

City of St. Petersburg
Housing, Land Use, & Transportation Committee
December 16, 2021 – 8:30 AM
City Hall, Room 100

Members: Committee Chair Brandi Gabbard, Committee Vice Chair Robert Blackmon,
Council Vice Chair Gina Driscoll, and Council Member Darden Rice

Alternate: Council Member Amy Foster

Support Staff: Cortney Phillips – City Council Legislative Aide

1) Call to Order

2) Approval of Agenda

3) Approval of November 4, 2021 Minutes

4) New Business – December 16, 2021

- a) StPete2050 Implementation: Industrial/Employment Action Plan – *Elizabeth Abernethy, Planning and Development Director*
- b) StPete2050 Implementation: Comprehensive Plan and LDR Updates - Process overview and timeline – *Elizabeth Abernethy, Planning and Development Director*

Attachments - StPete2050 Implementation: Plan Update PowerPoint

5) Upcoming Meeting Dates & Tentative Agenda Items

January 13, 2021

- a) St. Petersburg Affordable Housing Advisory Committee – Quarterly Report

General Attachments:

Minutes of the November 4, 2021 HLUT Committee Meeting
Pending and Continuing Referral List
2021 HLUT Calendar
Agenda Item Support Material

Informational Attachments:

10-Year Housing Plan Multi Family (including outstanding commitments)
Matrix of Accomplishments Over a 3-Year Period (FY '19-21)
2017-2021 Vacant and Boarded Report Comparison
Consolidated Plan Budget to Actual (FY '20-21)

City of St. Petersburg
Housing, Land Use & Transportation Committee
Minutes

November 4, 2021 at 10:00 a.m.
City Hall, Room 100

Present: Chair Brandi Gabbard, Gina Driscoll, Amy Foster (alternate).

Absent: Vice-Chair Robert Blackmon, Darden Rice

Also Present: Council Chair Ed Montanari, Assistant City Administrator Tom Greene, Planning and Development Director Elizabeth Abernethy, Zoning Official Manager Jennifer Bryla, Assistant City Attorney Brad Tennant, Pinellas Suncoast Transit Authority Chief Development Officer Cassandra Boucher, Kimley-Horn and Associates, Inc. Vice-President Eric Bosman, Kimley-Horn and Associates, Inc. Transportation and Urban Planning Professional Jared Schneider, Kimley-Horn and Associates, Inc. Urban Planner Philip DiMaria, City Clerk Assistant Iris Winn

Support Staff: Cortney Phillips – Legislative Aide

- 1. Call to Order – 10:00 AM**
- 2. Approval of Agenda** – Councilmember Driscoll motioned for approval. All voted in favor.
- 3. Approval of October 14, 2021 Minutes** – Councilmember Driscoll motioned for approval. All voted in favor.
- 4. New Business** – Potential Code Changes in the Downtown Center (DC) Zoning District Relating to the EDGE District Improvement Plan

Before beginning the new business, Chair Gabbard provided an update to the 2050 Comprehensive Plan & Land Development Regulations item from the October 14, 2021 HLUT meeting. Planning and Development Director Elizabeth Abernethy is not quite at a place to be able to provide an update at this time. At the end of the December HLUT meeting Ms. Abernethy will give the committee a full wrap up of where all three pieces of the 2050 Comprehensive Plan are and how they're going to move forward.

Council Vice-Chair Driscoll introduced the new business in light of new developments that are happening in the EDGE district. With the developments that have been approved recently, it came to Councilmember Driscoll's attention that we should be taking a closer look at the actual Land Development Regulations to see if they match with the master plan for the EDGE district and discuss making any kind of changes that will help us make sure that we're moving forward in smart ways with development.

Zoning Official Manager Jennifer Bryla began her presentation by confirming that staff did review the EDGE District Master Plan. Baum Avenue was identified as having areas that could be improved, as it is in transition. Dumpsters could be moved to become more activated with the new

developments, and we could add a regular rhythm along the street for those parcels that are vacant and remain vacant right now until such time as development occurs. Ms. Bryla noted that she has the ability to approve temporary uses but only for a year or six months at a time. This could be added to the use matrix if it is the direction of this body. Other things to note are that we're in the process of doing the Downtown Streetscape Master Plan. All of this will be taken into account with the Transit Oriented Development (TOD) station area planning recommendations and the CRA updates which were heard at the 11/3/21 Development Review Commission (DRC), and these will replace our Plaza Parkway Guidelines which are outdated.

Planning and Development Director Elizabeth Abernethy discussed that our Downtown Open Space Fund now has some dollars in it, so the idea is to come to Council in the first quarter of 2022, and to get approval to engage a consultant to do a Downtown Streetscape Plan. Currently, Planning & Development is working on the scope with our engineering team. This will address not just the EDGE District, but also the Downtown Streetscape and what's happening in the public realm. We may fold into this the Street Café program and our Sidewalk Café program, and that would have a public engagement component. There will also be some tie-in to the update to the Downtown Waterfront Master Plan that's underway. Ms. Abernethy went on to note that we have a multiple tiered package that we are going to bring to first reading at the end of November for Code amendments to Chapter 16, which will put procedures into Code as opposed to the current format where it is in a resolution, and we'll add a requirement for notification to associations. Assistant City Attorney Michael Dema did a presentation to Council on that piece in October, which moved forward at the DRC meeting yesterday, so staff will be back to HLU with that.

Regarding the question of design guidelines, the Intown West Redevelopment Plan is undergoing an update, and on December 16, staff is going to bring all of this back to Council at a public hearing which will address some of the other concerns that the EDGE district had about how their plan is codified.

Councilmember Driscoll inquired if the changes that would be coming early next year will address the walkability, the relationship with the SunRunner and other mobility options, and making sure that the design centers have no dead space. Ms. Abernethy responded yes, what we are going to see next month at the public hearing on December 16th is going to address some of that, and this Downtown Streetscape Plan is going to capture the majority of what's left in the public realm.

Council Chair Ed Montanari asked what a "B Street" means. Ms. Bryla replied that we have two categories of streets, "A" streets have to have a certain percentage of activation and a "B" Street has to have a certain percentage of activation as well, but it's lower than the A at 20%. Baum Avenue is currently a street with no designation, and the recommendation is that it goes from no designation to a B street designation and be required to have some activated uses. She added that with regards to removing the dumpsters on Baum Avenue, the Del Mar had an agreement with the EDGE to use the compactor in that facility, so that was going to relocate those dumpsters that would no longer be needed. Gary Jones with the Economic Development team has been working with the EDGE district on a plan for relocating those dumpsters as part of their action plan.

5. **New Business** – SunRunner Land Use Transit Oriented Development (TOD) Project Update & Presentation of Findings for Recommendation to be Added to the 2050 City Code Updates

In connection with the new business, Jennifer Bryla introduced Cassandra Boucher, Chief Development Officer at the Pinellas Suncoast Transit Authority (PSTA). Ms. Boucher thanked the Committee and gave an update on the progress of the SunRunner project construction. She is excited about the transformative opportunities that are around the SunRunner Bus Rapid Transit (BRT) stations, as you can see that they are permanent features in the city, and attractors for mobility, and the ability to access all that is in that corridor. As part of this study, PSTA has partnered with the cities along the corridor to look at the land use and what kinds of changes might occur around those stations to improve access, as well as create the kind of urban corridor that the city desires. This study was funded through a partnership with the Federal Transit Administration called their Transit-Oriented Development Pilot Program, and is supplemented with funds from staff time, from PSTA, Forward Pinellas, and the City of St. Petersburg. Together, PSTA engaged consultant Kimley-Horn on this project, and they are here today to give the committee an overview of where the project has been so far over the last 18 months. Ms. Boucher discussed that PSTA changed the plans to hold a large public engagement portion of the project due to COVID, but she believes it was still very effective in reaching community organizations that are interested in the corridor, as well as the development community. There have been a couple of developer forums for interested parties along the corridor.

Ms. Boucher noted that there are studies forthcoming about this project, including a \$40,000 study with the Florida Department of Transportation (FDOT) to look more deeply at the 22nd Street corridor and do a mobility study. This will be very focused on the mobility for 22nd Street from the SunRunner Station, all the way down to 22nd Avenue South. Ms. Boucher went on to say that PSTA has also applied for a grant through the Federal Transit Administration called the Areas of Persistent Poverty, and are working with CRA Director Rick Smith to look at what he needs to do in order to expand his outreach with the CRA funding. This grant could bring somewhere between \$400,000-\$800,000 into the area so that we can have a very robust conversation about mobility in the CRA. Additionally, Forward Pinellas and their board recently approved a scope for an Industrial Land Use Study. While PSTA staff believes that this study would happen anyway, they believe that the timing has been pushed forward because of the SunRunner TOD Station study.

Kimley-Horn and Associates, Inc. Vice-President Eric Bosman gave an overview some of the highlights which Ms. Boucher covered. The goals and the ideas here are, as Ms. Boucher said, to really concentrate efforts around the stations themselves. The opportunity to leverage this investment of fixed route public transportation gives us a great deal of opportunity and direction in terms of what can happen from the private sector, and it's very important that the effort in those investments is focused on the transit stations, so that you get the type of uplift from a financial, vitality and livability standpoint. This creates the level of connectivity, and the placemaking element that will help make this corridor grow and continue to be a great place. The idea is that the recommendations that come out of this study in working with Ms. Abernethy, Ms. Bryla and staff will be folded into the 2050 Comprehensive Plan. From a route standpoint, the SunRunner

will go westbound on First Avenue North out to Pasadena Avenue, out to St. Pete Beach through the City of South Pasadena, and then back eastbound on First Avenue South into the downtown area.

Mr. Bosman noted that throughout this process, there has been a very concerted and fairly significant public engagement effort that has included a series of virtual public workshops, individual focus groups, and stakeholder outreach for every pair of stations along the corridor. Kimley-Horn also held developer's forums that focused on getting developer input in general direction and is starting to bring forward some of the preliminary recommendations, albeit at a very high level, not yet diving down into a lot of the numbers and details. Mr. Bosman emphasized that as we talk about TOD, we're talking about going back to a time that pre-existed before we designed everything around the automobile. It's about designing around people, how they walk, how they move, and creating street-front presence so that we have the livability, the vitality, and the accessibility that people need to get to their daily goods and services.

Kimley-Horn and Associates, Inc. Transportation and Urban Planning Professional Jared Schneider provided more detail regarding the TOD framework. There were a number of factors Kimley-Horn looked at: is there transit supportive zoning, vacant public parcels, are there surface lots that are easy to develop, building age, land value, building value, equitable development, neighborhood character, etc. Due to these many factors, they focused on different redevelopment strategies by station area. General discussion took place regarding the recommended strategies and implementation for different zoning categories.

Kimley-Horn and Associates, Inc. Urban Planner Philip DiMaria added that regarding the incentives that have been considered, there is a certain amount of base density already allowed in a lot of these zoning districts. Sometimes those are appropriate, sometimes increasing those densities might not be as appropriate, but by incentivizing and creating a little bit higher of a ceiling and requiring affordable housing or specific public interest incentives, you can increase the amount of equitable development the amount of money placed into the community serves the community itself, rather than a specific development.

Mr. Schneider discussed the possible expansion to the Deuces area and other initiatives that are possible as the project progresses.

Mr. Bosman highlighted funding strategies for implementation of the SunRunner project. Creating this type of significant public investment in the corridor is going to change the value of some of the underlying properties. Because citizens will be able to live and work within these areas and significantly be able to lower their transportation cost and burden, it will have an economic impact. One of the best opportunities that Kimley-Horn has seen as they look at other successful systems throughout the country, and particularly throughout the southeast, is to look at a value capture method. This enables you to capture some of that increased value that is created by this investment that then can be used to help fund some of those incentives in terms of the affordability, housing, supporting local businesses, as well as the physical public improvements. There are a variety of

different funding mechanisms, some of them are ad valorem based, while many of the successful districts around transit stations have been TIF districts. These would capture that additional increment, have it go into an infrastructure bank or an incentives bank, and then using that to create the public pieces.

Councilmember Driscoll thanked staff for the presentation and the number of stakeholder meetings for public input. She noted that the presentation highlighted areas with TOD readiness scores, that the 22nd Street Station area received a high score and inquired what constitutes a high score. Mr. Bosman responded that it is twofold. The elements contributing to TOD readiness are if their land physically available for redevelopment as well as a market assessment and looking at what's happening on the ground from a market standpoint. CM Driscoll disagreed with the presentation's assessment of 22nd Street's readiness score, as she felt it was downgraded to urban TOD type, when it has the greatest potential and has been historically overlooked. Mr. Bosman responded that both the downtown and urban TOD types are intensive, and the differentiation between a downtown district and an urban in an urban station is not one of haves and have nots. It's a matter of the scale of the intensity. He went on to note that is why he believes revamping the zoning in those urban stations from 22nd out to 34th is an absolutely vital recommendation of this study, because the zoning that's there today does not support the level of investment intensity that Councilmember Driscoll is referencing. Councilmember Driscoll reiterated that she is concerned the urban status may hold the area back.

Councilmember Montanari requested clarification on the radius of stops in different zones, whether it is a quarter mile radius from every stop with the four different categories (downtown, urban, village, neighborhood), if the radii should all be the same size, or if should we think about larger areas in some parts of the city and smaller areas in others. Mr. Bosman replied that the intent at this point was to start small and give the committee the opportunity to expand as the market generates. It is possible to expand the radius in the downtown and urban areas if we wanted to look at a wider swath, but the concern is if those first major investments end up three or four blocks away, and you don't have the environment between the station in that development that connects it, you lose some of that catalytic effect. It is even possible to create a new zoning category once momentum is gained.

Councilmember Montanari asked for clarification regarding the TDM mentioned in the presentation. Mr. DiMaria explained that Transportation Demand Management (TDM) are different strategies that we might offer up as opportunities. Those might include micro-mobility solutions, which might be a bike share or scooter share. They might include some of the driverless shuttles that are being tested elsewhere in Pinellas County, and in the region, they might include a shared car opportunity. If a multifamily development could have a certain number of shared cars available within the development, those sorts of strategies are being discussed. Councilmember Montanari thanked him for the explanation and requested clarification on the value capture funding strategy. Ms. Boucher responded that one of the things that transit doesn't do very well right now is take advantage of the impact that it has on the environment, and that is exactly what this is doing. The federal government, the DOT, and PSTA are making a huge infrastructure investment in this

area that is going to change the value in this corridor, and it's going to change the value of the property. An investment is in a very specific place, so this is much like when you create a Community Redevelopment Area but focused on the core.

Chair Gabbard agreed with Councilmember Driscoll's concerns regarding the categorization of the 22nd Street area as urban rather than downtown, and noted that there feels to be a kind of discrepancy between the readiness score and the place types that have been recommended, specifically for that corridor. She went on to say that this also compares to what is being recommended in the village place type, and that she feels we're recommending something in the village place type that is more intense than what we would be recommending in the urban place type, as the village type feels much more robust. In her opinion, an area that needs redevelopment as well is not as ripe to benefit from this redevelopment as the 22nd Street corridor. Mr. Schneider replied that he thinks Chair Gabbard is touching on the uses. It was not the intent not to hit on that need for redevelopment in urban categorization. Urban scales differently today and can include five stories. The category is intended to be sensitive to that level of height, but urban is still more intense than village. Chair Gabbard responded that the presentation does not read that way, she thinks we could have a more concerted effort to communicate that to our stakeholders that are investing and doing the work that this corridor needs. There is a place where the balance between job creation and other opportunities specifically with housing can be created, and she thinks this is a place that we can start to do that, because this 22nd Street corridor is a great opportunity for that balance, but she does not see it with what's being presented here. Ms. Boucher stated that when you think of an urban station, don't necessarily think of it as a downgrade from downtown. Think of it as a different type of intensity.

Chair Gabbard relayed that the next HLUT meeting will include an Industrial Action Plan conversation which may include this particular corridor. Ms. Abernethy agreed that there is overlap, and it also relates to House Bill 1339. Chair Gabbard suggested the creation of a flow-chart to see how all of this will eventually come together. Ms. Abernethy agreed that there are a lot of overlapping policy and discussions, but that we will have more of a conversation next month about the pieces and how they fit together.

Chair Gabbard thanked each of the staff and stakeholders for their time and presentations, and noted that next month's HLUT discussion will include the Industrial Action Plan discussion as well as a final follow-up to the 2050 LDR recommendations.

There being no further discussion, the meeting was adjourned at 11:14 AM.

The next meeting is scheduled for December 16, 2021.

Housing, Land Use, & Transportation Committee Pending & Continuing Referral List					December 16, 2021	
Topic	Return Date	Date of Referral	Prior Meeting	Referred by	Staff	Notes
Discussion on Industrial Employment Action Plan	12/16/2021	9/30/21		Gabbard	Staff TBD	
St. Petersburg Affordable Housing Advisory Committee – Quarterly Report	1/13/2022	2/6/20	9/10/20	Gabbard	Gerdes	
For All: From All 10 Year Housing Plan Update in March of 2022	March 2022	11/4/21		Gabbard/Staff Request	Gerdes	
Consider an employer-assisted housing program for city staff	TBD	9/20/18	8/8/19	Gabbard	Gerdes	Staff was asked to consider an employee survey. (12/3/20): Staff asked for further deferral
Discussion on creative solutions and options to meet our affordable housing shortage	TBD	4/8/21		Gabbard		

2021 HLUT Calendar

Updated 12/16/2021

January 14, 2021	February 11, 2021	March 11, 2021	April 8, 2021
<p>George Smith</p> <ol style="list-style-type: none"> 1. Update on progress with CRA housing programs 	<p>Jillian Bandes</p> <ol style="list-style-type: none"> 1. Discussion on Policy Changes as outlined in the YIMBY St. Pete proposal <p>Jillian Bandes, Leigh Fletcher, Carlos Delorb</p> <ol style="list-style-type: none"> 2. Discussion on land trusts, limited equity housing co-ops, and land disposition 	<p>Evan Mory</p> <ol style="list-style-type: none"> 1. Downtown Mobility Study Update <p>Evan Mory</p> <ol style="list-style-type: none"> 2. Complete Streets 18th Avenue Study 	<p>Scott Macdonald</p> <ol style="list-style-type: none"> 1. AHAC Quarterly Update <p>Luis Garcia</p> <ol style="list-style-type: none"> 2. Review and Discussion Re: Modifying the Criteria of the Lot Disposition Policy to Increase Opportunities for Developers who have Completed New Homes on Previously Awarded Lots
May 13, 2021	June 10, 2021	July 15, 2021	August 12, 2021
<p>Rob Gerdes</p> <ol style="list-style-type: none"> 1. HB 1339 <p>Cheryl Stacks</p> <ol style="list-style-type: none"> 2. Progress of Forward Pinellas Waterborne Transportation Subcommittee & Ferry Update 	<p>Joshua Johnson</p> <ol style="list-style-type: none"> 1. SPHA Reappointment <p>Cheryl Stacks</p> <ol style="list-style-type: none"> 1. Complete Streets Update 	<p>Rob Gerdes</p> <ol style="list-style-type: none"> 1. Discuss changes to Floor Area Ratio Bonus Calculations for Workforce Housing <p>Evan Johnson</p> <ol style="list-style-type: none"> 2. Countywide Housing Compact 	<p>Scott Macdonald</p> <ol style="list-style-type: none"> 1. AHAC Quarterly Update <p>James Corbett</p> <ol style="list-style-type: none"> 1. Proposed Changes to Lien Reduction & Release Programs
September 16, 2021	October 14, 2021	November 4, 2021	December 16, 2021
<p>Brad Tennant & CM Foster</p> <ol style="list-style-type: none"> 1. Notice for the non-renewal of month-to-month residential tenancies 2. Source of Income Draft Ordinance 	<p>Liz Abernethy</p> <ol style="list-style-type: none"> 1. 2050 Comp Plan and LDR updates 	<p>CM Driscoll & Jenni Bryla</p> <ol style="list-style-type: none"> 1. Potential code changes in the DC zoning districts <p>Jenni Bryla</p> <ol style="list-style-type: none"> 2. SunRunner Land Use Transit Oriented Development Project update by consultant and presentation of findings for recommendation to be added to the 2050 City Code updates 	<p>Liz Abernethy</p> <ol style="list-style-type: none"> 1. StPete2050 Implementation: Industrial/Employment Action Plan 2. StPete2050 Implementation: Comprehensive Plan and LDR Updates - Process overview and timeline

2022 HLUT Calendar

Updated 12/16/2021

January 13, 2022			
Scott MacDonald 1. St. Petersburg Affordable Housing Advisory Committee – Quarterly Report			



STPETE2050

StPete2050:
A Vision Plan for St. Petersburg
October 2020 DRAFT



STPETE2050 IMPLEMENTATION: PLAN UPDATE

HOUSING, LAND USE, AND TRANSPORTATION

DECEMBER 16, 2021

Option 1:

STPETE2050.COM

Option 2:

- 1. STPETE.ORG**
- 2. CLICK “SPTV” Logo**
- 3. SELECT “Recorded Meetings”**
- 4. FIND “Committee of the Whole”**



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2021	2020	2019	2018	2017	2016	2015	2014	2013
Name								
Citizen Advisory Committee for the South St. Petersburg CRA								
Public Services and Infrastructure Committee								
Health Energy Resiliency and Sustainability Committee								
Committee of the Whole: Vision 2050 Plan and Residential LDR Update								
Budget Finance and Taxation Committee								

PLAN IMPLEMENTATION STEPS

SHORT-TERM: Update Comprehensive Plan and Land Development Regulations

- Summer 2021: Community Workshops
- 08/26/21: City Council Committee of the Whole (COW)
- **10/14/21: City Council: Housing Land Use and Transportation (Housing, Etc.)**
- 11/04/21: City Council: Housing Land Use and Transportation (PSTA TOD)
- **12/16/21: City Council: Housing Land Use and Transportation (Industrial, Etc.)**
- 02/24/22: City Council Committee of the Whole (COW)

MEDIUM-TERM: Periodic review of StPete2050; 3-5 years

LONG-TERM: Future Visioning; 15-20 years

PLAN IMPLEMENTATION STEPS

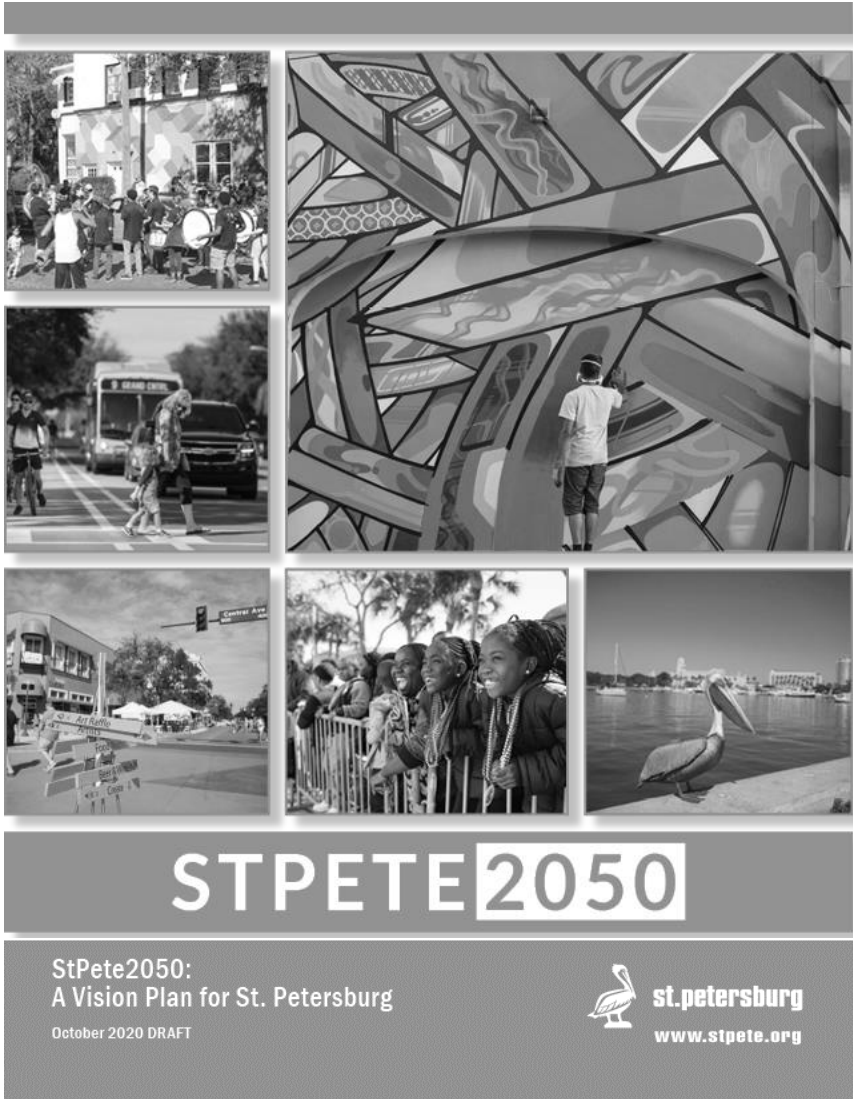
STAKEHOLDER MEETINGS:

- 05/19/2021 Council of Neighborhood Associations
- **05/26/2021 Community Workshop No. 1**
- **06/09/2021 Community Workshop No. 2**
- 06/16/2021 Chamber's Housing, Land Use, & Development Committee
- 06/21/2021 Historic Old Northeast Neighborhood Association (HONNA)
- **06/23/2021 Community Workshop No. 3**
- 06/24/2021 Historic Roser Park Neighborhood Association
- **07/14/2021 Community Workshop No. 4**
- 07/27/2021 Downtown Developer's Council

PLAN IMPLEMENTATION STEPS

STAKEHOLDER MEETINGS:

- 09/01/2021 Crescent Lake Neighborhood Association
- 09/14/2021 Chamber Housing, Land Use, & Development Committee
- 09/14/2021 Council of Neighborhood Associations (CONA)
- 09/15/2021 Bicycle and Pedestrian Action Committee
- 09/21/2021 Complete Streets Committee
- 09/28/2021 Downtown Developers Council
- **09/29/2021 Community Workshop No. 5**
- 10/04/2021 Campbell Park Neighborhood Association
- **10/13/2021 Community Workshop No. 6 (Repeat No. 5)**
- 10/13/2021 St. Petersburg Downtown Neighborhood Association
- 11/15/2021 Historic Old Northeast Neighborhood Association (HONNA)



1. INDUSTRIAL ACTION PLAN

2. HLUU UPDATE: HOUSING

COMPREHENSIVE PLAN

LAND DEVELOPMENT REGULATIONS

INDUSTRIAL PROPERTIES

Countywide:

2008 - Pinellas County Target Employment and Industrial Lands Study

2022 – Pending update to the Pinellas County Target Employment and Industrial Lands Study

Countywide Plan Rules Section 6.5.3.1.7 and 6.5.4.4

1. Target Employment Opportunities
2. Amendment Site Characteristics
3. Amendment Area Characteristics
4. Supporting Transportation & Infrastructure Characteristics
5. Supporting Redevelopment Plans, Special Area Plans, or Planning and Urban Design Principles Implementation Framework.

**Target Employment
and Industrial
Land Study
for the Pinellas
Community**

April 8, 2008

Pinellas County
Pinellas County
Economic Development
Pinellas
by Design
Pinellas
PLANNING
COUNCIL

INDUSTRIAL PROPERTIES

City of St. Petersburg:

Vision Element: Industrial Corridor Recommendations

- Increased flexibility for quality economic development
- Allow residential in industrial areas providing for live workspaces for artists.

Future Land Use Element: Industrial

- 1) vacant or underutilized land;
- 2) vacant or underutilized buildings;
- 3) poor quality job creation in terms of pay, employee density and spin-off or multiplier effects; and
- 4) chronic competitive disadvantages in terms of location, transportation infrastructure/accessibility and other market considerations



City of St. Petersburg



COMPREHENSIVE PLAN

INDUSTRIAL PROPERTIES

STPETE2050 Vision Goals:

- Expand use mixes in industrial districts to reflect changing business and market innovations and activate connectivity to the Pinellas Trail.
- Preserve industrial / employment centers to provide opportunities for all types of employment generating businesses.
- Consider residential housing options that are accessory to the employment opportunities currently allowed.

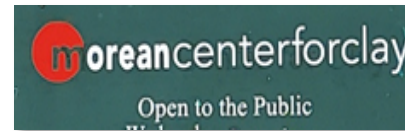
INDUSTRIAL PROPERTIES

Traditional Uses

- Manufacturing
- Materials handling (building materials, recycling)
- Warehouse, wholesale & distribution
- Auto repairs and salvage
- Construction and landscaping
- Commercial laundry and cleaning

Evolution of Non-traditional Uses

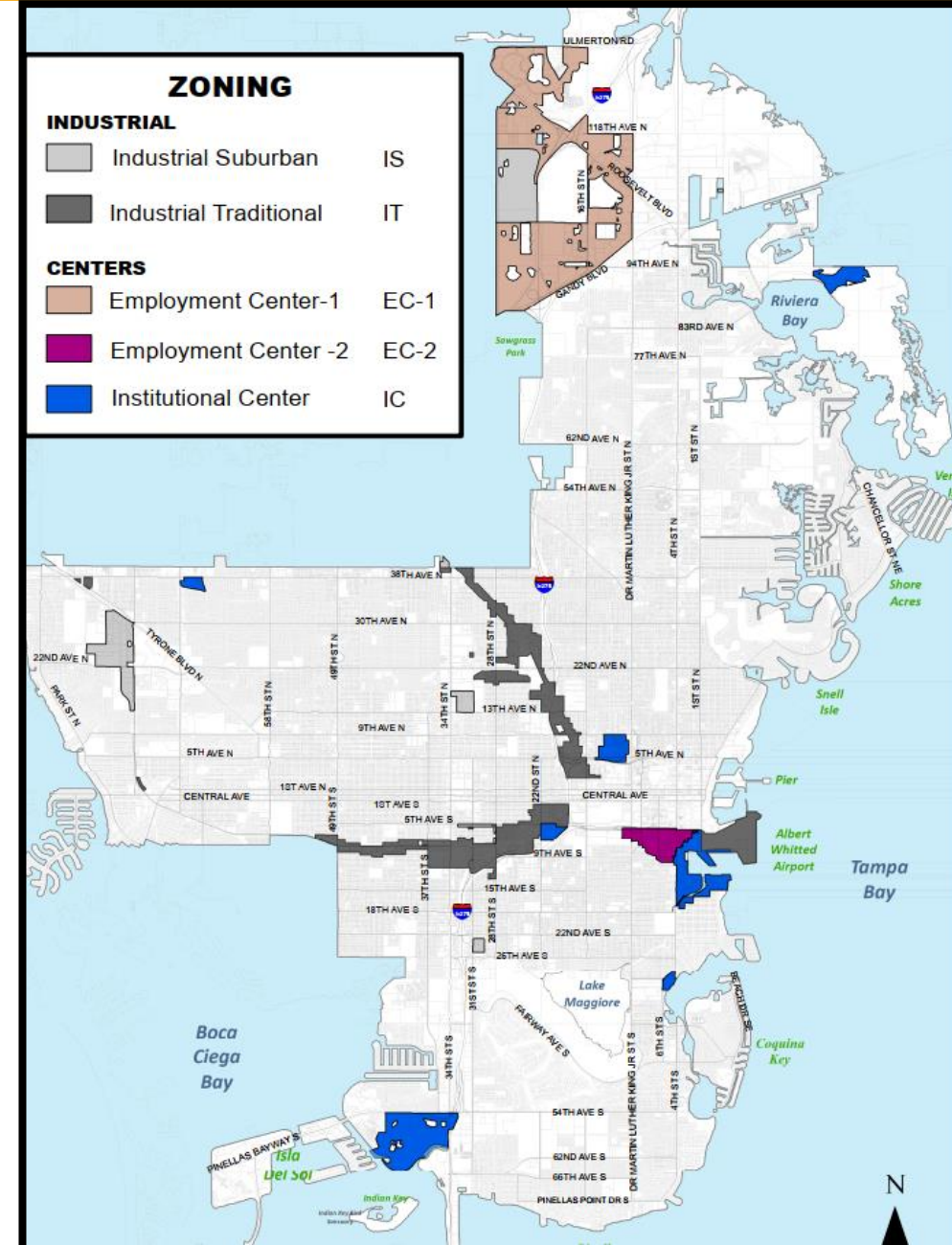
- High tech manufacturing
- Arts and culture (studios/galleries/educational)
- Entertainment, including outdoor
- Artisan baking, craft brewing and distilling
- Maker spaces (“Dirty” production/Hot shops)
- Accessory retail, restaurant, and office
- Design and fabrication
- Indoor farming
- Fitness



INDUSTRIAL PROPERTIES

Key Areas of Consideration:

1. **Industrial Lands, Generally**
 - a. Goals, objectives, policies
 - b. Pinellas Trail
2. **Transit Oriented Development (TOD)**
 - a. PSTA SunRunner Station Area (Strategic) Planning Study
 - b. HLUT on November 4, 2021
3. **HB 1339 Affordable Housing Initiative**



INDUSTRIAL PROPERTIES

ZONING	ACRES	Vacant	% Vacant
EC-1	1,012.68	153.10	15.12%
EC-2	82.02	9.01	10.98%
IC	455.51	34.73	7.62%
IS	198.36	44.32	22.34%
IT	586.13	47.97	8.18%
Totals	2,334.71	289.13	

6-percent (%)
Combined:
Employment
Industrial

1.5-percent (%)
Industrial Traditional

Former Jabil Headquarters

93.38 Acres Total

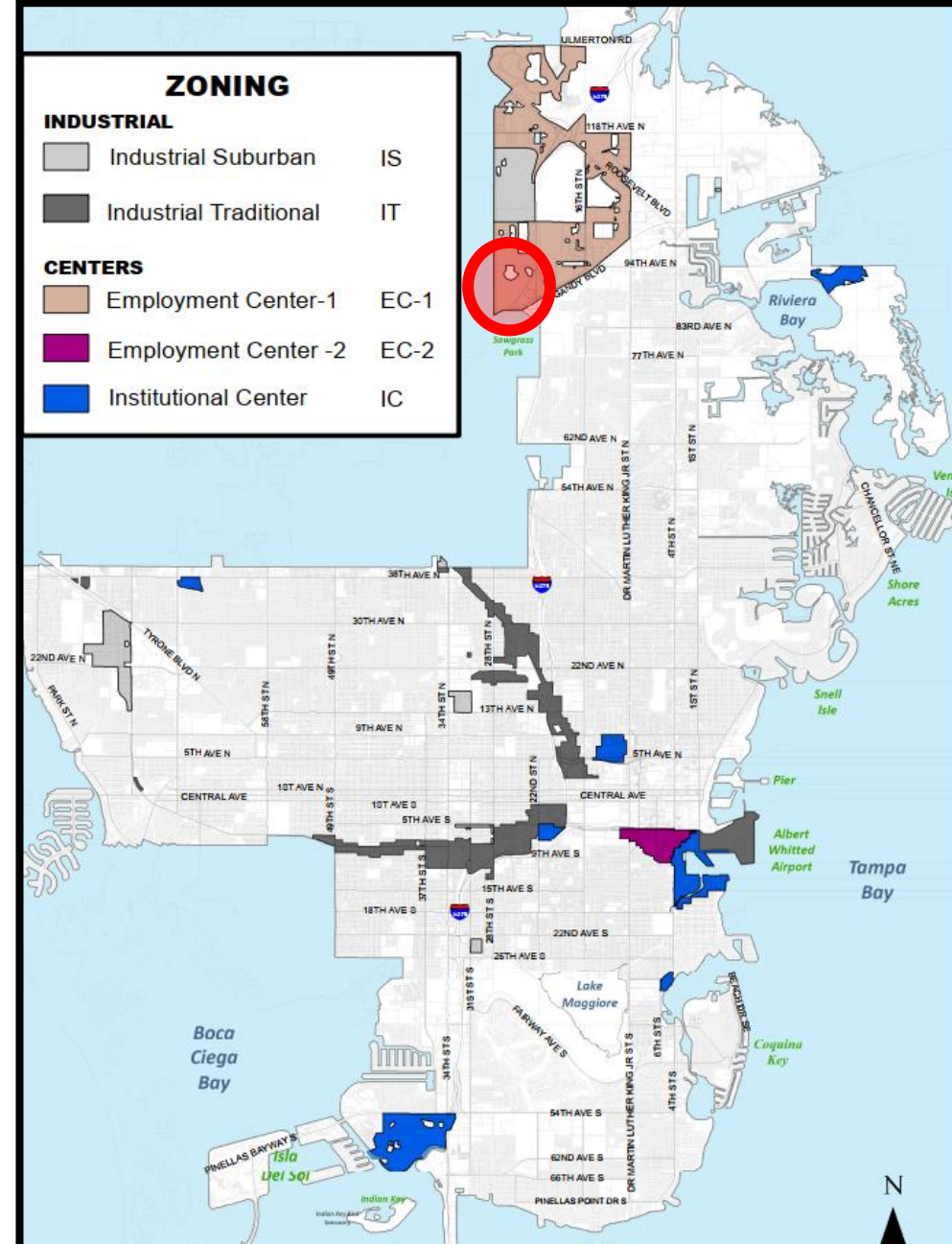
17.91 acres from EC-1 to CCS-2

75.47 acres remain EC-1

Map amendment approved with DA

Former Raytheon Site

29.11 Acres Total



INDUSTRIAL PROPERTIES

ZONING	ACRES	Vacant	% Vacant
EC-1	1,012.68	153.10	15.12%
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6-percent (%)

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Industrial

1.5-percent (%)

Industrial Traditional

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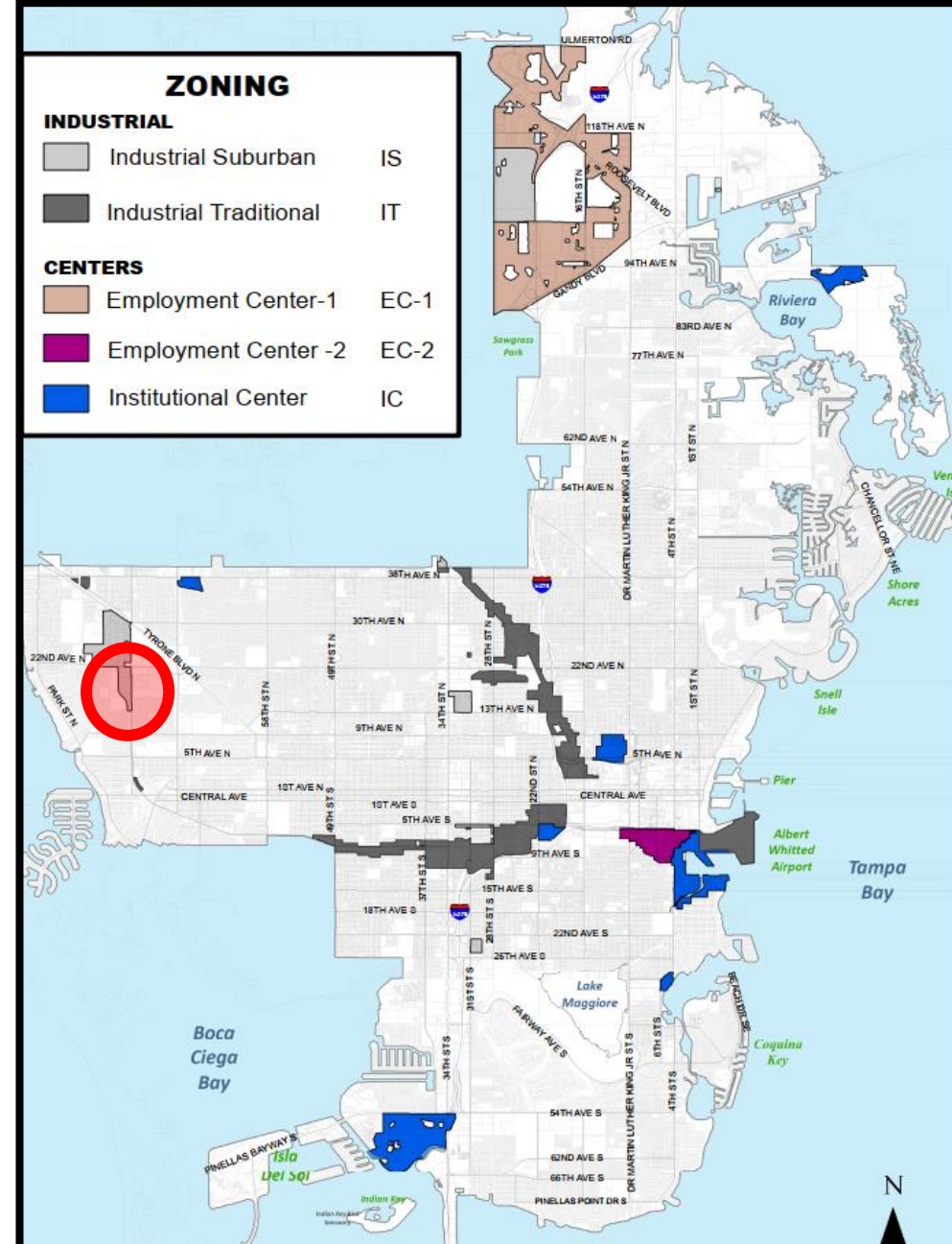
17.91 acres from EC-1 to CCS-2

75.47 acres remain EC-1

Map amendment approved with DA

Former Raytheon Site

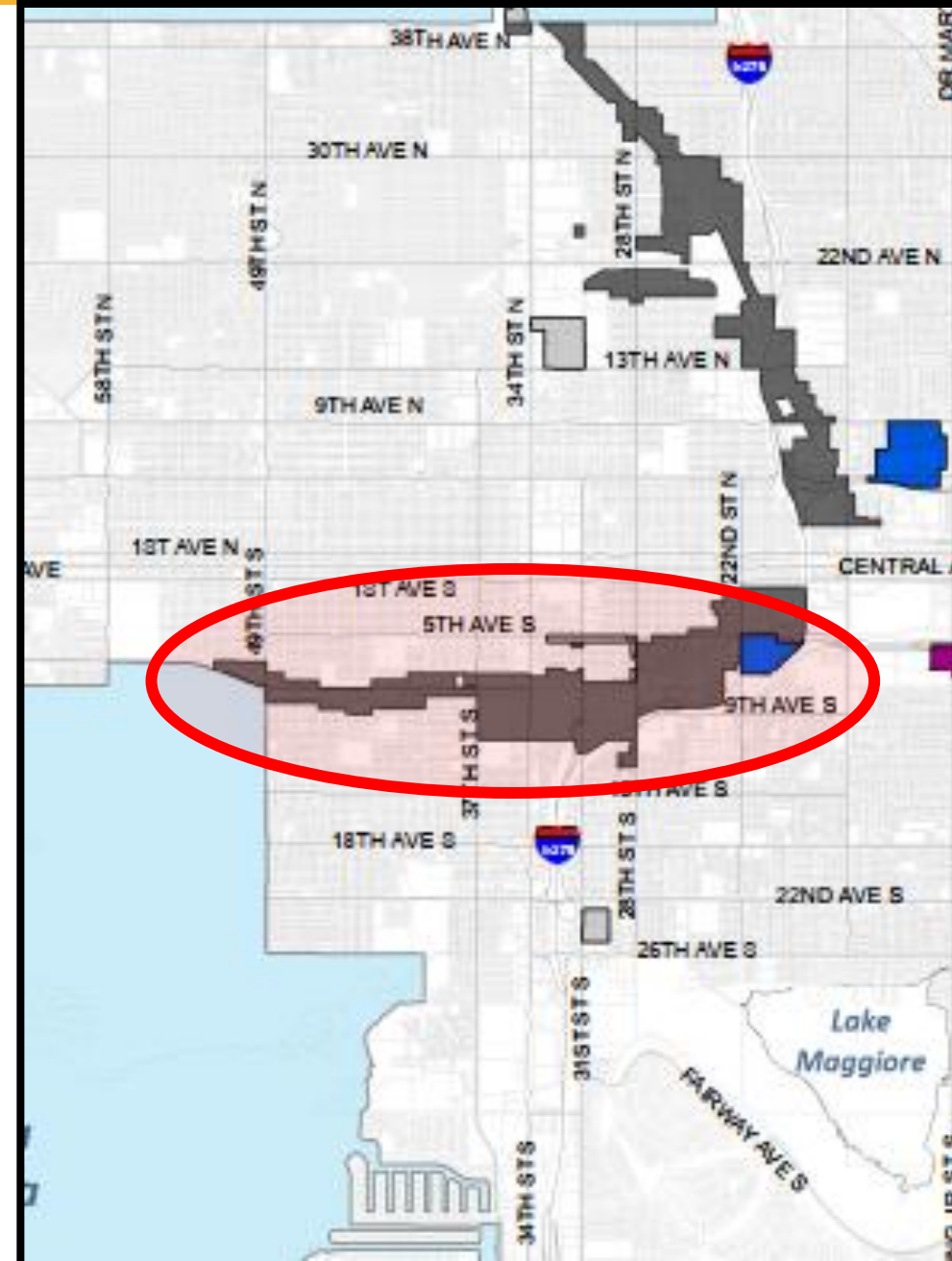
29.11 Acres Total



INDUSTRIAL PROPERTIES

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1. **Industrial Lands, Generally**
 - a. Goals, objectives, policies
 - b. Pinellas Trail
2. **Transit Oriented Development (TOD)**
 - a. PSTA SunRunner Station Area (Strategic) Planning Study
 - b. HLUT on November 4, 2021
3. **HB 1339 Affordable Housing Initiative**



EXISTING PARCEL

75% Industrial (Min)

25% Accessory (Max)

1 Residential Unit / Space (Max)

CONCEPT PARCEL

50% Industrial (Min)

- + Employment
- + Office

50% Accessory (Max)

- + Entertainment, Dining, Retail, Service, Gallery

1 Residential Unit /Space (Max)

- ? Alternate business dependent housing



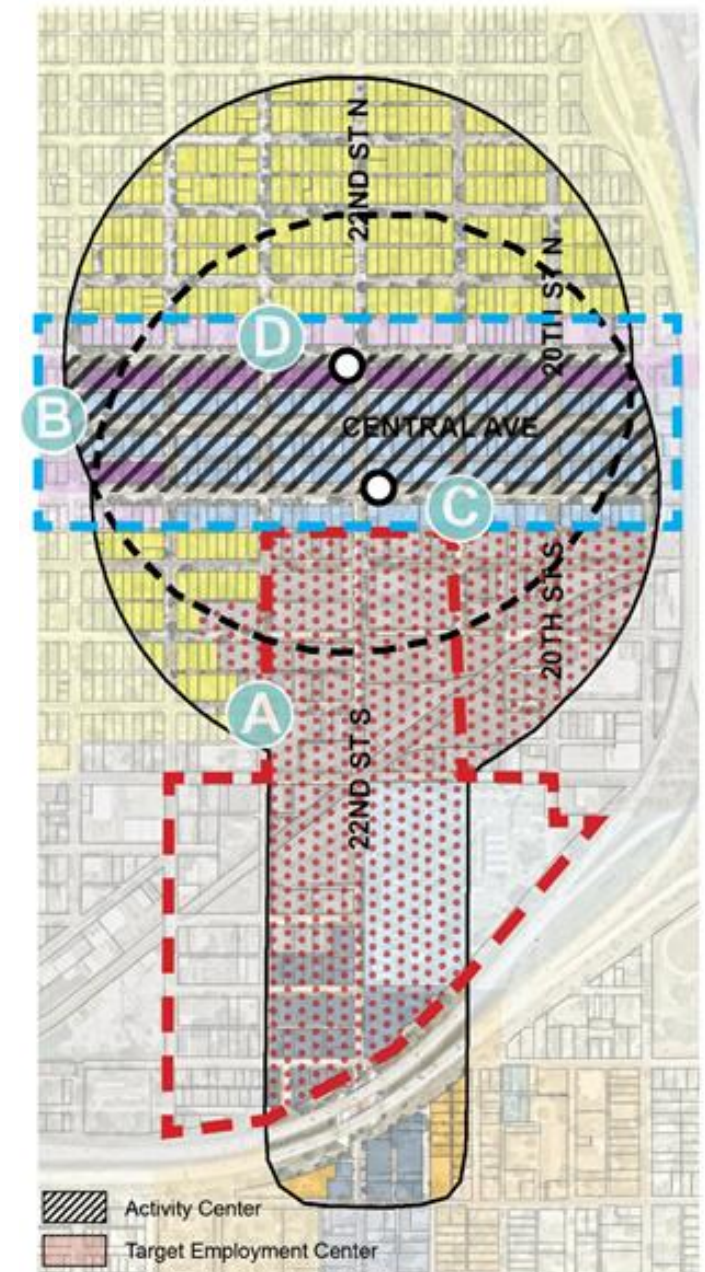
PINELLAS TRAIL



INDUSTRIAL PROPERTIES

Key Areas of Consideration:

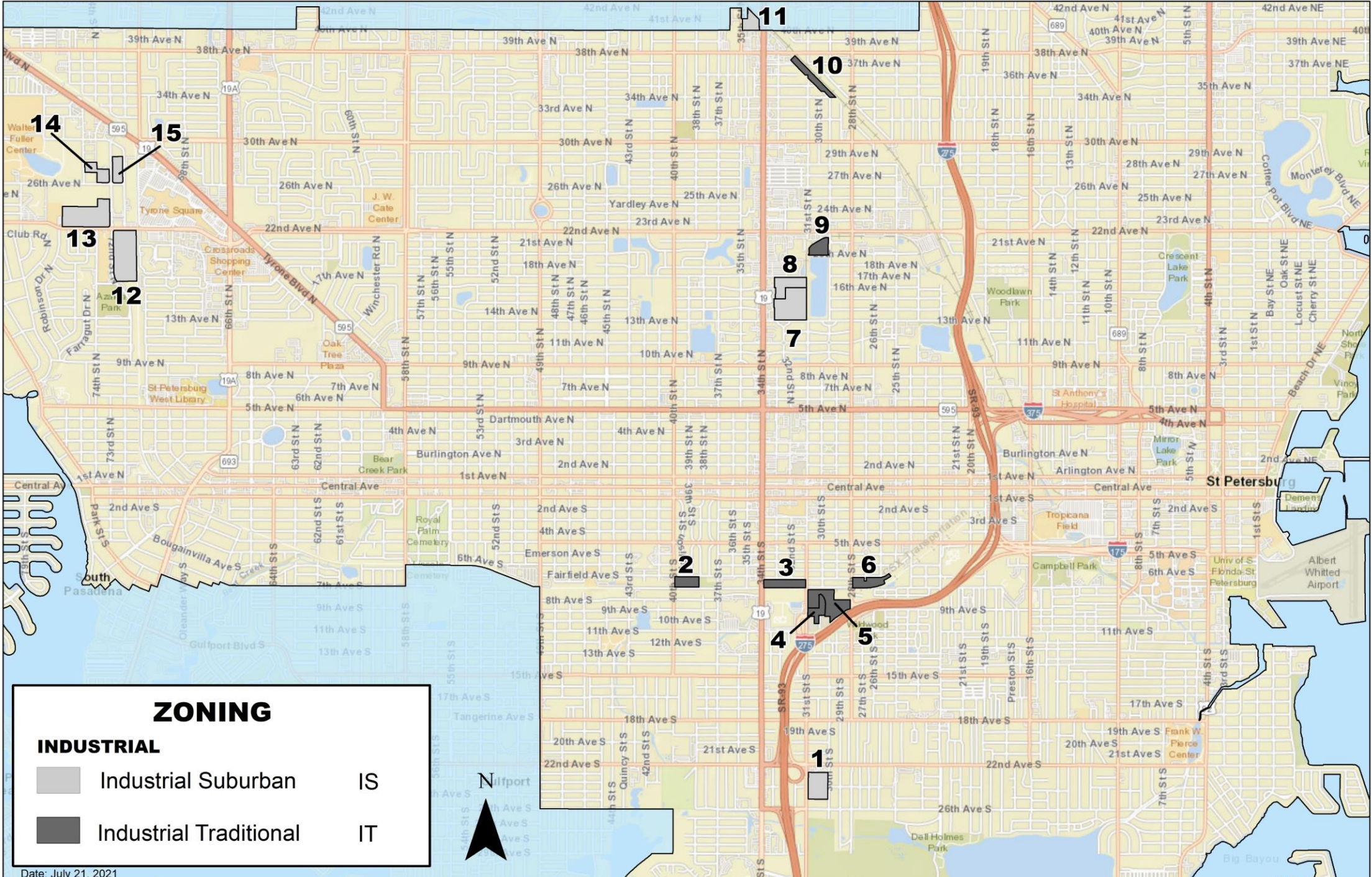
- 1. Industrial Lands, Generally**
 - a. Goals, objectives, policies
 - b. Pinellas Trail
- 2. Transit Oriented Development (TOD)**
 - a. PSTA SunRunner Station Area (Strategic) Planning Study
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INDUSTRIAL PROPERTIES

Key Areas of Consideration:

- 1. Industrial Lands, Generally**
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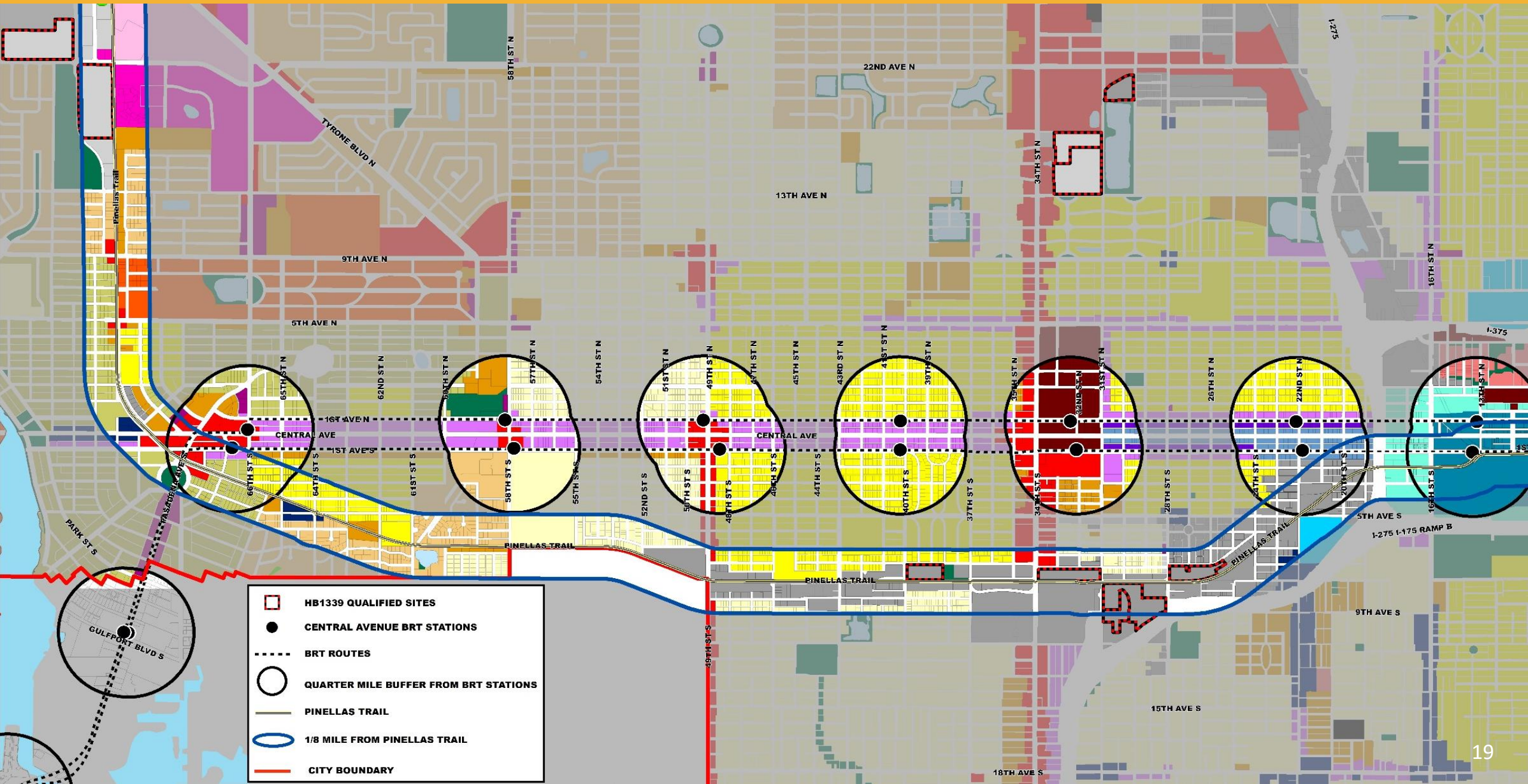
ZONING

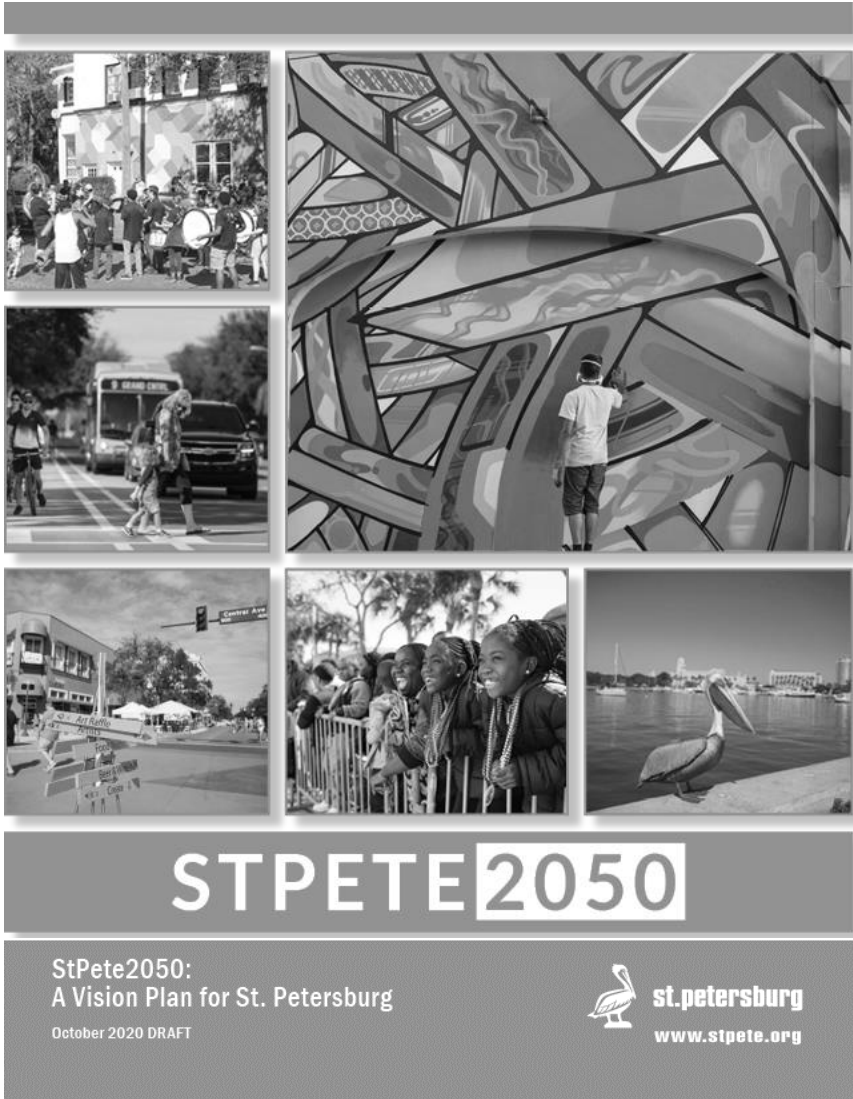
INDUSTRIAL

- Industrial Suburban IS
- Industrial Traditional IT



STPETE 2050





1. INDUSTRIAL ACTION PLAN

2. HLOT UPDATE: HOUSING

COMPREHENSIVE PLAN

LAND DEVELOPMENT REGULATIONS

HOUSING, LAND USE, & TRANSPORTATION COMMITTEE

OCTOBER 14, 2021

CITY STAFF RECOMMENDATIONS:

- Proposed an incremental strategy
- Expand use of accessory dwelling units citywide
- Allow up to four units per parcel when abutting a “Future Major Street”
- Evaluate for future expansion

Continued Discussion

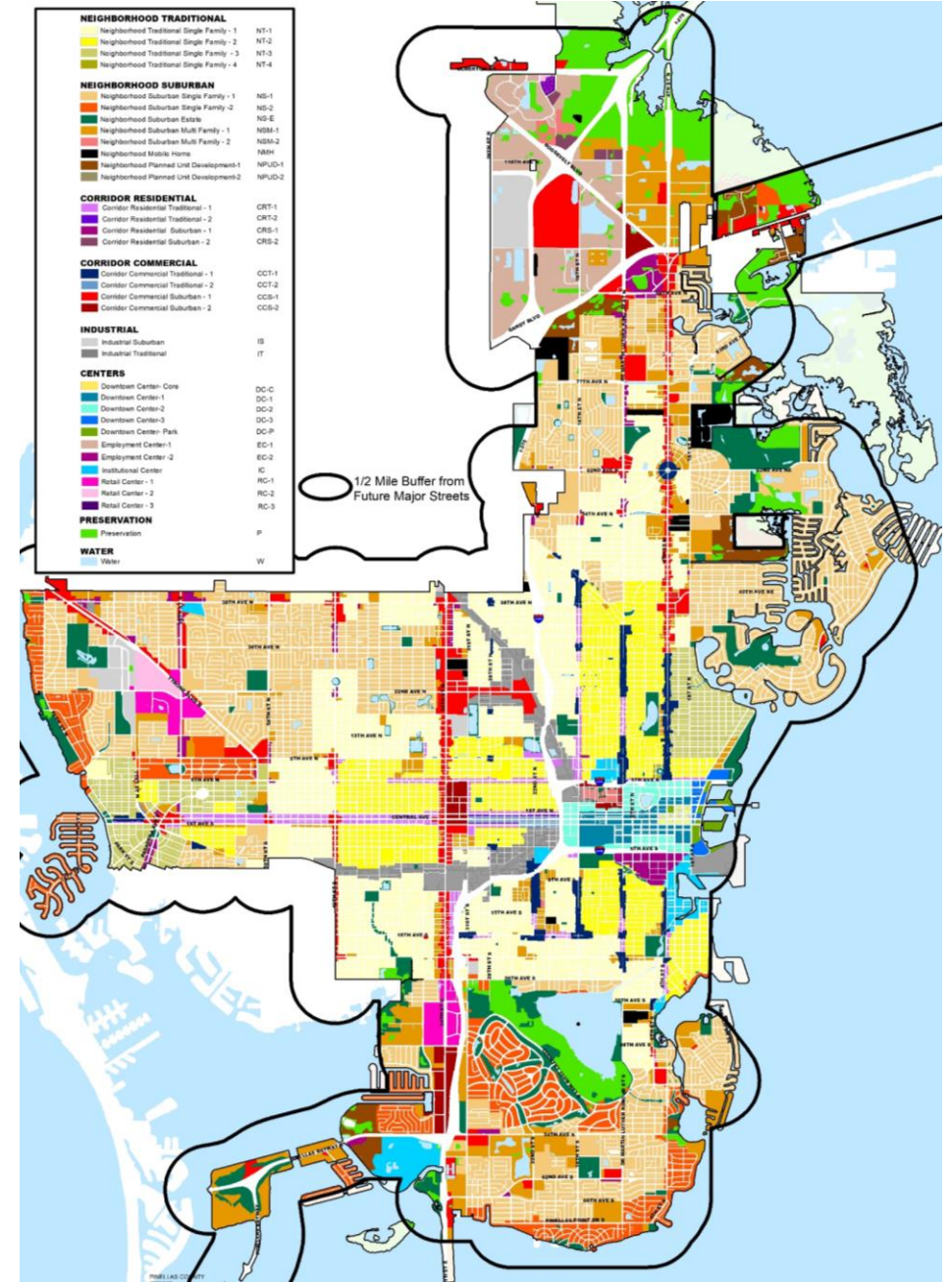
- NTM-1 whole neighborhoods
- Duplexes with 500-feet of BRT

HLUT COMMITTEE:

- **Motion to approve up to four units per parcel within ½ mile of all “Future Major Streets”**
- Use existing and zoning design standards to conserve neighborhood character.

HLUT COMMITTEE:

- Motion to approve up to four units per parcel within ½ mile of all “Future Major Streets”
- Use existing and zoning design standards to conserve neighborhood character.



UPDATES: LONG RANGE PLANNING POLICIES

- **City of St. Petersburg Comprehensive Plan**

- PR-R (Planned Redevelopment-Residential) Text Amendment to 30 units per acre, generally
- Future Land Use Map Amendments from the following to PR-R:
 - RU (Residential Urban) _ 7.5 units per acre / 0.40 FAR
 - RL (Residential Low) _ 5.0 units per acre / 0.40 FAR
 - RLM (Residential Low Medium) _ 10 units per acre / 0.50 FAR
 - RM (Residential Medium) _ 15 unites per acre / 0.50 FAR

- **City of St. Petersburg Vision 2020 Special Area Plan**

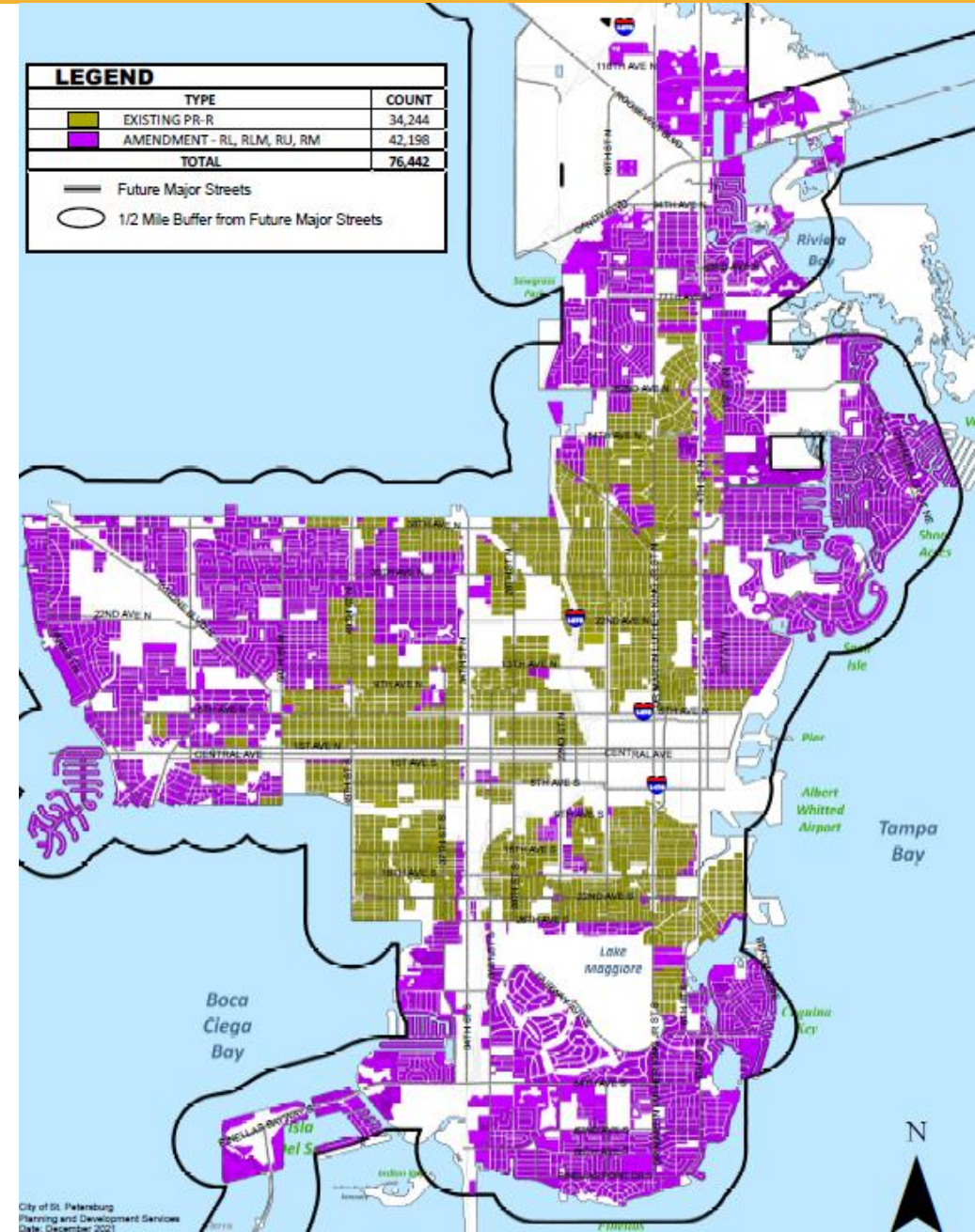
- Level of Service Analysis and other data updates

- **Countywide Plan Map**

- PRD (Planned Redevelopment District)

STPETE 2050

TYPE	COUNT
Existing PR-R	34,244
Amendment RL, RLM, RU, RM	42,198
TOTAL	76,442



UPDATES: LAND DEVELOPMENT REGULATIONS

• Land Development Regulations

- Applicability standards for neighborhood compatibility
- Design standards for new building typologies
- Floor Area Ratio (“FAR”) standards:
 - FAR standards for NS properties
 - FAR bonuses for NT properties
- Building setbacks
- Parking standards
- Impervious surface ratios; evaluate other drainage standards
- Subdivision / platting requirements

UPDATES: APPLICATION PROCESSING STEPS

1. Community Planning and Preservation Commission (“CPPC”) Workshop(s)
2. Development Review Commission (“DRC”) Workshop(s)
3. Development Review Commission Public Hearing
4. Community Planning and Preservation Commission Public Hearing
5. City Council (first public hearing)
6. Forward Pinellas Board
7. Countywide Planning Authority
8. Department of Economic Opportunity
9. City Council (second and final public hearing)

UPDATES: TIMING

- **COMPREHENSIVE PLAN**

- **Text Amendments**

- Comprehensive Plan
- Vision 2020 Special Area Plan

- **Map Amendments**

- Countywide Plan Map
- Future Land Use Map
- Zoning Map

- **LAND DEVELOPMENT REGULATIONS**

- **PUBLIC OUTREACH**

- **3-6 Months**

- Prepare draft text and maps

- **6 Months**

- Public Outreach
- Refinement of amendments

- **6 Months**

- Public Hearings

- **12+ Months Total**

Next Step: Committee of the Whole - February 24, 2022

OPTIONS

1. MOTION FROM 10/14 HLUT (4-UNITS w/i ½ mile)

- Approximately 12+ months

2. ADU EXPANSION

- Text amendments - 6 months
- Does not require Forward Pinellas Board, Countywide Planning Authority, Department of Economic Opportunity.

3. 2019 NTM-1 REZONING OF SELECT CORRIDORS

- 6-9 months (Notification to affected property owners & public hearings)
- Does not require Forward Pinellas Board, Countywide Planning Authority, Department of Economic Opportunity.

DISCUSSION

Derek Kilborn, Manager
Urban Planning and Historic Preservation
Planning and Development Services Department
Derek.Kilborn@stpete.org
(727) 893-7872



STPETE 2050

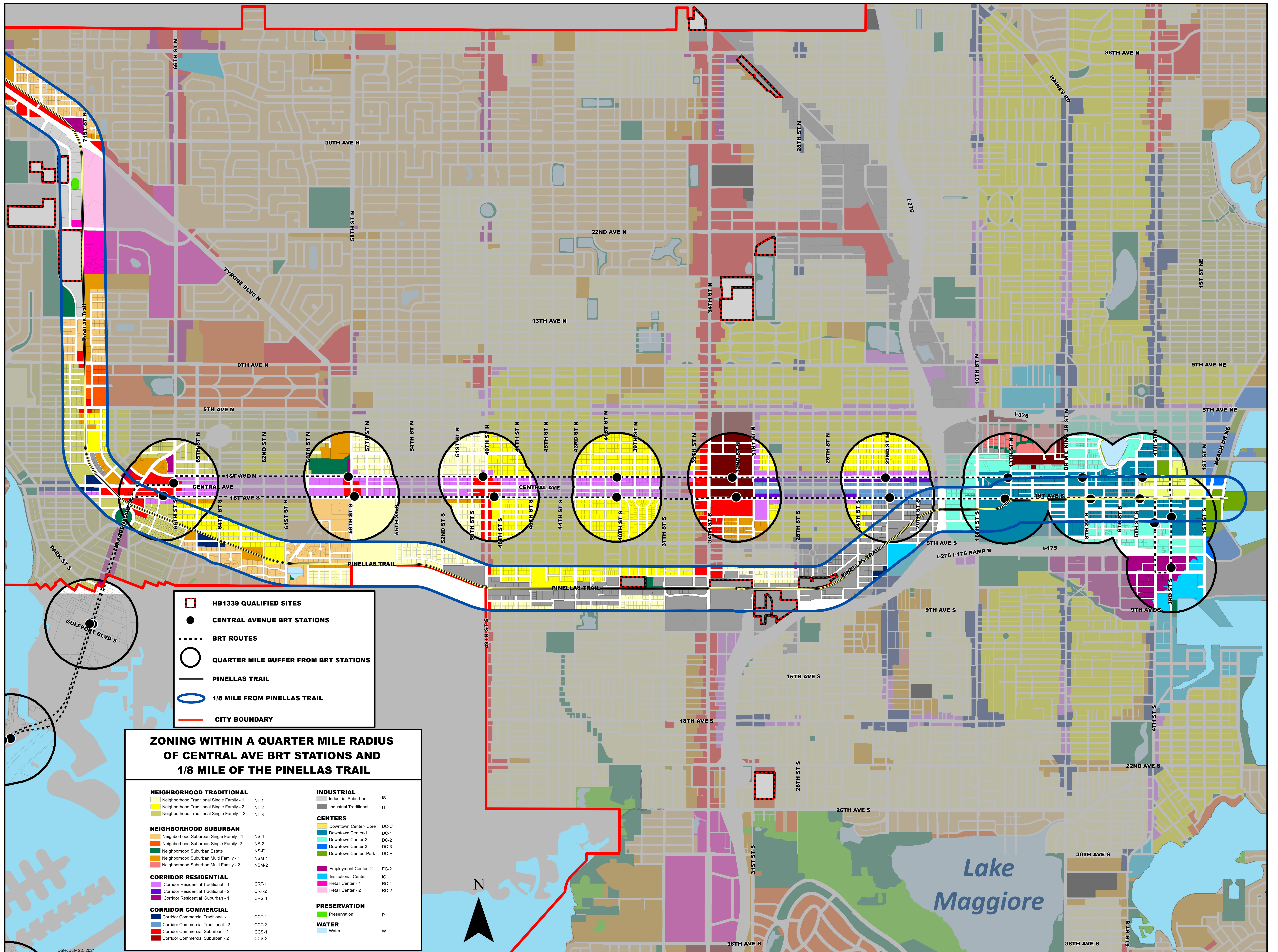
StPete2050:
A Vision Plan for St. Petersburg
October 2020 DRAFT







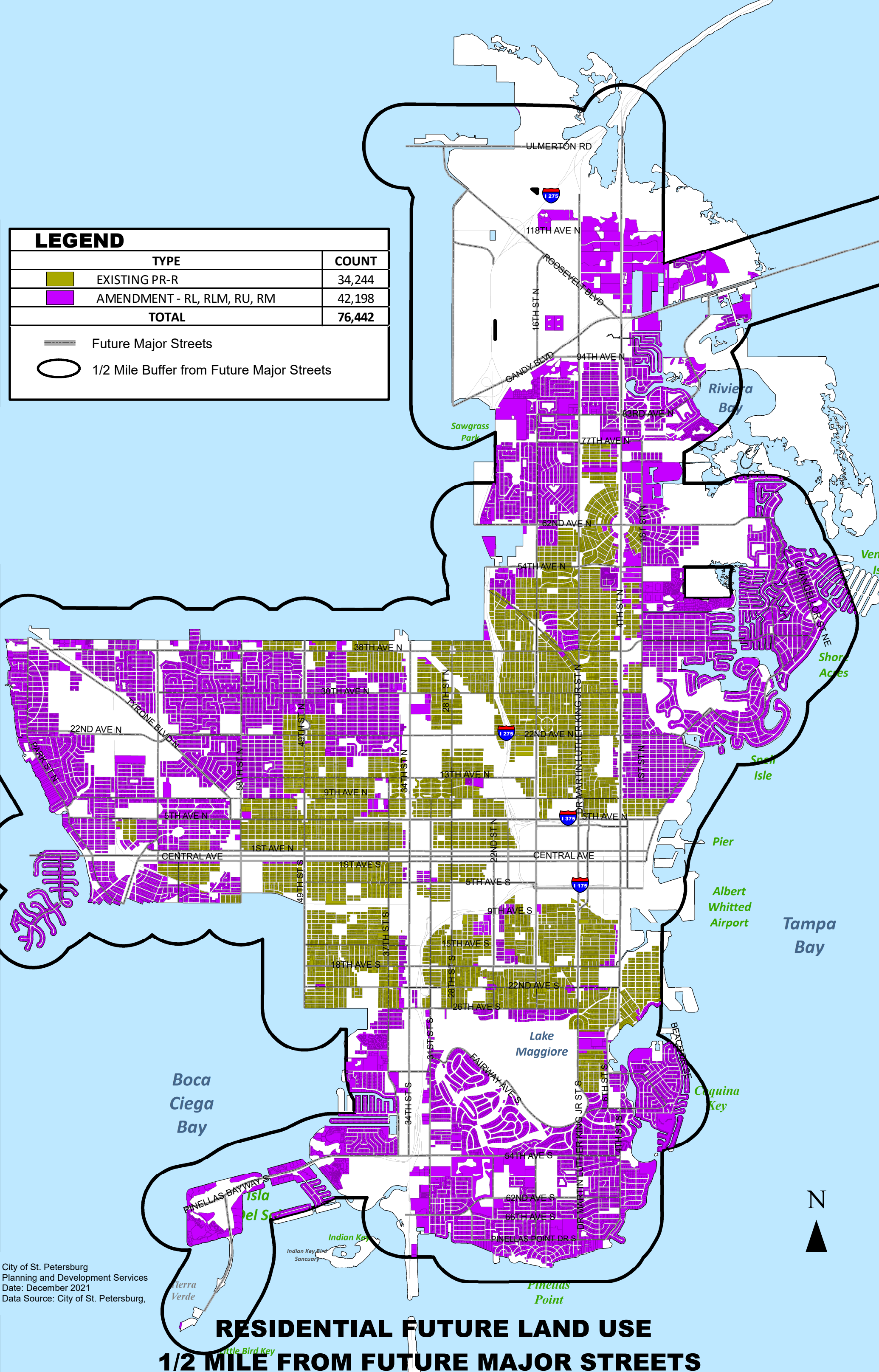
HOUSING, LAND USE, AND TRANSPORTATION

DECEMBER 16, 2021

[END]



LEGEND		
TYPE	COUNT	
	EXISTING PR-R	34,244
	AMENDMENT - RL, RLM, RU, RM	42,198
TOTAL		76,442
	Future Major Streets	
	1/2 Mile Buffer from Future Major Streets	



City of St. Petersburg
 Planning and Development Services
 Date: December 2021
 Data Source: City of St. Petersburg,

**RESIDENTIAL FUTURE LAND USE
 1/2 MILE FROM FUTURE MAJOR STREETS**



For All – From All Multi-Family Goal Status: This table provides current information on multi-family development that qualifies under the 10-year For All – From All multi-family goal of creating and preserving 2,400 dwelling units.

Development Name	Location	Total Units	Affordable/Workforce Units	Status	60% AMI and below	61% to 80% AMI	81% to 120% AMI	121% to 140% AMI
Skyway Lofts	3900 34 th Street South	65	65	Under Construction	52	13		
Delmar 745	745 Delmar Terrace South	65	65	Under Construction	65			
Butterfly Grove	506 Grove Street North	20	20	Under Construction	20			
The Shores	26 th Avenue South & 31 st Street South	51	51	Under Construction	51			
Preserves at Clam Bayou III	4146 34 th Avenue South	8	8	Completed	8			
Innovare	846 5 th Avenue South	51	51	Under Construction	51			
Bayou Pass	3201 6 th Street South	10	10	Preserved	10			
CHAF Scattered Site	936 23 rd Ave S 1825 13 th St S 1861 13 th St S	6	6	Completed		6		
Arya Development	5475 3 rd Lane North	415	125	Design & Permitting		59	66	
Whispering Pines	2655 54 th Ave S	20	20	Funded & Design	20			
Jordan Park	1245 Jordan Park Street South	266	266	Preserved & New Funded by City	266			
Orange Station	1300 1 st Avenue North	103	42	Design & Permitting		11	31	

Development Name	Location	Total Units	Affordable/Workforce Units	Status	60% AMI and below	61% to 80% AMI	81% to 120% AMI	121% to 140% AMI
Sixteenth Square	Dr. MLK Jr St. S & 16 th Avenue	11	11	Under Construction			11	
Totals		1091	740		543	89	108	

Housing Delivery Tracking

Name of Development	Address	Total Number of Units	0-30% AMI (& 33% AMI) UNITS	<50% AMI Units	<60% AMI Units	<80% AMI Units	80-120% AMI Units	Funding Req. From City	HOME	SHIP	LHAF	Other City (CRA/HCIIP)	City Penny	Econ Stab	Other - Non City Funding Assistance	Current Status	Type of Units
The Avery Commons/Skyway Lofts	3319 39th Ave. South	65	10		42	13		\$90,000			\$90,000				\$15,434,149	Under Construction	New
Delmar Terrace	745 Delmar Terr	65	33		32			\$334,000				\$334,000			\$22,031,984	under construction 4/15/21 CC approved	New
Butterfly Grove	506 Grove St N	20		20				\$75,000				\$75,000			\$5,164,600	Under construction	Demo & New Construction
The Shores Apt	SW Corner of 26th Ave S and 31st St. S	51	5		46			\$567,500				\$567,500			\$11,057,703	City loan closed 4/30/21- under construction	New
The Preserves at Clam Bayou 3	4146 34th Ave S	8		8				\$481,093	\$481,093						\$962,186	CO issued 6/24/20	New
VOA's Innovare	846 5th Av S	50	4	8	38			\$75,000				\$75,000			\$10,524,134	FHFC approved	New
Bayou Pass	3201 6th Street South	10		10					\$111,000							CC approved 1/07/2021	preservation thru 1/01/2031
CHAF	1825 13th S/S, 1861 13th S/S, 936 23rd A/S	6					6					\$60,000				CRA Approved 1/14/2021	New
Whispering Pines	2655 54th Ave S	20		20				\$150,000	\$150,000						\$4,796,585	CC approved 08/20/2020 FHFC approved 4/30/21	New
Founders Point	2901 31st Street South	15	3	12				\$75,000				\$75,000			\$3,747,465	FHFC not awarded 4/30/21- PAL/Boley to reapply	New
Arya New NE	5475- 3rd Lane North	415				59	66	\$1,000,000						\$1,000,000	\$97,000,000	Council approved 7/15/21	New
Jordan Park	1245 Jordan Park Stret South	266	40		226							\$2,000,000			\$91,600,725	CRA/CC approved 10/14/21	60 New/& 206 rehab
Bear Creek- elderly	635-64th Street South	85	13		56	16							\$1,950,000		\$16,105,830	CC approved 10/21/21 (9% or SAIL pending)	New
Sixty90	6090 Central Ave.	204				42	141						\$5,000,000		\$44,075,000	CC approved 10/21/21	New
Sixteenth Square	1600 block of Dr. Martin Luther King Jr. S. South	11					11					\$286,000			\$2,314,000	CC approval 11/19/20 & 7/08/21	New townhomes
Funding Approved	APPROVED	1291	108	78	440	130	224	\$2,847,593	\$742,093	\$0	\$90,000	\$3,472,500	\$6,950,000	\$1,000,000	\$324,814,361		

Revised 12/1/2021

Approved by City Council, loan or funding agreement not yet signed

2017- 2021 Vacant & Boarded Report Comparison

	Citywide					Midtown					Childs Park				
Month	2017	2018	2019	2020	2021	2017	2018	2019	2020	2021	2017	2018	2019	2020	2021
JAN	320	224	192	162	137	145	100	80	75	73	48	30	31	27	18
FEB	321	228	189	151	138	145	96	78	74	74	48	31	29	20	19
MAR	314	221	187	143	125	142	94	78	70	68	47	29	29	18	18
APR	299	211	178	142	123	136	94	72	72	64	42	30	30	18	18
MAY	288	213	181	133	118	129	94	74	72	58	40	31	32	18	18
JUNE	277	209	179	134	120	127	88	71	74	60	40	34	32	16	18
JULY	275	205	181	132	123	122	85	74	73	60	39	33	31	17	19
AUG	265	208	178	132	121	118	82	73	72	61	37	35	29	17	18
SEPT	253	203	175	135	114	114	79	74	78	57	36	34	28	17	15
OCT	244	197	169	136	107	108	78	73	79	54	35	34	28	18	15
NOV	244	191	168	137	107	110	77	76	77	52	34	34	28	18	15
DEC	238	188	164	134	109	107	76	74	75	52	31	31	27	18	16

Link

Line No.	Approved Projects	Program Goals H- Household, P- Persons, L-Loans	Fiscal Year to date Accomplishm ents	Funding Sources																	Total Expended	Amount Remaining	Commitments/Under Contract	Total Funds Available to Commit
				Total Budget	CDBG	CDBG-CV	CDBG-CV#3	HOME	ESG	ESG-CV	ESG-CV#2	NSP	CRF	ERA	SHIP	SSCRA	CHTF	HCIPI	GEN FUND					
Support Services																								
58	CHDO Operations - Pinellas Affordable Living			30,000.00				30,000.00												30,000.00	0.00	0.00	0.00	
59	Administration			3,212,459.75	363,526.04	40,034.59	3,293.05	76,230.57	8,790.35	10,710.14	11,389.01	466.03	20,667.63	53,760.94	110,445.19					783,590.79	1,482,904.33	1,729,555.42	462,974.11	1,266,581.30
60	Legal Administration			96,033.08																26,153.50	26,153.50	69,879.58	0.00	
61	Subrecipient Admin & Program Delivery			1,093,067.03		3,750.00		7,600.00					47,250.00	556,039.99							644,515.79	448,551.24	417,563.24	30,988.00
62	Program Delivery Costs			360,657.73	357,244.15			422.79													357,666.94	2,990.85	2,990.85	0.00
63	Section 108 Loan Repayment			198,749.55	198,749.55																198,749.55	0.00	0.00	0.00
64	Total Support Services			4,990,967.20	919,519.74	43,784.59	3,293.05	114,253.36	8,790.35	40,585.94	11,389.01	466.03	67,917.63	609,800.93	110,445.19	0.00	0.00	26,153.50	783,590.79	2,739,990.11	2,250,977.09	953,407.78	1,297,569.30	
65	Total All Approved Projects			39,671,949.58	2,027,153.82	94,748.73	69,708.78	728,522.00	115,219.90	129,438.26	177,667.47	9,651.91	764,788.96	6,811,749.92	876,683.82	1,029,195.31	0.00	328,771.62	783,590.79	13,946,891.29	25,725,058.29	11,717,702.41	14,007,355.88	
Funding to be Reprogrammed																								
66	Funding to be Reprogrammed			412,302.43	273,522.04			0.00						694.31			74,763.11	63,322.97			412,302.43		412,302.43	
67	Old HUD (Program Ended) Funding at City			26,906.08	26,906.08																26,906.08		26,906.08	
68	HCIPI Designated for Housing Units from Developers			54,183.00														54,183.00				54,183.00		54,183.00
69	Available CRA funding for BF, Rehab, PA, Counseling not assigned			601,443.90													601,443.90					601,443.90		601,443.90
70	Total Funding to be Reprogrammed			1,094,835.41	300,428.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	694.31	0.00	0.00	74,763.11	117,505.97	0.00	0.00	1,094,835.41	54,183.00	1,040,652.41
Sources																								
71	FY Grants / City Funds / CV Funds			26,250,087.75	1,823,017.00			1,594,534.00	882,610.00	156,473.00	481,059.43	2,901,339.40		14,352,337.30				1,928,878.00		1,340,964.00		788,875.62		
72	B-05B-06 Reprogrammed Award 81573			663,084.97	663,084.97																			
73	Carry Forward Funds from Previous FY			11,677,251.92	2,819,716.77	1,061,471.88		1,620,609.01	3,860.13			777,428.70	762,978.52	1,375,175.47	2,441,235.13	299,827.13	514,949.17							
74	Fiscal Year Program Income-Housing			2,149,454.27	246,792.40			696,795.44						1,102,314.38			74,320.03	29,232.02						
75	Per HUD-Must be used for Low Mod Housing			26,906.08	26,906.08																			
76	Total Sources			40,766,784.99	5,579,517.22	1,061,471.88	1,594,534.00	3,200,014.45	160,333.13	481,059.43	2,901,339.40	777,428.70	762,978.52	14,352,337.30	2,477,489.85	4,370,113.13	374,147.16	1,885,145.19	788,875.62	0.00	0.00	0.00	0.00	
77	Total Funding by Funding Source Remaining			(0.01)	3,552,363.40	966,723.15	1,524,825.22	2,471,492.45	45,113.23	351,621.17	2,723,671.93	767,776.79	(1,810.44)	7,540,587.38	1,600,806.03	3,340,917.82	374,147.16	1,556,373.87	5,284.83	0.00	26,819,893.70	11,771,885.41	15,048,008.29	

Spent of budget
35.16%

1.93

* Subrecipient Notes:
Line No(s):

Funding Source	Commitments - Contracts	Funds Available to Commit	Total
CDBG	4,141,602.21	1,902,309.56	6,043,911.77
HOME	276,971.01	2,194,521.44	2,471,492.45
ESG	3,120,406.33	0.00	3,120,406.33
SHIP	633,223.28	967,582.75	1,600,806.03
CRA	1,229,497.39	2,111,420.43	3,340,917.82
CRF	0.00	-1,810.44	-1,810.44
ERA	347,527.37	7,193,060.01	7,540,587.38
NSP 1 and 3	225,688.77	542,088.02	767,776.79
CHTF	299,384.05	74,763.11	374,147.16
HCIPI	1,493,300.17	64,073.40	1,556,373.57
GEN FUND	5,284.83		5,284.83
Total	11,771,885.41	15,048,008.29	26,819,893.70
	0.00	0.00	