways and Traffic Design Standards for City approval prior to initiating construction. The plan shall provide for pedestrian and vehicular safety during the construction process and shall minimize the use of the public right of way for construction purposes. Approval of proposed roadway travel lane closures is discouraged and will be at the discretion of the City's Engineering director pending receipt of adequate justification. The TTC plan shall be prepared in compliance with City Engineering's "Temporary Traffic Control Plan Requirements", available upon request from the City Engineering & Capital Improvements department. Proposed use of on-street public parking spaces for construction purposes must receive prior approval from the City's Transportation and Parking Management division. Refer to the City's "Parking Meter Removal & Space Rental Policy During Construction" procedure, available upon request from the City Transportation and Parking Management department. 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.

Note that contractor introduction letters must be sent to all surrounding businesses, associations, and property owners prior to implementing any Temporary Traffic Control plan. As a minimum, the letter must give a description of the project, provide a list of all right of way impacts (parking impacts, travel lane impacts, sidewalk closures and temporary pedestrian paths, etc.), a schedule for each phase of the TTC implementation, and what to expect with regard to noise, delivery trucks, concrete trucks & pumps, as well as contact information for the on-site contractors representative with 24 hour availability who is responsible for addressing any and all concerns of impacted citizens. The contractor must personally visit each operating business around the construction site and make direct contact with any active business association or neighborhood association and personally introduce themselves to the business owners and association presidents. The contractor must also meet with any association representatives and property owners periodically to address any concerns that may develop as the project proceeds. The contractor is required to provide a copy of the letter and summary of when and who was contacted prior to implementing any City approved TTC plan.

Use of on-street public parking spaces for construction purposes must receive prior approval from the City's Transportation and Parking Management division. Refer to the City's "Parking Meter Removal & Space Rental Policy During Construction" procedure, available upon request from the City Transportation and

Parking Management department.

Development plans shall include a grading plan to be submitted to the Engineering Department including street crown elevations. A grading plan showing the roadway and parkway surface drainage shall be submitted to ECID for review/approval.

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 applicant will be required to submit to the Engineering Department copies of all permits from other regulatory agencies including but not limited to City Construction Services and Permitting (CSP), SWFWMD, etc. as may be required for this project.

NED/MJR/meh  
pc: Kelly Donnelly  
Correspondence File

## Corey D. Malyszka

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**From:** Kyle Simpson  
**Sent:** Tuesday, July 28, 2020 1:49 PM  
**To:** Corey D. Malyszka  
**Subject:** RE: Routing for Case 20-31000006

Corey,

Given the existing all-way stop control and existing sight triangle encroachments on the NE, NW, and SW corners of the intersection, we do not have concerns about the tree and column encroachment of sight triangles as part of this project.

Best,  
Kyle

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**From:** Corey D. Malyszka  
**Sent:** Monday, July 27, 2020 8:36 AM  
**To:** Kyle Simpson <[Kyle.Simpson@stpete.org](mailto:Kyle.Simpson@stpete.org)>  
**Subject:** RE: Routing for Case 20-31000006

That will be fine.

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**From:** Kyle Simpson <[Kyle.Simpson@stpete.org](mailto:Kyle.Simpson@stpete.org)>  
**Sent:** Thursday, July 23, 2020 1:35 PM  
**To:** Corey D. Malyszka <[Corey.Malyszka@stpete.org](mailto:Corey.Malyszka@stpete.org)>  
**Subject:** RE: Routing for Case 20-31000006

Hey is it ok if I get back to you on this tomorrow after our staff meeting?

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**From:** Corey D. Malyszka  
**Sent:** Tuesday, July 21, 2020 3:43 PM  
**To:** Kyle Simpson <[Kyle.Simpson@stpete.org](mailto:Kyle.Simpson@stpete.org)>  
**Cc:** Thomas M Whalen <[Tom.Whalen@stpete.org](mailto:Tom.Whalen@stpete.org)>  
**Subject:** RE: Routing for Case 20-31000006

Thanks Kyle,

Do you have any concerns about the trees and columns for the above ground utility encroaching into the visibility triangles at the NE, NW and SW corner of 5<sup>th</sup> St and 7<sup>th</sup> Ave?

Corey

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**From:** Kyle Simpson <[Kyle.Simpson@stpete.org](mailto:Kyle.Simpson@stpete.org)>  
**Sent:** Tuesday, July 21, 2020 3:31 PM  
**To:** Corey D. Malyszka <[Corey.Malyszka@stpete.org](mailto:Corey.Malyszka@stpete.org)>  
**Cc:** Thomas M Whalen <[Tom.Whalen@stpete.org](mailto:Tom.Whalen@stpete.org)>  
**Subject:** RE: Routing for Case 20-31000006

Corey,

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

- A pedestrian access easement is needed for the public sidewalk on 5<sup>th</sup> Street located within the proposed ROW vacation.

Best,

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

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**From:** Corey D. Malyszka

**Sent:** Monday, July 13, 2020 1:23 PM

**To:** Kyle Simpson <[Kyle.Simpson@stpete.org](mailto:Kyle.Simpson@stpete.org)>; Thomas M Whalen <[Tom.Whalen@stpete.org](mailto:Tom.Whalen@stpete.org)>; Michael J. Frederick <[Michael.Frederick@stpete.org](mailto:Michael.Frederick@stpete.org)>; Mark Riedmueller <[Mark.Riedmueller@stpete.org](mailto:Mark.Riedmueller@stpete.org)>; Nancy Davis <[Nancy.Davis@stpete.org](mailto:Nancy.Davis@stpete.org)>; Martha Hegenbarth <[Martha.Hegenbarth@stpete.org](mailto:Martha.Hegenbarth@stpete.org)>; WRD-UtilityReviewRequest <[WRD-UtilityReviewRequest@stpete.org](mailto:WRD-UtilityReviewRequest@stpete.org)>; Aaron M. Fisch <[aaron.fisch@stpete.org](mailto:aaron.fisch@stpete.org)>; Troy D. Davis <[Troy.Davis@stpete.org](mailto:Troy.Davis@stpete.org)>

**Cc:** Iris L. Winn <[Iris.Winn@stpete.org](mailto:Iris.Winn@stpete.org)>

**Subject:** Routing for Case 20-31000006

All,

Please review the application for All Children's, the file is too big to email, a separate folder on the U-drive has been created with all the documents. Address to the folder is below. You may need to restart your desktop for the folder to show up. Please return your comments by **July 23, 2020**. These deadlines are in place so that your comments may be included in the staff report.

U:\Case No 20-31000006 SPR Routing

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