CITY OF PARKER
AGENDA ITEM SUMMARY

1. *DEPARTMENT MAKING REQUEST/NAME OF PRESENTER:*	2. *MEETING DATE:*
7 Brew Coffee	**December 17, 2024**

3. *REQUESTED MOTION/ACTION:*

7 Brew Coffee Variance Request

4. *IS THIS ITEM BUDGETED (IF APPLICABLE)*

YES ☐ NO ☐ N/A ☒

5. *BACKGROUND:* *(PROVIDE HISTORY; WHY THE ACTION IS NEEDED; WHAT GOAL WILL BE ACHIEVED FOR THE CITY)*

VARIANCE REQUEST AT 104 TYNDALL PKWY.

PLANNING BOARD APPROVED FOR RECOMMENDATION OF VARIANCE REQUEST TO REDUCE ACCESSORTY BUILDING SEPARATION FROM THE REQUIRED 10 FEET TO 5 FEET AND TO INCREASE THE IMPERVIOUS SURFACE RATIO TO .72 FROM THE REQUIRED .70.

AGENDA ITEM # \

CITY OF PARKER

Petition for Variance Application
Criteria for Variance Application Approval

The following 5 criteria must be met for the variance to be approved by the council:

1. There are extreme practical or economic difficulties in carrying out the strict letter of these Land Development Regulations
2. The variance request is not based predominately upon a desire to reduce the cost of developing the site.
3. The proposed variance will not substantially increase congestion on surrounding public roadways, the danger of fire, or other hazard to the public.
4. The proposed variance will not substantially diminish property values in, nor alter the essential character of, the area surrounding the site.
5. The effect of the proposed variance is in harmony with the general intent of these Land Development Regulations and the specific intent of the relevant subject area(s) of these Regulations.

SUBMITTALS FOR THE PETITION FOR VARIANCE-Packets must include the following:

1- Original plus two (2) copies of the variance application.

2- Non-Refundable Application Fee: $150.00 (non-refundable regardless of decision by the City). Check should be made payable to "City of Parker".

3- Three (3) copies of the site plan. The plan must include a north arrow, a scale and show setbacks of all existing structures and all proposed structures from all property lines. If the proposed variance is requested for a waterfront lot, you will need to have a surveyor show the Shoreline Protection Zone and the FDEP Control Line on your site plan.

4- Three (3) copies of numbered photographs in color of the proposed site location of view written on

CITY OF PARKER

PETITION FOR VARRIANCE APPLICATION

Date of application: 11/25/24 Application No: _____

Petitioner's Name: OV 09 Tyndall, LLC (Mason Silavent CPH: Agent)
(Current owner of property must apply for the variance)

Address: 7940 Via Dellagio Way, Suite 200

City, State, Zip: Orlando, FL 32819

Telephone Number: 321 - 945 - 4505 Fax Number: _____ - _____ - _____

Email: Jay Adams <Jay@unicorp.com>

Parcel Identification Number(s). Obtained from Property Appraiser's Office:
24920-010-000

Legal Description: 13 4S 14W -1.2- BEG AT INTERSECTION OF W R/W LINE SR 30A & S R/W LINE OF CHERRY ST TH S 150' W 115' N 150' E 115' TO POB LESS TO DOT BLK E ORB 4665 P 2347

Description of Proposed Variance: Reduce accessory building separation from the required10 feet to 5 feet.

Increase impervious surface ratio to 0.72 from the required 0.70.

Location of Variance Property: 104 Tyndall Parkway S., Panama City, 32404

Surveyor's Name: Randall Roberts

Address: 1031-C W. 23rd Street

City, State, Zip: Panama City, FL 32405

Telephone Number: 850 - 563 - 1490 Fax Number: _____ - _____ - _____

Email: rroberts@cphcorp.com

Agent's Name: Mason Silavent (CPH)

Address: 1031-C W. 23rd Street

City, State, Zip: Panama City, FL 32405

Telephone Number: 850 - 563 - 1490 Fax Number: _____ - _____ - _____

Email: msilavent@cphcorp.com

CITY OF PARKER

VARIANCE APPLICATION SUBMITAL CHECKLIST

SUBMITTALS FOR THE PETITION FOR VARIANCE-Packets will include: If any submittals do not meet these requirements, they will not be accepted

1. Original plus two (2) copies of the variance application.

2. Application Fee: $ 150.00 (non-refundable regardless of decision by the City). If paying by check the check should be made payable to "City of Parker".

3. Three (3) copies of the site plan. The plan must include a north arrow, a scale and show setbacks of all existing structures and all proposed structures from all property lines that is neat and legible. If the proposed variance is requested for a gulf front lot, you will need to have a surveyor show the Shoreline Protection Zone and the FDEP Control Line on your site plan.

4. Three (3) copies of numbered photographs in color of the proposed site location of view written on back of each photograph, corresponding numbers to be shown on a site plan of the photography locations.

CITY OF PARKER

VARIANCE APPLICATION VARIANCE REQUEST QUESTIONAIRE

1- There is a specific hardship affecting the development of the property resulting from the strict application of the provisions of these Regulations. YES [✓] NO_____ Please explain below:
Due to the size of the site, the pervious area is limited due to traffic circulation, parking, and buildings. The required 10' building separation impedes the possibility to maximize pervious area.

2- The hardship is not a result of the actions of the owner and is not based solely on a desire to reduce development costs. YES ✓ NO [✗] Please explain below:
The hardship is not a result of the owners desire to reduce cost. It is solely due to the size of the parcel.

3- The proposed variance is necessary to preserve a substantial property right where such property is generally available to other property owners of adjacent or nearby properties or other properties in the land use category. YES [✓] NO_____ Please explain below:
The variance is required in order to develop the QSR, which is allowed by right. Due to the size of the site and nature of the proposed development the required impervious surface ratio and building separation can not be provided.

4- The proposed variance will not materially increase congestion on surrounding streets, increase the danger of fire or other hazards or otherwise be detrimental to the health, safety or general welfare of the public. YES ✓ NO [✗] Please explain below:
The proposed variance allows for an additional second drive-through lane and a emergency by-pass lane. These site elements decrease congestion on surrounding streets and allow for fire and other emergency vehicles to circulate the site safely. And is a net benefit to the health, safety and general welfare of the public.

5- The proposed variance will be compatible with adjacent and nearby development and will not alter the essential character of the land use district. YES [✓] NO_____ Please explain below:
The proposed variance will be compatible to adjacent and near by developments as they are zone commercial. And is consistent with the amount of pervious area with the existing developments near by.

6- The effect of the proposal variance is consistent with the purposes of the Regulations. YES [✓] NO_____ Please explain below:
The variance is consistent to the regulations as it allows the site to meet the required building setback, off-street parking, and other elements of the regulations.

7- The effect of the proposed variance is consistent with the Comprehensive Plan. YES [✓] NO_____ Please explain below:
The proposed variance is consistent with the comprehensive plan other than the impervious surface ratio requirement, and the building separation. Which can not be met due to the size of the property, but additional design were implemented to reduce the magnitude of the proposed variance to greatest extent possible.

CITY OF PARKER

VARIANCE APPLICATION NOTIFICATION TO AFFECTED PROPERTY OWNERS

The applicant agrees that the City has the right to post a notification sign on the property, visible from the roadway, identifying the date, time, and location of the meeting of the City Council to consider the variance application. The applicant agrees to ensure that the sign is continually posted on the property until after a final decision of the City Council on the variance request or the application is withdrawn. After the meeting, the City shall have the right to remove the sign, restoring the surfaces of the property to its former natural state.

Mason Silavent (Agent) — Printed Name

11/25/2024 — Date



Signature

11/25/2024 — Date

CITY OF PARKER VARIANCE APPLICATION

Representative authorization

I, OV 09 Tyndall, LLC, owner of the following property:

PROPERTY ADDRESS: 104 Tyndall Parkway S. Panama City, FL 32404

Hereby authorize the following named individual to appear on my behalf at the City Council Hearing to be held on 12/10/24.

AUTHORIZED REPRESENTATIVE: Mason Silvernail (CPH)

BY: OV 09 Tyndall, LLC

PROPERTY OWNER

STATE OF: FLORIDA

COUNTY OF: BAY

The foregoing instrument was acknowledged before me this 25TH day of NOVEMBER 2024, by who is personally known to me, or who has produced as identification and who did (did not) take an oath.

Audrey M. Bellamy

NOTARY PUBLIC

AUDREY M. BELLAMY

NAME:

NOTARY

TITLE:

AUDREY M. BELLAMY
MY COMMISSION # HH 457734
EXPIRES: October 24, 2027

HH-457734

COMMISSION NUMBER:

Agent Authorization Letter

June 3, 2024

RE: Permitting and Approvals
7Crew Florida, LLC
Project Name: 7-Brew Parker
Address: 104 S. Tyndall Parkway, Panama City FL.

On behalf of OV 09 Tyndall, LLC & Unicorp National Developments, INC I hereby authorize CPH, LLC. (the "Engineer"), to serve as Owner's authorized agent for the purpose of seeking all requisite permits and approvals related to the proposed site improvements at the above-referenced site.

The Engineer's authorization is expressly limited to (i) signing and delivering applications for permits and approvals that are related to the building construction and site improvements of the above-referenced site, and (ii) advancing the requisite funds on behalf of Owner and 7Crew Florida, LLC to file such applications. Further, this authorization does not empower the Engineer to either negotiate on Owner's behalf or otherwise obligate Owner in any manner whatsoever.

Respectfully,

By: Jay Adams
Jay Adams (Sep 20, 2024 11:17 EDT)
Jay Adams

STATE OF FLORIDA

COUNTY OF ORANGE

BEFORE ME, the undersigned authority, on this day personally appeared JAY ADAMS known to me to be the person whose name is subscribed to the forgoing instrument, and acknowledged to me that (s)he executed same for the purpose and consideration therein expressed.

Given under my hand and seal of office on this 20 day of SEPTEMBER, 2024

JENNIFER PEREZ JAMES
Notary Public - State of Florida
Commission # HH 395019
My Comm. Expires Aug 28, 2027
Bonded through National Notary Assn.

[Notary Seal]

Print Name: JENNIFER JAMES

Notary Public, State of FLORIDA

Commission number: HH 395019

My commission expires: 8/28/2027

1031-C W 23rd Street
Panama City, FL 32405
Phone: 850.563.1490
Fax: 850.563.1495

Site Photos

Proposed 7 Brew Coffee at 104 S. Tyndall Parkway, Panama City, FL32404

Previously Developed Site



REQUIRED SIGNATURE

I have read and understand all information provided in this application, the requirements listed within the application and agree to provide the necessary information requested by the City of Parker. The information I have provided on this application is true and correct to the best of my knowledge.

I understand that this application will be heard in a public meeting by the City of Parker City Council, the Parker Land Development Code shall govern the procedure of the decision.

I understand the Parker City Council cannot issue variances for the requirements of the City of Parker Comprehensive Plan. Changes to the Comprehensive Plan require a submittal of a Comprehensive Plan amendment application. (Applications are available at the City of Parker.)

I understand the City Council shall not vary the requirements of any provision of Ordinance 90-177, Parker Comprehensive Planning and Land Development Regulation Code, unless it makes a positive finding, based on substantial competent evidence on each of the finds contained in he variance application.

FLORIDA STATUES 837.06-FALSE OFFICIAL STATEMENT

Whoever knowingly makes false statement in writing with the intent to mislead a public servant in the performance of his official duty shall be guilty of a misdemeanor of the second degree.

Petitioner's Signature	Mason Silavent (Agent)	11/25/2024
	Printed Name	Date of Signature

STATE OF FLORIDA

COUNTY OF BAY

BEFORE ME, the undersigned Notary Public in and for said County and State, appeared

MASON SILAVENT, who is personally know to me or who has produced

FL. DRIVERS LICENSE, identification and who executed the foregoing instrument.

Given under my hand and seal this 25TH day of NOVEMBER, 2024.

{Seal}

AUDREY M. BELLAMY
MY COMMISSION # HH 457734
EXPIRES: October 24, 2027

Audrey M. Bellamy
Signed Name of Notary Public

AUDREY M. BELLAMY
Printed Name of the Notary of the Public

HH-457734
Commission Number:

Site Photos





We Know How Much Stormwater We're Infiltrating. *Do you?*

Traditional Infrastructure

Outmoded stormwater management systems are inefficient and harmful to the environment.





State-of-the-Art Infrastructure

The PaveDrain system leaves the joints between the blocks open for an unprecedented infiltration rate.



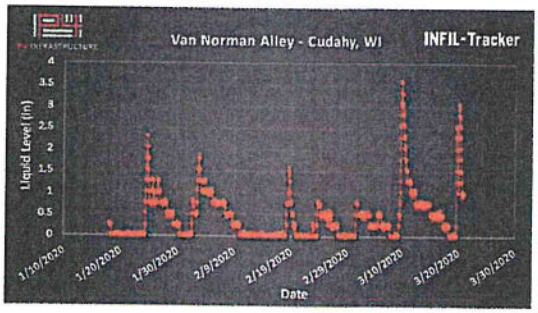


State-of-the-Art Infrastructure Integrated with Smart Technology Does More!

Documented performance + verified results = less problems and lower costs.







The PaveDrain/P4 INFIL-Tracker – two proven technologies combined for one smart system

- The PaveDrain system can easily be maintained and infiltrates at a staggering rate.
- IINFIL-Tracker autonomously measures the water level under the PaveDrain system before, during and after a storm event.
- Measure runoff volume captured and infiltration rate to drive data-driven TMDL compliance

PAVE DRAIN
STORMWATER'S ARCH ENEMY

www.pavedrain.com
info@pavedrain.com

P4 INFRASTRUCTURE

www.p4i.io
info@p4i.io

Infiltration – ASTM C1701

1,600+ inches per hour within a one (1) square foot diameter area. Conducted according to ASTM C1701.

SEE FIRE TRUCK PHOTO!!!

Open Joints

Patented shape allows each unit to positively interlock with one another **without** the use of aggregate between the joints. Each unit has immediate contact with six other units.

Maintenance

Due to its open joint design, the maintenance associated with the system has been drastically reduced for most applications. A vacuum truck or PaveDrain Vac Head can bring even 100% obstructed joints back to near new infiltration rates.

Beveled Edge

R0.500 Edge located around the top of each unit. Provides a smooth transition between the vertical and horizontal portion of the unit. No edge for snow plowing to catch on.

ADA Compliant Gaps

The unit interlock and spacers allow for a gap between each unit no greater than ½". This falls under 4.5.4 gratings within the guidelines set by the ADA.



Worldwide & Local Production

PaveDrain is manufactured on regional dry cast block machines. This reduces transportation costs and will benefit local economies.

HS-25 Loading

Product passes test to handle heavy truck loads. Conducted under the guidelines of ASTM C140.

SEE FIRE TRUCK PHOTO!!!

Compressive Strength

4,000 psi minimum. Conducted under the guidelines of ASTM D6684-04.

Freeze-Thaw Testing

Tests the durability of the unit for cold weather climates by 100-150 cycles of freezing then thawing each unit in a plain water or water/saline solution. Conducted under the guidelines of ASTM C1262.

I COME IN **COLORS** TOO!

Installation Options: Machine Lay or Hand-Placed

Many projects have both. Hand placing is common for small projects or overhead constraints. Machine lay is an effective way to maximize installation efficiency for large or smaller projects.

HEATED

Wiring (12 volt) or PEX tubing with heated glycol can be fed through the cable ducts to heat each block within the PaveDrain System melting falling or accumulated snow.

P4 Infrastructure: INFIL-Tracker

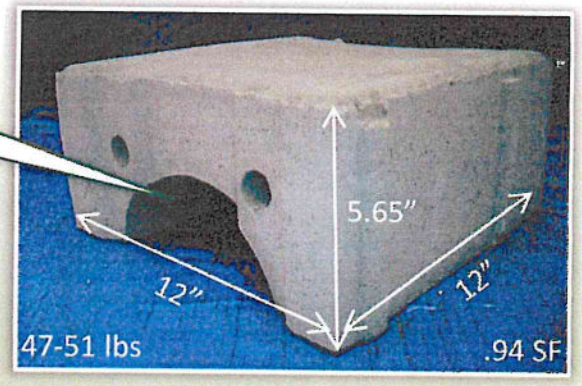
DOCUMENT the amount of stormwater your Green Infrastructure is capturing. It can also help determine ***when maintenance*** is needed.









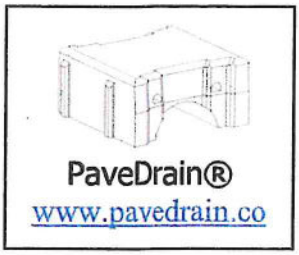


PAVE DRAIN
STORMWATER'S ARCH ENEMY

Distribution & Manufacturing
Across all of North America
Visit www.pavedrain.com to view

Contact
phone: 888-575-5339
email: info@pavedrain.com





Runoff curve number

From Wikipedia, the free encyclopedia

The **runoff curve number** (also called a **curve number** or simply **CN**) is an empirical parameter used in hydrology for predicting direct runoff or infiltration from rainfall excess.[1] The curve number method was developed by the USDA Natural Resources Conservation Service, which was formerly called the *Soil Conservation Service* or *SCS* — the number is still popularly known as a "SCS runoff curve number" in the literature. The runoff curve number was developed from an empirical analysis of runoff from small catchments and hill slope plots monitored by the USDA. It is widely used and is an efficient method for determining the approximate amount of direct runoff from a rainfall event in a particular area.

The runoff curve number is based on the area's hydrologic soil group, land use, treatment and hydrologic condition. References, such as from USDA[1] indicate the runoff curve numbers for characteristic land cover descriptions and a hydrologic soil group.

The runoff equation is

$$Q = \frac{(P - I_a)^2}{P - I_a + S}$$

Where

Q is runoff ([L]; in)

P is rainfall ([L]; in)
S is the potential maximum soil moisture retention after runoff begins ([L]; in)
I_a is the initial abstraction ([L]; in), or the amount of water before runoff, such as infiltration, or rainfall interception by vegetation; and it is generally assumed that $I_a = 0.2S$

The runoff curve number, CN, is then related

$$S = \frac{1000}{CN} - 10$$

CN has a range from 30 to 100; lower numbers indicate low runoff potential while larger numbers are for increasing runoff potential. The lower the curve number, the more permeable the soil is.

CURVE NUMBER & RUNOFF COEFFICIENTS FOR PaveDrain®

Land Cover	Infiltration Rates (in./Hr)	Curve Number CN	Runoff Coefficient, C
P-ACB	Up to 1,500 in/hr.	30-40	0.10 – 0.25

EXACT Stormwater Management, LLC

Post-Construction Stormwater Quality Professionals

P.O. Box 35302, N Chesterfield, VA 23235 804-672-3260 info@exactstorm.com

Doug Buch
PaveDrain, LLC
Global Water Center
247 Freshwater Way, Suite 520
Milwaukee, WI 53204

SUBJECT: Report on ASTM Infiltration Testing of Various Pervious Pavement Surfaces

In order to ascertain the infiltration rate of The PaveDrain System and how it compares to other permeable pavement systems, we performed testing of various pervious surfaces in Washington DC. The testing was performed on April 29, 2015, and was located near the intersection of Quesada Street NW and 33rd Street NW.

Testing was performed according to the criteria of ASTM C1701/C1701M – 09 Standard Test Method for Infiltration Rate of In Place Pervious Concrete with some modifications suggested by C1781/C1781M – 13 Standard Test Method for Surface Infiltration Rate of Permeable Unit Pavement Systems. A summary of the test procedure is as follows:

1. Locate a representative location on the pervious surface to run the test, and mark.
2. Install plumbers putty around the Infiltration Ring, and place the Ring on the pavement.
3. Pre-wet the area inside the Ring with 8.0 lbs (+/- 0.1 lb) of water. Record time for water to infiltrate.
    a. If pre-wetting takes 30 seconds or less, use 40.0 lbs (+/- 0.1 lb) of water to run the full test
    b. If pre-wetting takes more than 30 seconds, use 8.0 lbs (+/- 0.1 lb) of water to run the test
4. Pour water into the Infiltration Ring while maintaining a head pressure of 0.5 inches (+/- 0.1 inches).
5. Document the time from water impacting the surface until the water is no longer present on the pervious surface.

Section 9 of the ASTM C1701 test method contains a formula used to calculate the Infiltration Rate based on several variables: mass of infiltrated water, inside diameter of the infiltration ring, and time.

Infiltration testing was performed on several surfaces including PaveDrain, permeable pavers, pervious concrete, and pervious asphalt. Three tests were performed on the PaveDrain System, while one test location was used for the porous pavers, porous concrete, and porous asphalt. A more extensive number of tests on each surface may provide different results, but the locations chosen were reflective of the entire area.

The PaveDrain System was the only surface where proper protocol was followed for the entire test. For the other surfaces, the stop watch was started for the pre-wetting stage, and these times were used for the test results. We recognize that using the infiltration times for the pre-wetting process may yield higher than average infiltration rates because as the pre-wetting process is used to saturate the pavement and reduce infiltration rates during the actual test.

Another variance for all pavements except the PaveDrain is that we were unable to get the full volume of water suggested by the testing protocol to infiltrate into the surface in the time allotted for the testing. Most tests were concluded after an extended time, the time recorded, and the remaining water that we could not get through the pavement weighed. This allowed us to determine the actual mass of water used in the test, and we were able to perform the infiltration calculation provided in ASTM C1701. Again, this modification may yield higher than average results, as the infiltration rate of the pavement is not expected to increase as more water passes through the system.

A third note is that there is slight leakage of water through the plumbers putty and out of the ring. The longer the water stays in the Infiltration Ring, the higher volume of water will escape. This may cause the infiltration rate of slow-infiltration surfaces with longer test durations to appear higher than they actually are.

Table 1: Summary of Infiltration Rates Tested of Various Surfaces

Surface Material	Infiltration rate (in/hr)	Mass of infiltrated water (lb)	Diameter of infiltration ring (in)	Time (sec)
PaveDrain	1,640	40.0	12.187	19.53/18.42/24.53

We are available to perform ASTM Infiltration Testing on PaveDrain or any other pervious surface materials. Please keep us in mind for any future needs.

Sincerely,

Sean Simonpietri
Owner